

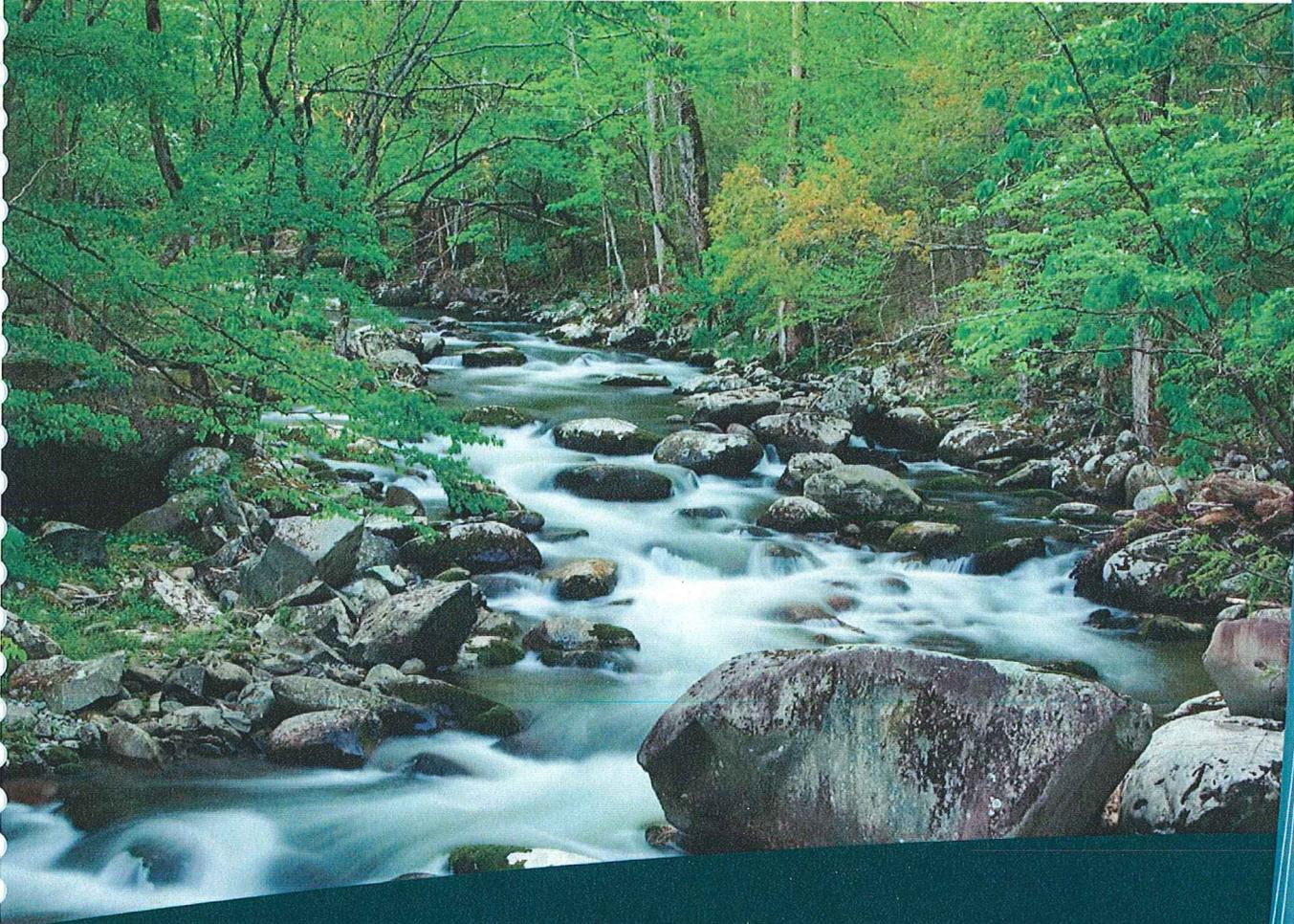


REI

**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**

**CONCEPTUAL LAND USE STUDY
THE HALL PROPERTY
CTH N AND BITTERSWEET ROAD
TOWN OF RIB MOUNTAIN, WI**

REI PROJECT #7071



**COMPREHENSIVE
SERVICES WITH
PRACTICAL
SOLUTIONS**



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**LAND USE STUDY
THE HALL PROPERTY
CTH N AND BITTERSWEET ROAD
TOWN OF RIB MOUNTAIN, WI**

REI PROJECT #7071

1.0 INTRODUCTION AND OVERVIEW

The Hall Property consists of 160 acres of mostly undeveloped acreage bordering the south side of Rib Mountain State Park, in the Town of Rib Mountain. It is part of the Southeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, part of the Southwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, all of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, and all of the Southwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$, all in Section 16, Township 28 North, Range 7 East, Town of Rib Mountain, Marathon County, Wisconsin. The property has been historically used for agricultural purposes, with recent plans to sell the property for future development. REI has been contacted by the Hall Family to create a land development plan to facilitate the potential sale of the property. The property is located on the north side of County Highway N (CTH N) just west of the intersection with CTH KK. It also abuts the South Mountain Elementary School Property. See Figure 4 for site vicinity map

We have enclosed area photos dating back to 1938 to show the history and growth of the adjacent neighborhoods. The Hall Family quietly remained unopposed to the adjacent development.

There are two 40-acre parcels abutting CTH N. Both of these are comprised of mostly agricultural fields, with the eastern-most containing the Hall farmstead. Small wetland areas were found on these two 40s. The central 40-acre parcel is comprised of approximately 75% woods and 25% field. A wetland corridor and a navigable stream running diagonally divide the field from the woods. The northern 40 is mostly wooded with some field at the southeast corner. Two wetland systems exist on the east and west sides. It can be assumed that wetland permitting may be required during the planning and development stage of the project.

Site topography on the property is variable. Given the fact that the north 40 abuts Rib Mountain State Park, there is approximately 80 feet of drop from north to south. The south two 40s along CTH N slope from south to north with 50-60 feet of elevation change. The center 40 is where the wetland corridor and navigable stream run from northeast to southwest, capturing the runoff from the north and south areas. See Figure 5 for existing landcover and topography.

Site soils are comprised of silt loams. Reitbrock is the predominant soils series throughout the site with areas of the Fenwood series on the northerly half and along Bittersweet Lane. Areas containing the Marathon series are found adjacent to CTH N. Site soils can impact cost of development due to such things as their frost susceptibility and depth to groundwater and bedrock. These soil series are typically located within 60" of bedrock and may see seasonal high groundwater in the spring and early summer periods. Field-verification of the site soils should be done as a part of the planning phase to assist in working with the soils and helping to minimize construction cost. Figure 6 shows mapped soils within the area.

2.0 PUBLIC ROADWAY ACCESS

A variety of access points can be found along the east side of the property. Strawberry Lane and/or Iris Lane could be extended across Bittersweet Lane into the property on the southeast portion, whereas Begonia Street and/or Belflower Street could be extended into the property at the north end of the property. CTH N runs east-west on the south end of the site and would likely provide a major access road for the property. The highway is controlled by Marathon County with a posted speed limit of 45 mph adjacent to the subject property. An existing agricultural access road is located on the top of a flat area between the southern two forty-acre parcels.

REI reviewed the location of the existing agricultural access road for safety using the WisDOT Facilities Development Manual guidelines for stopping sight distance (SSD) and decision sight distance (DSD). A 50 mph design speed was used in tandem with adjacent CTH N road slopes to perform the calculations. Based on this analysis, the

required SSD and DSD are 425' and 465', respectively, allowing access into the site to occur within an area located approximately 65' west of the existing agricultural access road and continuing another 50' feet to the west. It is recommended that the development's CTH N access point be placed across from an existing gravel driveway located on the south side of CTH N within the acceptable SSD area. Additional access on CTH N to the east would be problematic due to the elevation changes (limiting SSD) and gaining proximity to the intersecting CTH KK and Bittersweet Road. Additional access to CTH N to the west would be problematic due to elevation changes. Figure 7 illustrates the potential access points into the property.

3.0 PEDESTRIAN AND BIKE ACCESS

Bike routes and pedestrian paths require consideration in the planning of a new development. Given the subject property's proximity to South Mountain Elementary School, and Rib Mountain State Park, these features have increased importance and can really enhance the value and usability of the development.

To allow students to have a safe passage to and from school, a trail should initially be placed on the west side of Bittersweet from CTH N north to the school campus and access points. This section of Bittersweet Road experiences the greatest amount of roadway traffic, so providing a separate pedestrian trail would greatly enhance safety. Placement of the trail on the west side would have minimal interference and impact on existing development and infrastructure. Ideally, this trail would be separated from the road surface by a greenspace terrace area. As the development plan unfolds, additional connecting pedestrian and bike access routes would be considered within the plan to promote connectivity to area facilities.

Potential access to the Rib Mountain State Park Trail System was researched. The nearest point on a trail is approximately 100' northwest of the development's north lot line. By working with Rib Mountain State Park and reserving a width of property for an easement, this development could have a direct connection to a wonderful local recreational resource in which area residents can enjoy without having to drive.

4.0 PUBLIC UTILITIES

The Town of Rib Mountain is served by public sewer and water operated under the Rib Mountain Sanitary District. The Town's drainage is handled mostly by roadside ditches and culverts within the road right-of-way. Existing public sanitary and water are located east of the subject area within the adjacent residential subdivision. These existing facilities would likely be connected to in order to provide service to the new development

4.1 Sanitary Sewer

All of the subject property is currently included within the Wausau Area Sewer Service Area. Site topography and depth of existing sanitary sewer both are the primary factors that dictate gravity service area. There are existing 8" diameter sewer stubs located at Strawberry Lane, Iris Lane, Bellflower Street, and Begonia Street. A 10" sanitary main exists within Bittersweet, south of Strawberry Lane. Approximate connection elevations are indicated on the Figure 8 as provided by the Rib Mountain Sanitary District. In planning for the sewer extension, REI assumed a design slope of 0.5% for the sanitary sewer pipe as opposed to the 0.4% minimum required by code for 8-inch pipe. Ten-inch pipe has a minimum design slope of .28% and would provide added design flexibility in the future. Although a target sewer depth of 9 feet would provide sanitary service for facilities located at basement level, REI also assumed a minimum pipe depth of 6 feet for the sanitary sewer with the focus of servicing the primary living space. Sewer depths less than 6 feet would potentially be subject to freezing and would require insulating or raising local grade, both of which could be done during design, but were not considered at this time. Basement sanitary drainage can be accommodated depending on the height of the lot relative to the road and also the installation of a lift pump by the homeowner.

Figure 8 illustrates the approximate zones where gravity sewer can be provided with sufficient cover. Approximately 70 acres of the subject area can be serviced, with the two areas being located at the southeast and northern portions of the

development. The remaining area of the development is where gravity drainage likely cannot occur. REI anticipates that a lift station would be required to provide additional sewer service to 90 acres of the property and future extensions to the west. Placement of the lift station would likely occur near the low area of the property near the western property line of the development. Locating the lift station here should allow the parts of the development serviced by the lift station to gravity flow without the need for additional lift stations or individual grinder pumps. The Rib Mountain Sanitary District had indicated that the lift station force main line should be directed to enter the Strawberry Lane system as it would be upsized to 10" in size. The 10" sewer line should extend from Strawberry Lane to the west to accommodate future development demands.

4.2 Water Main

Water connections are available at the same locations as the sanitary sewer and are identified on Figure 8. Flow and pressure records are also indicated. Minimum flow and pressure must be provided throughout the development for fire protection purposes. Both elevation and pipe length will impact available flow and pressure at fire hydrants. The residential area located just east of the northerly 40 acre part of the subject property has a boosted pressure and would need to provide the water service for that part of the development as they are at similar elevations. The boosted system does begin to approach the minimum fire flow and pressure of 500 gallons per minute at a residual pressure of 30 pounds per square inch and could require upgrades to provide adequate service. Both the boosted and non-boosted systems should be looped (separately) and connected to the existing system to enhance system performance and water quality. Dead-ends at cul-de-sacs should be avoided if possible. The 10" watermain stub located at Strawberry Lane should be continued through the Hall Property and extended to the west property line for future connection.

5.0 PROJECT PHASING

Given the total acreage of the Hall property, it is anticipated that a phased development approach will be utilized. As discussed earlier in the report, a number

of factors will play into the development strategy to facilitate access and utility service. Although the development of the northerly part of the property would appear to be feasible due to its proximity to an existing residential area, there are concerns with access and traffic, as well as emergency service response. The Town has stated that development of this portion of the project should not be done until a new connection to CTH N or Bittersweet Road is made. Construction of a new road comes with expense and is typically done in tandem with development along the way in order to recoup the cost of the infrastructure.

Taking into account the various considerations, REI would foresee the southeast 40-acres along CTH N developing first (phase A) based on the study of utilities, topography, soils, wetlands, and access. In this initial phase, the larger sewer and water mains would be extended from Strawberry Lane to the west in an effort to accommodate this development and potential future development to the west. This project phase would likely conclude near the limits of gravity sewer service.

As a part of the next project phase to the west (phase B), implementation of the forcemain (pressure sewer line) would be done in tandem with the gravity sewer directed to the proposed lift station. The forcemain would be sized to also accommodate future development to the west of the Hall Property to reduce future construction and restoration expense.

Development of the next phase (C) of the property to the north would have the most environmental challenges as there would likely be a wetland encroachment and navigable stream crossing in which permits will have to be secured for any proposed impacts. The wetland area will limit the developable acreage of this part of the project but may ultimately serve as an asset to the property owners as it would provide an opportunity for privacy and maintaining a natural area that would attract wildlife and create a quiet setting. The soils may also become more difficult to work with as there may be more bedrock or seasonal high groundwater concerns.

The primary challenge with the final north phase (D) of the project would be in regards to water supply and elevation. At this elevation, the public water system pressure is boosted so this part of the development would have to be serviced by that booster pump water system. That system is currently anticipated to be able to meet increased water supply demand of the Hall Property development. The greatest attribute of this part of the project is that it will likely bring some of the highest property value due to its proximity to Rib Mountain State Park along the north property line. Additionally, there are fewer wetland areas that would take away from the developable space, allowing for the property to be developed to the desired density.

Based upon the project phasing and development summary provided, REI has prepared a conceptual land use plan for consideration. See Figure 9. This plan has been presented to the Town of Rib Mountain for review and comment and modified thereafter to prepare a final approved master plan. It should be recognized that the details of the development plan have not been worked out and that additional study should be done to determine an appropriate development strategy. This plan is a merely a preliminary guide to begin the successful development of the Hall Property.

6.0 LAND USE PLAN

The Hall property offers the community a unique development setting. The parcel is located within 1.5 miles of a regional commercial corridor and access to the interstate highway system. It is contained within the Wausau School District boundary within walking distance of South Mountain Elementary School. The property sits on the edge of both urban and rural settings, all with a beautiful view of one of the state's most valuable natural resources, Rib Mountain. These assets lend themselves to offering a variety of residential neighborhood settings and services that could support the area neighborhoods.

The parcel is currently zoned Rural Agricultural (RA-1) which accommodates one dwelling per 35 acres. Figure 9 provides a map of suggested residential zoning

districts. The suggested development pattern focuses on the following zoning strategy:

6.1 Mixed Residential (MR-4)

This zoning district is suggested along the properties southern boundary adjacent to CTH N. The MR-4 district allows for 4.00 dwelling units per acre which lies somewhere between a suburban and urban setting. CTH N is a major collector street anticipating an annual increase in traffic. A higher density residential development adjacent to CTH N will create a buffer to the lower density neighborhoods moving north across the property. Businesses providing support services to the neighborhood such as daycares, indoor institutional (recreational facilities), and institutional residential uses are permitted conditional uses of the MR-4 district. These neighborhood support facilities can add value to the overall development. The region currently faces a need of “empty nester” housing which could be accommodated within this area. Access to CTH N will travel through this neighborhood and act as the gateway to both the MR-4 neighborhood and the lower density residential neighborhoods to the north. Special consideration should be given to the development plans adjacent to the CTH N transportation corridor. Various options may exist beyond what was identified within the report providing opportunity for Unified Development District (UDD) plan approval.

6.2 Suburban Residential (SR-3)

The SR-3 district allows for 2.60 dwelling units per acre matching the existing development along the property's easterly border. This district provides for a residential setting common to the Town of Rib Mountain offering affordable homes with a desirable setting.

6.3 Suburban Residential (SR-2)

The SR-2 district allows for 2.00 dwelling units per acre matching the existing development located directly southeast of the property. This district provides a residential setting with higher than average home prices, more spacious front and

backyards, providing a greater ability to preserve the natural wooded and wetland environments.

6.4 Estate Residential (ER-1)

The ER-1 district allows for 1 dwelling unit per acre. This district is established to accommodate estate homes on larger lots utilizing the natural site grade and wooded setting to create a neighborhood of distinction. Connectivity to the State Park trail system and the quiet surroundings will provide a beautiful setting for estate style homes.

BHZ-7-64

1938 Air Photo

MOUNTAIN
RIB MOUNTAIN
T 28 N R 7 E

9-23-38



16

20

CTM



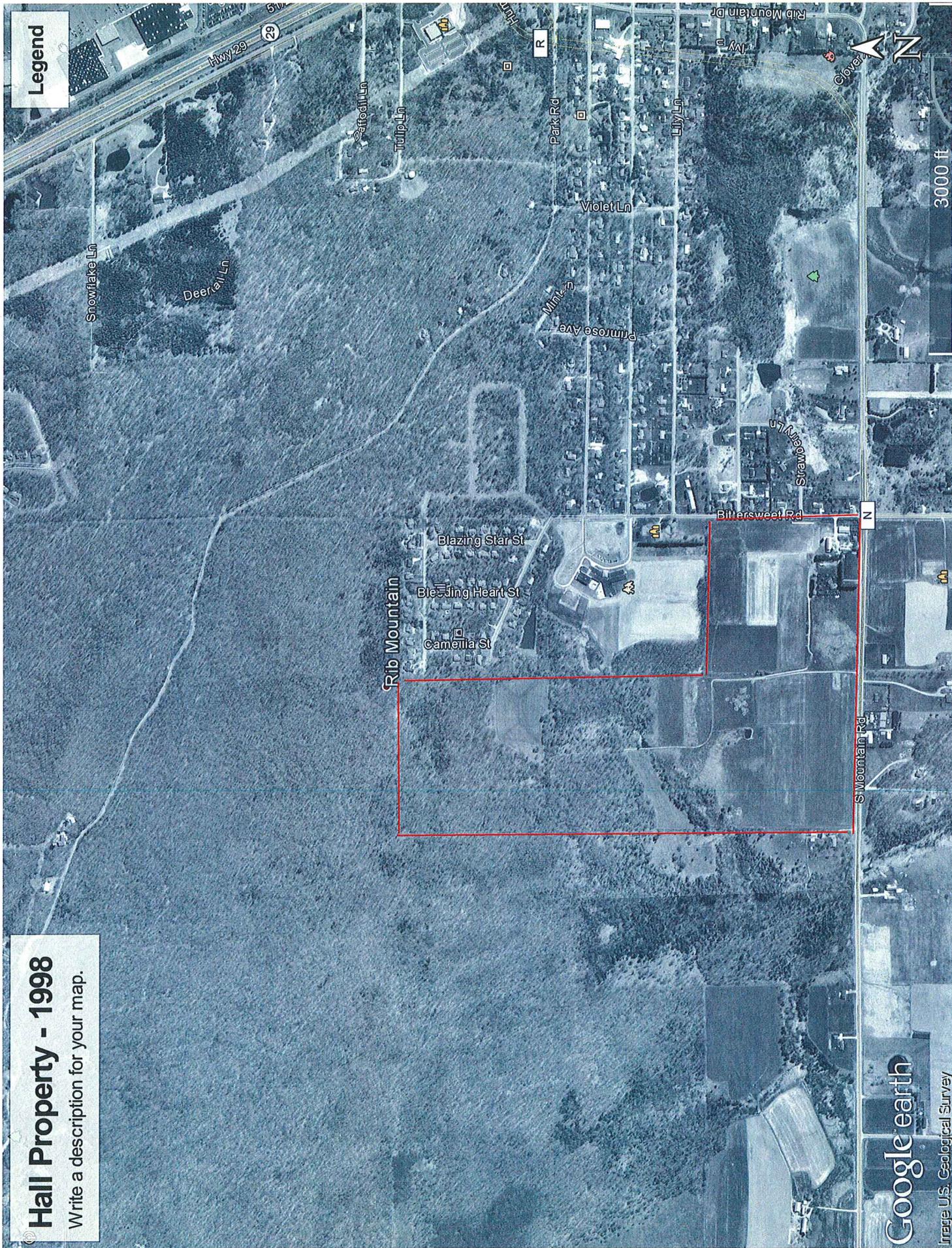
1968 Air Photo



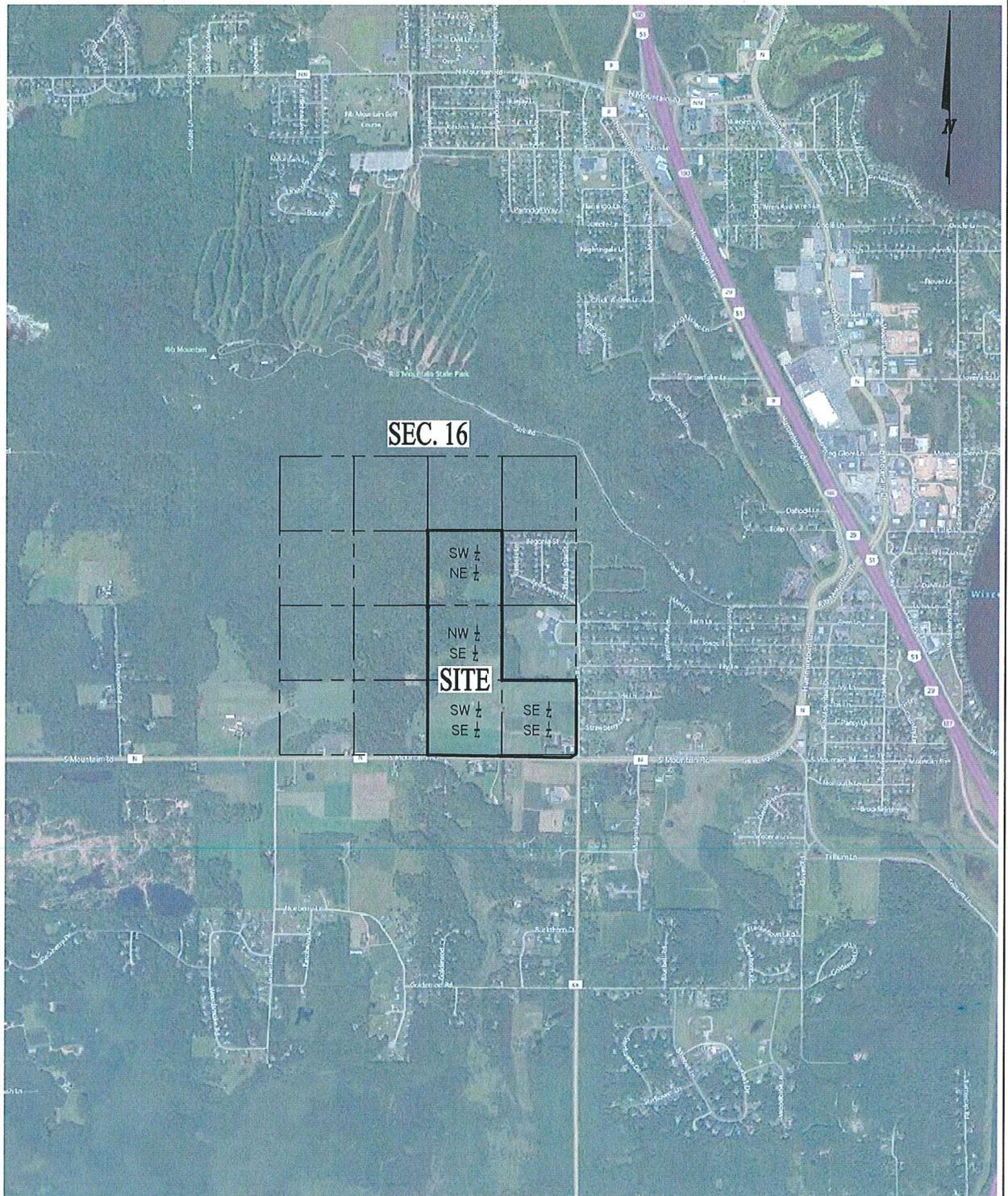
Hall Property - 1998

Write a description for your map.

Legend



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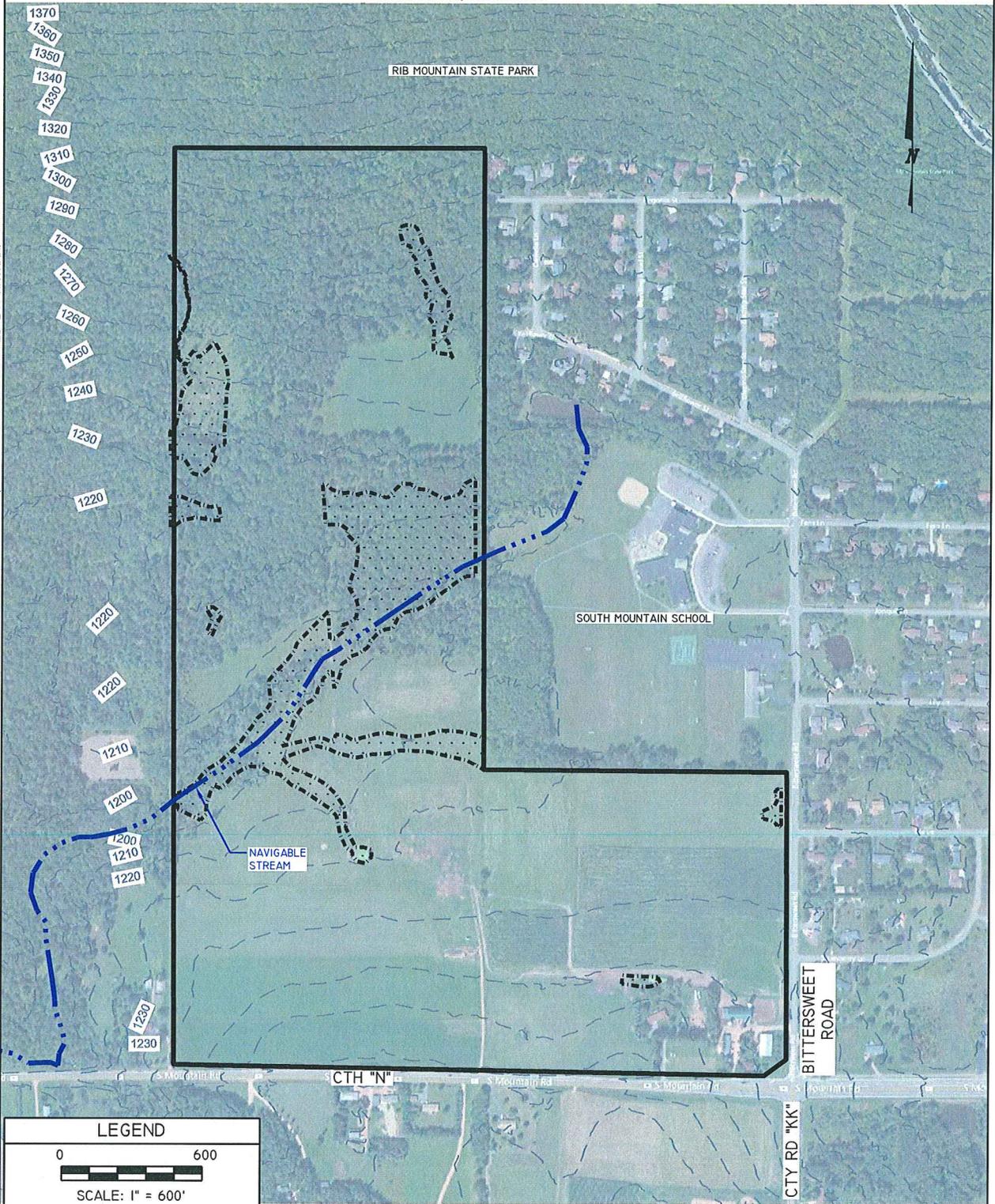
SCALE: 1" = 2500'

Hall Property Description
 Part of the Southeast 1/4 of the Southeast 1/4, part of the Southwest 1/4 of the Southeast 1/4, all of the Northwest 1/4 of the Southeast 1/4 and all of the Southwest 1/4 of the Northeast 1/4, all in Section 16, Township 28 North, Range 7 East, Town of Rib Mountain, Marathon County, Wisconsin.

REI Engineering, INC.

HALL PROPERTY COUNTY ROAD N RIB MOUNTAIN, WISCONSIN 54401		FIGURE 4 : SITE VICINITY MAP	
PROJECT NO.	7071	DRAWN BY:	DATE:
		NAP	09/09/15

DRAWING FILE: P:\7000-7099\7071 - HALL PROPERTY\DWG\EXHIBITS\7071-LANDCOVER.DWG LAYOUT: LANDCOVER PLOTTED: OCT 05, 2015 - 1:57PM PLOTTED BY: NATHANP



LEGEND

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SCALE: 1" = 600'

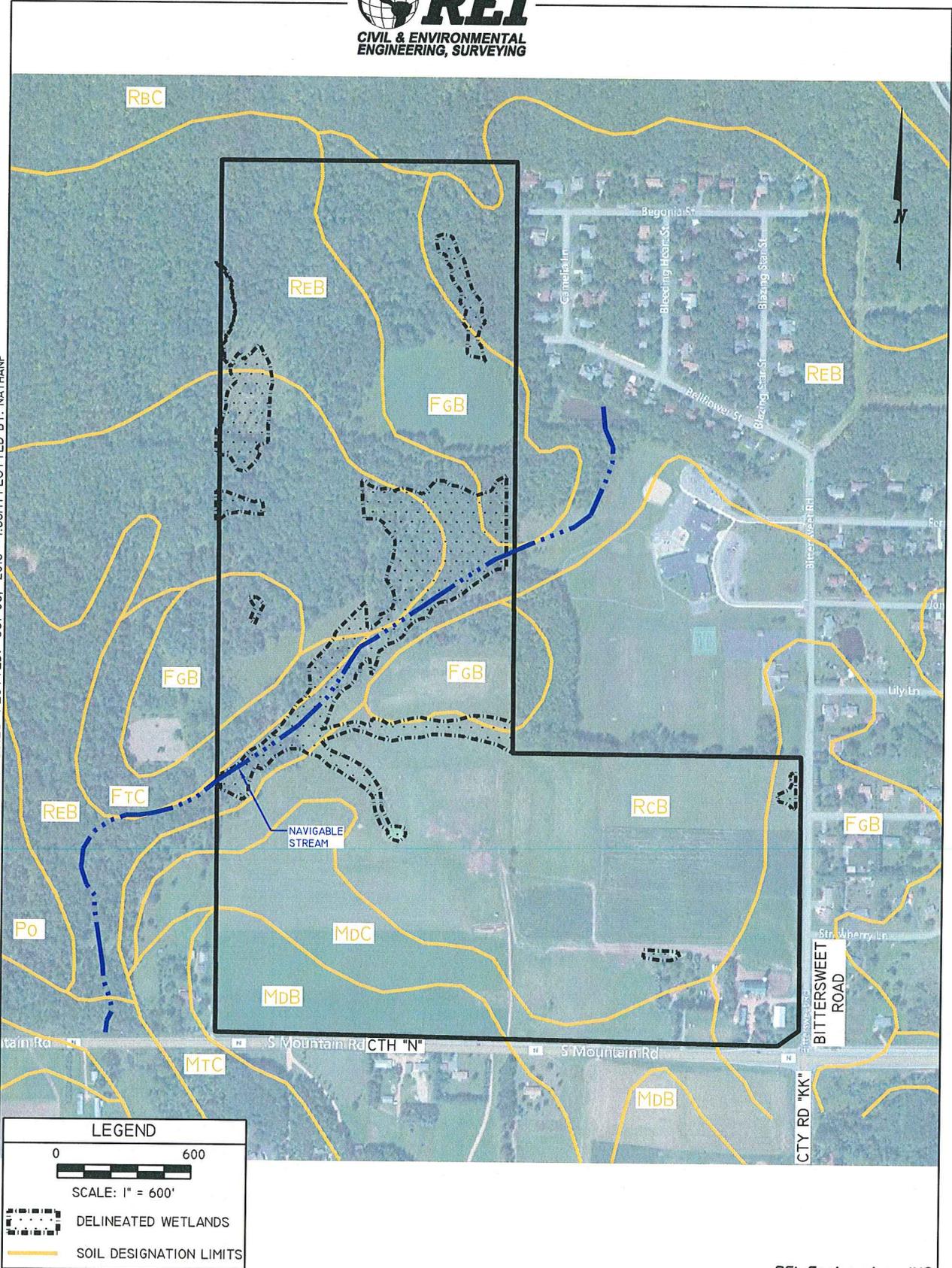
DELINEATED WETLANDS

EXISTING 10' CONTOURS

REI Engineering, INC.

HALL PROPERTY COUNTY ROAD N RIB MOUNTAIN, WISCONSIN 54401		FIGURE 5 : LANDCOVER AND TOPOGRAPHY	
PROJECT NO.	7071	DRAWN BY:	DATE:
		NAP	09/09/15

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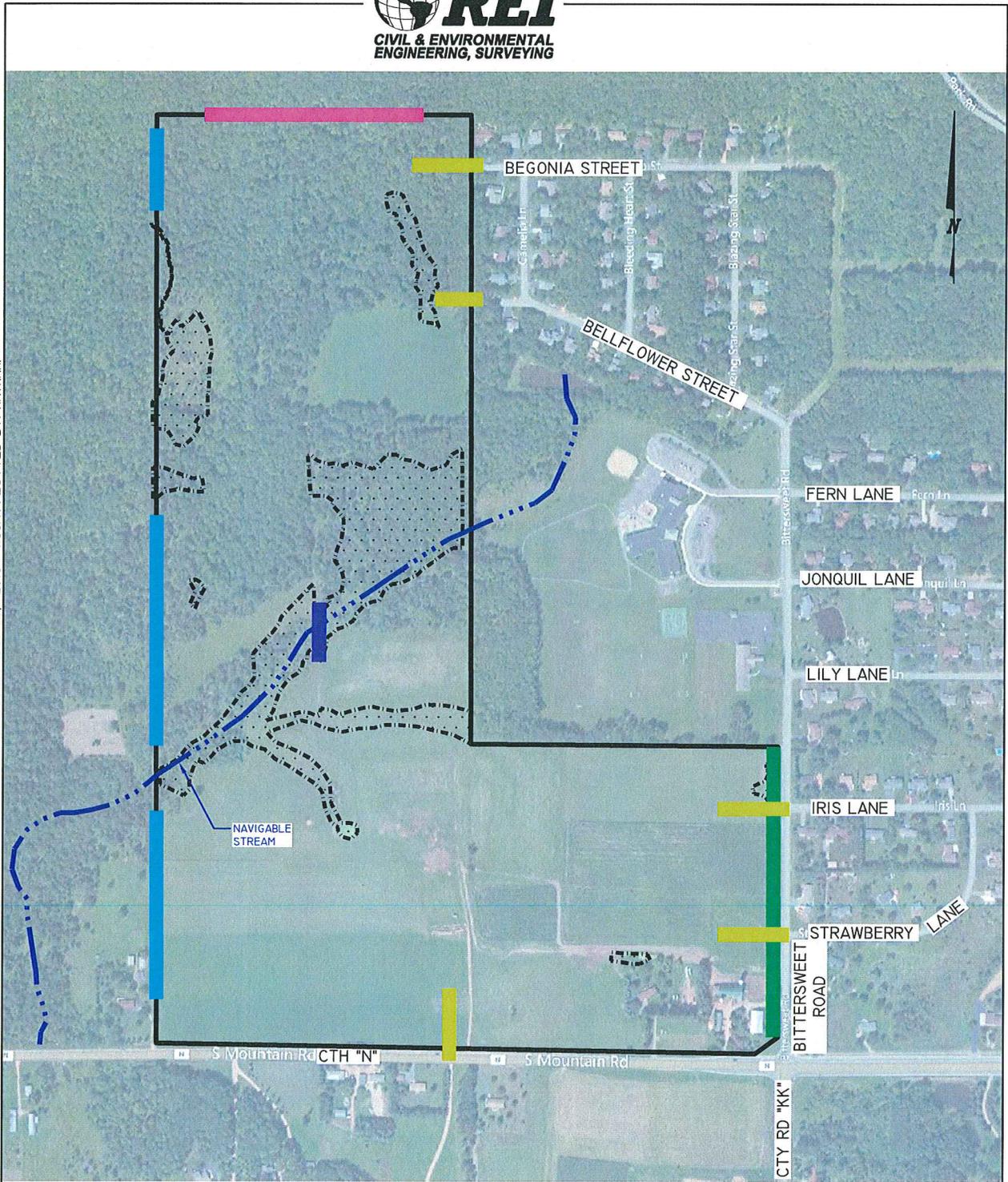
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 SCALE: 1" = 600'

--- DELINEATED WETLANDS

--- SOIL DESIGNATION LIMITS

HALL PROPERTY COUNTY ROAD N RIB MOUNTAIN, WISCONSIN 54401		REI Engineering, INC.	
		FIGURE 6 : SITE SOILS	
PROJECT NO. 7071	DRAWN BY: NAP	DATE: 09/09/15	



DRAWING FILE: P:\7000-7099\7071 - HALL PROPERTY\DWG\EXHIBITS\7071-ACCESS.DWG LAYOUT: ACCESS PLOTTED: OCT 05, 2015 - 1:58PM PLOTTED BY: NATHANP

LEGEND

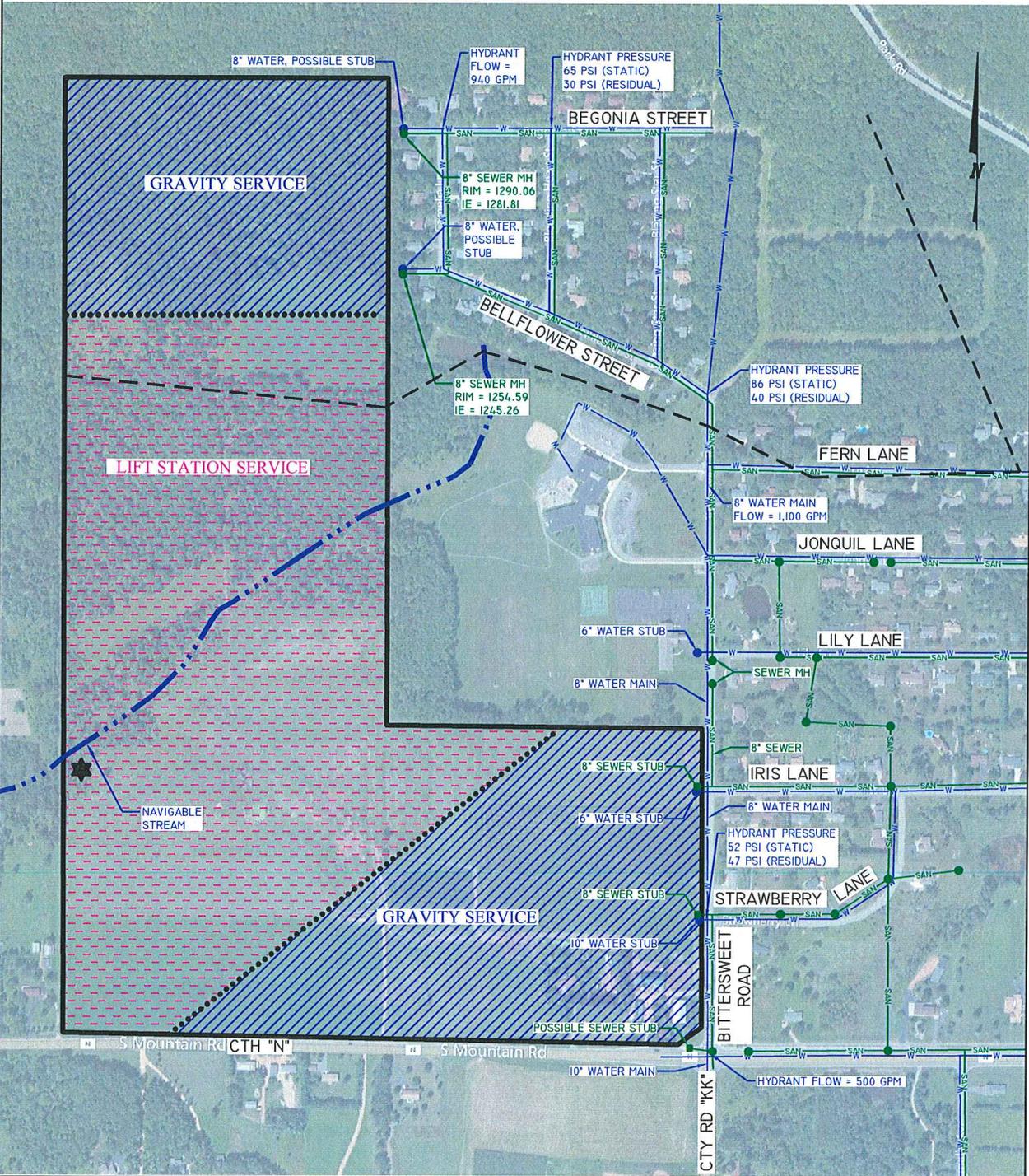
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 SCALE: 1" = 600'

- POTENTIAL FUTURE CONNECTION TO ADJACENT LANDS WITHIN THIS AREA
- STREET ACCESS POINTS
- PROPOSED TRAIL
- PROPOSED TRAIL CONNECTION TO STATE PARK SYSTEM WITHIN THIS AREA
- - - EXISTING NAVIGABLE STREAM / WETLAND CROSSING - FIELD ROAD

REI Engineering, INC.

HALL PROPERTY COUNTY ROAD N RIB MOUNTAIN, WISCONSIN 54401		FIGURE 7 : ACCESS EXHIBIT	
PROJECT NO. 7071	DRAWN BY: NAP	DATE: 09/09/15	

DRAWING FILE: P:\7000-7099\7071 - HALL PROPERTY\DWG\EXHIBITS\7071-SITE UTILITIES.DWG LAYOUT: UTILITIES.PLOTTED: OCT 22, 2015 - 5:15PM PLOTTED BY: NATHANP



LEGEND

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 SCALE: 1" = 600'

★ ANTICIPATED LIFT STATION LOCATION

▨ AREA OF ANTICIPATED GRAVITY SEWER

▨ AREA OF ANTICIPATED PRESSURE SEWER

..... GRAVITY / LIFT STATION SERVICE LIMITS

--- PRESSURE ZONE

—W— WATER MAIN

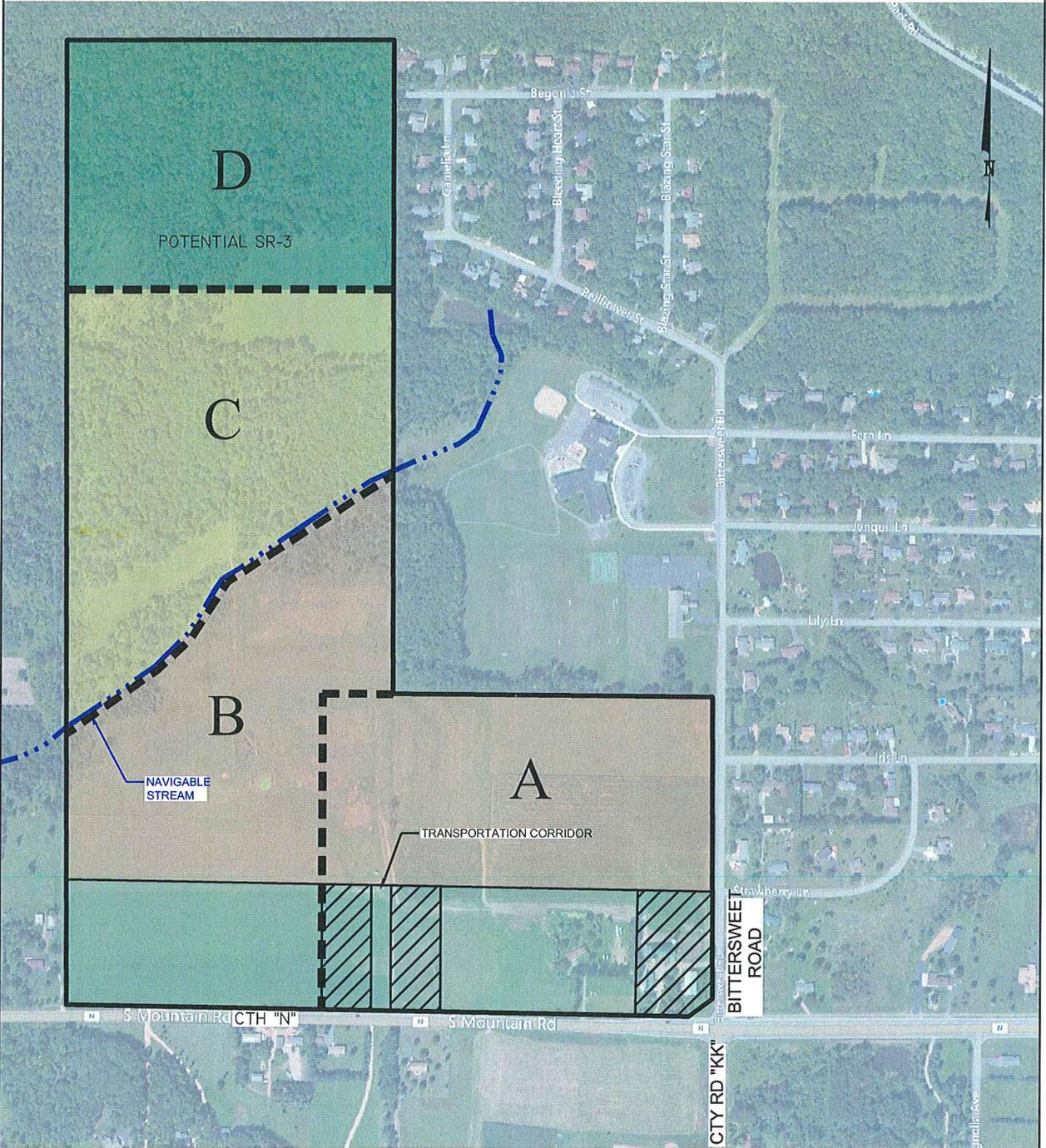
—SAN— SANITARY MAIN

NOTE:
 PER NR 811.63 MINIMUM FIRE
 FLOW PRESSURE SHALL BE
 20 PSI @ 500 GPM

REI Engineering, INC.

HALL PROPERTY COUNTY ROAD N RIB MOUNTAIN, WISCONSIN 54401		FIGURE 8 : SITE UTILITIES	
PROJECT NO.	7071	DRAWN BY:	DATE:
		NAP	09/09/15

DRAWING FILE: P:\17000-7099\17071 - HALL PROPERTY\DWG\EXHIBITS\7071\LAND USE.DWG LAYOUT: LAND USE PLOTTED: OCT 22, 2015 - 3:46PM PLOTTED BY: TODD W



LEGEND

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 SCALE: 1" = 600'

<p>A PROJECT PHASE IDENTIFIER</p> <p> ESTATE RESIDENTIAL (ER-1)</p> <p> SUBURBAN RESIDENTIAL (SR-2)</p> <p> SUBURBAN RESIDENTIAL (SR-3)</p>	<p> SUGGESTED PROJECT PHASE BOUNDARY</p> <p> MIXED RESIDENTIAL (MR-4)</p> <p> MR-4 DISTRICT - GROUP DAYCARE, INDOOR INSTITUTIONAL, INSTITUTIONAL RESIDENTIAL USES ENCOURAGED, POTENTIAL UDD PROJECTS</p>
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REI Engineering, INC.

HALL PROPERTY COUNTY ROAD N RIB MOUNTAIN, WISCONSIN 54401		FIGURE 9 : PROPOSED LAND USE PLAN	
PROJECT NO. <div style="text-align: right; padding-right: 20px;">7071</div>	DRAWN BY: <div style="text-align: right; padding-right: 20px;">NAP</div>	DATE: <div style="text-align: right; padding-right: 20px;">09/09/15</div>	



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Fax(715) 848-0186

October 16th, 2015

REI
Attn: Tom Radenz
4080 N 20th Ave
Wausau, WI 54401

Re: Rib Mountain Staff Comments on Draft Hall Farm Land Use Plan (REI Project #7071)

Dear Mr. Radenz:

Rib Mountain Town staff had a chance to review the draft "Land Use Study the Hall Property CTH N and Bittersweet Road Town of Rib Mountain, WI." First off, I would like to commend you and your staff at REI for putting together a quality document highlighting the importance of this area in relation to the future growth of the Town of Rib Mountain. A summary of staff comments can be found below.

Water

- a) Water connections should be at all four connection points.
- b) The 10 inch watermain stub off of Strawberry should be continued through the present development to the far west side to allow for future growth to the west.
- c) Minimizing dead ends in both booster and system pressure zones is important.
- d) Water capacity, water pressure and flow for the parts of this development using regular system pressure should be sufficient to meet the demands for a typical building. The area at top of hill along South Mtn. road would have the least pressure in the system pressure area.
- e) Water pressure in the Northern most 40 would be very similar pressure to the existing boosted water development to the east. There have been no complaints in the existing development regarding water pressure. The entire top 40 would likely need to be in the boosted zone.
- f) Water supply in the northern most 40. Assumption: there will be 45 houses that are on boosted water in the new development. After evaluating existing usage and extrapolating



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to include the new development, there appears to be sufficient water volume from the existing booster station to serve the new development. The new development, (fully developed) represents a 22% increase in homes on the boosted water zone. This is only a general study and a large increase in lawn sprinkling could change this outlook.

- g) Consideration should be given where the dividing line will be for boosted water in the new development. It may not match up with separation boundary of the gravity vs lift station sections. Note: They do not need to match, but will be in the same general area.

Sewer

- a) Current lift station location would appear to be the ideal location as it would maximize the area to be developed in the lift station service zone. This would also allow for future expansion to the west that would also flow into this lift station.
- b) Sizing of the lift station (pumping capacity), should take into consideration possible future expansion to the west. This would also include forcemain sizing.
- c) Lift Station forcemain does not necessarily need to run all the way to Bittersweet. If sewer pipes are sized with enough capacity, the force main could dump into the nearest point that would take the flow via gravity. This would allow almost the entire southeast 40 to be constructed without the need of the lift station (lower cost) and no need to preinstall the forcemain.
- d) Sewer flow has multiple exit points from new development so capacity should not be a problem. As long as the flow is divided up between connection points. One concern is the ability of the sewermain behind Doepke Park to handle the entire additional flow. After further study and estimating flow with the area fully developed, the additional sewer flow should be handled by the sewer infrastructure currently in place.
- e) The 33 foot sewer stub off of Strawberry is presently an 8 inch stub. This should be increased to a 10 inch line and then carried to the far west end of development to allow for future growth to the west. This increased size would also handle the extra sewer flow from the lift station.



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- f) RMSD would have to be consulted on the design specifications of the lift station so it conforms to our other stations as it would be likely RMSD would be operating the lift station in the future.

Land Use

- a) First paragraph under 6.0 Land Use Plan, capitalize the 'M' in South Mountain Elementary School.
- b) Section 6.1 Mixed Residential (MR-4): I think it's generally understood that single family development along CTH N is unlikely; however, the Plan may benefit from a bit less specificity as it relates to zoning in that area. In an effort to provide more latitude for potentially creative development, the MR-4 designation could be removed and replaced with a phrase alluding to a transitional area. This would keep the door open for one, or multiple, Unified Development District (UDD) style developments.
- c) Related to the previous bullet, swapping the colors between Project Phase 4 and the Transportation Corridor would help better align this Plan with the Rib Mountain Zoning Map color schemes. Typically green colors represent less dense districts.
- d) As mentioned in our initial meeting, relabeling the various project phases with letters, rather than numbers, could remove some confusion.

Please do not hesitate to contact me with any questions or concerns. We look forward to hearing back from you and are encouraged with the direction this project is heading.

Sincerely,

Steve Kunst
Community Development Director
Town of Rib Mountain
715-842-0983
skunst@townofribmountain.org