



TOWN OF RIB MOUNTAIN

Where Nature, Family & Sport Come Together

www.townofribmountain.org

3700 North Mountain Road
Wausau, Wisconsin 54401
(715) 842-0983
Fax(715) 848-0186

PLAN COMMISSION

OFFICIAL NOTICE & AGENDA

A meeting of the Town of Rib Mountain Plan Commission will be held on **Wednesday, February 27th, 2019; 6:00 P.M. at the Town of Rib Mountain Municipal Center, 3700 North Mountain Road.** The Town Board may attend for purposes of gathering information. Subject matter for consideration and possible action follows:

- 1.) Call to Order
- 2.) Roll Call
- 3.) Minutes
 - a. **Approval of minutes from the 2-13-2019 Plan Commission meeting.**
- 4.) Certified Survey Map Review:
 - a. **Mi-Tech Services Inc., applicant, request Certified Survey Map review for a land division at the property legally described as Lot 1 of CSM Volume 57, Page 98 (#13161), Document #1358523 except Document #1376179, and part Lot 26 Woodlawn Pines Plantation, being part of the SW ¼ of the SE ¼, Section 10. Parcel #34.102807.015.005.00.00. Docket #2019-05.**
- 5.) New Business:
 - a. **Granite Peak Corporation, applicant, requests a Site Plan Modification to Docket #2000-22 for pumphouse and piping upgrades. Parcel #34.052807.002.000.00.00, #34.052807.001.000.00.00, #34.052807.004.000.00.00, #34.042807.010.005.00.00, #34.042807.010.002.00.00, and #34.042807.010.001.00.00. Docket #2019-04.**
- 6.) Old Business:
 - a. **Discussion on updates to the Town of Rib Mountain Comprehensive Plan. Docket #2017-05.**
- 7.) Correspondence/ Questions/ Town Board Update:
- 8.) Public Comment
- 9.) Adjourn

TOWN OF RIB MOUNTAIN
PLANNING COMMISSION MEETING
February 13, 2019

Chairperson Harlan Hebbe called the meeting of the Plan Commission to order at 6:00 pm. Other Plan Commission members present included Jim Hampton, Ryan Burnett, and Tom Steele. Jay Wittman was excused. Also present were Community Development Director, Steve Kunst and Building Inspector / Assistant Zoning Administrator, Paul Kufahl.

MINUTES:

Motion by Jim Hampton, second by Ryan Burnett to approve the minutes of the January 23, 2019 Plan Commission meeting. Motion carried 4-0.

PUBLIC HEARING:

- a. Keith Kocourek, owner, requests an amendment to the Town of Rib Mountain Zoning Map from 'Rural Agricultural – 2' to 'Estate Residential – 1' for the property legally described as Lot 2 of CSM Volume 86, Page 42 (#17797), Document #1742059, part of the S ½ of the NE ¼, Section 19. Parcel #34.192807.003.002.00.00.

Community Development Director, Steve Kunst, noted the applicant seeks to Rezone the property from 'Rural Agricultural – 2' to 'Estate Residential – 1' to then subsequently divide the property to allow for the development of two new single-family residential lots. Kunst indicated the site was previously a non-metallic mine site, which has been reclaimed by the property owner and is used by Marathon County as an excellent example of the reclamation process. Due in part to the reclamation, Kunst indicated the proposed zoning change would be more appropriate for the owners intended residential and recreational uses, and necessary for any resultant land division.

Jim Hampton and Tom Steele asked if the pond, as shown on the overview map, was still on the site and at what size. Tom Radenz, applicant representative, indicated the pond is currently on site and is about 20 acres. Radenz noted Kocourek has created a park-like setting with trails and outdoor seating areas around the pond and intends to build his personal home overlooking it from the southwest. In addition to his personal home, Radenz indicated Kocourek plans to give one of the lots to his nephew, and build a guest house on the third lot.

Hampton questioned why the pond is not depicted on the Certified Survey Map but the wetlands are shown. Radenz stated they are not required to show the pond because it is not a navigable waterway and the wetlands are part of the DNR's Wetland Inventory Map.

Ryan Burnett recalled a previous Comprehensive Plan discussion in which the Commission indicated a potential minimum five (5) acre lot size in this area of Town. He noted, if approved, this request would be the second request approved with smaller lot sizes. He asked the Commissioners how they felt about

the five (5) acre minimum lot size and how that discussion should be used in determining the outcome of this request.

Chairman Hebbe noted the five (5) acre discussion is not part of the current code and should not be applied to this discussion. Kunst indicated 'Estate Residential – 1' is commonly applied to residential lots outside of the sanitary district, but asked the Commission if five (5) acres is the true intent of the previous discussion, or if it was meant to ensure larger estate lot sizes.

Radenz indicated the property has some natural constraints that define the lot sizes. He noted Lot 2 is bound by an existing driveway which serves Lot 3 to the south, the wetlands to the north, and a trail system and pond which Kocourek wishes to keep with his property to the west. He indicated they could add land to the north of Lot 2 to create a five (5) acre lot size, but it would add no value because of the wetlands.

Kunst indicated if there are concerns about future subdivision of this parcel, it would not be likely, due to septic system issues created by the previous mining use and the requirement for placement of those systems in undisturbed soil areas. Radenz also noted Kocourek wants to maintain the natural state of the parcel and any additional development would disrupt his view across the pond from his new house.

Hampton asked Radenz if the creation of Lot 3 would restrict the owner's access to his air strip located on an adjacent lot. Radenz indicated Lot 1 would not have direct access to the parcel with the air strip, however, the owner also owns adjacent properties which would provide him access.

The Public Hearing was opened and closed at 6:14pm with no additional public comment.

Plan Commissioners briefly continued discussion on the five (5) acre minimum lot size, deciding it does not apply to the current application; however, they would like to continue the discussion at a future date to make sure their intention of larger estate lots in this area can be enforced, whether through a minimum lot size requirement or other density-based regulations.

Motion by Tom Steele, second by Jim Hampton to recommend approval of the request, as presented, to amendment to the Town of Rib Mountain Zoning Map from 'Rural Agricultural – 2' to 'Estate Residential – 1' for the property legally described as Lot 2 of CSM Volume 86, Page 42 (#17797), Document #1742059, part of the S ½ of the NE ¼, Section 19. Parcel #34.192807.003.002.00.00. Motion Carried 4-0.

CERTIFIED SURVEY MAP REVIEW:

- a. Keith Kocourek, owner, requests Certified Survey Map review for a land division at the property legally described as Lot 2 of CSM Volume 86, Page 42 (#17797), Document #1742059, part of the S ½ of the NE ¼, Section 19. Parcel #34.192807.003.002.00.00.

Kunst indicated the request is to divide the existing 54-acre parcel into three (3) parcels of approximately 36.6, 6.7, and 3.9 acres respectively. He noted if the rezone request to 'Estate Residential – 1' is approved at Town Board, all parcels would meet the minimum lot requirements.

Burnett asked if the applicant has any plans to subdivide the property further in the future. Radenz indicated the applicant does not intent to subdivide the property further and that applications for two (2) of the new homes would follow an approval. Kunst stated all zoning and land division requirements are met with the current proposal.

Motion by Jim Hampton, second by Tom Steele to recommend approval of the Certified Survey Map, as presented, for a land division at the property legally described as Lot 2 of CSM Volume 86, Page 42 (#17797), Document #1742059, part of the S ½ of the NE ¼, Section 19. Parcel #34.192807.003.002.00.00. Motion Carried 4-0.

OLD BUSINESS:

a. Discussion on updates to the Town of Rib Mountain Comprehensive Plan. Docket #2017-05.

Kunst noted a final draft of chapters three and four of the updated Town Comprehensive Plan were included in the packet for final review. He identified significant changes in formatting and grammar, as well as updates to some key statements, goals and objectives to make them more representative with the Commission's previous discussions.

Kunst stated chapter three reviews housing characteristics and trends. Kunst noted previous statements related to multifamily housing were modified to better align with the Commission's vision. Additionally, he asked the Commissioners if they would like to add a statement about where multifamily housing would be acceptable to help better direct future conversations and decisions.

Hampton highlighted Table 3.5: Owner Occupancy, noting it appears that single family rental options are increasing within the Town without offering additional multifamily options. Burnett identified the communities of Apple Valley and Middleton, where specific types of Multifamily development appear to be thriving, and noted that similar developments may work in Rib Mountain.

Commissioner's identified the recently approved duplexes behind Lift Gym and similar transitional areas between existing residential neighborhoods and commercial areas as appropriate locations for multifamily development. They also discussed a previous proposal for multifamily units on Oriole Lane indicating the style of housing and layout may have been appropriate if the density was decreased and the Town had additional public safety and infrastructure resources that can be needed with those proposed densities. While the Commissioners noted there are likely locations where multifamily housing would be appropriate, they did not direct staff to add a statement to the Comprehensive Plan.

Kunst then indicated the Utilities and Community Facilities chapter also saw modifications in formatting and grammar, along with the addition of the Dog Park to our facilities, updates to current utility providers and reference to the recently approved Wellhead Protection Plan.

Steele asked whether the Dog Park was remaining clean with its high usage. Kunst noted it appears users are cleaning up after themselves and indicated that a Friends of the Dog Park group has been created to help with additional clean up and garbage removal when Town staff is not available to do so. Kunst also

noted additional land to the south of the dog park was recently purchased by an individual who intends to donate it to the Town for expansion of the Dog Park and other parkland uses.

Burnett wanted to make sure that limited access to Lake Wausau was addressed in the Issues portion of the chapter. Kunst stated it was and the Town plans to survey the existing access locations and determine if any should be improved upon to facilitate access to Lake Wausau. Commissioners were generally accepting of the content of the presented chapters and looked forward to Town Board's input.

CORRESPONDENCE / QUESTIONS / TOWN BOARD UPDATE:

Upcoming Meeting – Kunst noted the next Plan Commission meeting will include a Special Use review for the new pump house and piping upgrade for Granite Peak. After questions from Commission members, Kunst indicated the Plan Commission is not reviewing the withdrawal of water from the Rib River, but the four or five items as identified by the Public Services and Utilities Land Use regulations. Kunst also indicated the meeting may include a Certified Survey Map review for a property on Hummingbird Rd, previously discussed as part of a pre-application conference.

Countywide Addressing – Kunst stated the State Supreme Court will hear oral arguments tomorrow, as part of the Town's lawsuit against Marathon County, related to their Countywide Addressing project. He noted a decision may come as early as May of this year.

PUBLIC COMMENT: None Received

ADJOURN:

Motion by Tom Steele, second by Jim Hampton to adjourn the Plan Commission Meeting. Motion carried 4-0. Meeting adjourned at 7:00 pm.

Respectfully Submitted,

Paul Kufahl, Building Inspector / Assistant Zoning Administrator

REPORT TO PLAN COMMISSION

FROM: Steve Kunst, Community Development Director
DATE: February 22, 2019
SUBJECT: Site Plan Amendment to Docket #2000-22 – Special Use for Private Utility

APPLICANT: Granite Peak Corporation
PROPERTY OWNER(S): Granite Peak Corporation, Rib Mountain Golf, Joan Oliva, Gail Kell, and Matt Lindner

PROPERTY LOCATION: Various properties lying between North Mountain Road and the Rib River, Rib Mountain Golf Course, and a portion of Granite Peak Corporation’s leased land at Rib Mountain State Park. (see attached map)

PARCEL NUMBERS: #34.052807.002.000.00.00, #34.052807.001.000.00.00,
#34.052807.004.000.00.00, #34.042807.010.005.00.00,
#34.042807.010.002.00.00, and #34.042807.010.001.00.00

ZONING CLASSIFICATION: Outdoor Recreational (OR), Suburban Residential-2 (SR-2)

REQUEST: Site Plan Amendment to Docket #2000-22 for Pumphouse and Water System Upgrades for Granite Peak Corporation’s Snow Making Operations.

NARRATIVE:

The applicant requests an amendment to the Special Use permit approved by the Town in 2000 for Granite Peak Corporation’s pumphouse and water system piping for snow making operations. The 2000 approval included a pumphouse and 10-inch piping system running from the Rib River to the ski resort’s existing ponds. The proposed amendments include a new pumphouse facility and 24-inch piping system (see attached overview map). The existing 10-inch pipe network is proposed to be abandoned, in place.

Granite Peak received approval from the Wisconsin Department of Natural Resources (DNR) and the Federal Energy Regulatory (FERC) Commission for the intake structure to be placed within the Rib River, and approval to pump water from the river for snowmaking operations. The process of removing water from the River, along with the intake structure are not within the Town’s regulatory authority. Town review is limited to the pumphouse and piping system, per the items below as identified within the Town’s Zoning Ordinance.

PUBLIC SERVICE AND UTILITIES:

- a. *All outdoor storage areas shall be located a minimum of 50 feet from any lot line in a residential zoning district. **Not applicable. No outdoor storage is proposed.***
- b. *All outdoor storage areas adjoining a lot line in a residential zoning district shall install and continually maintain a bufferyard with a minimum opacity of .60 (see [Section 17.150](#)). Said bufferyard shall be located along the lot line adjacent to said residentially zoned property. **Not applicable. No outdoor storage is proposed.***
- c. *All structures shall be located a minimum of 20 feet from a lot line in a residential zoning district. **The proposed pumphouse is located more than 20 feet from residentially zoned properties. Both the existing and proposed underground piping network crosses over residentially zoned properties within existing easements.***
- d. *The exterior of all buildings shall be compatible with the exteriors of surrounding buildings or buildings that are likely to be located in the general area of the proposed use. **The proposed 384 square foot (16’ x 24’) pumphouse is to be wood framed and approximately 12 feet in height. The pumphouse***

location is not visible from any existing residence and is over 1,400 feet from the nearest surrounding structure.

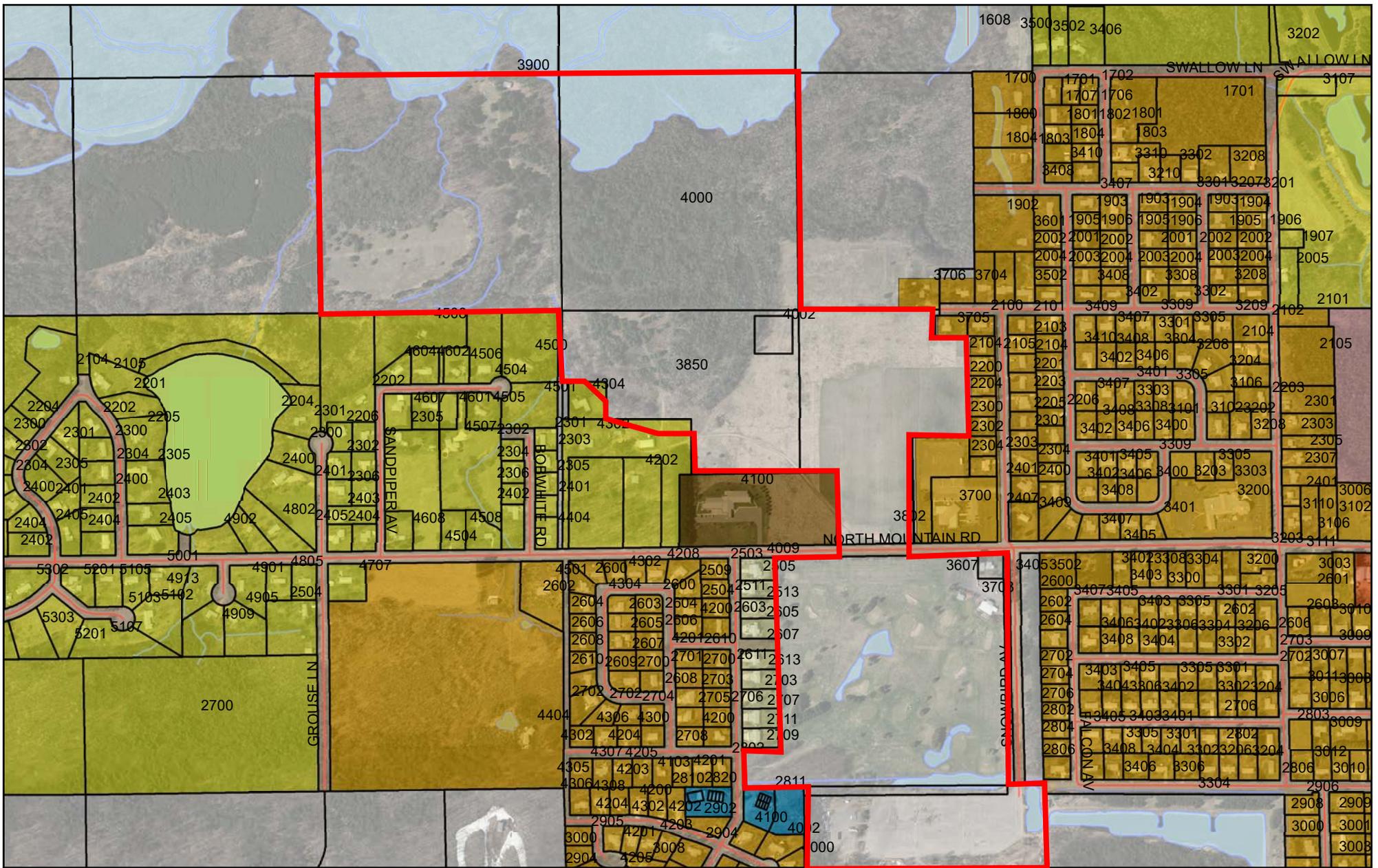
- e. The proposed utility use shall not be located on a lot smaller than the minimum lot size required in the district for a conventional residential development option unless the use is proposed as part of a group development. For example, in an SR-2 District the minimum lot size for a public service and utility use would be 20,000 square feet. **The proposed pumphouse is to be located on a lot greater than 35 acres and all properties with piping easements exceed minimum lot sizes for their applicable zoning classifications.***

ADDITIONAL CONSIDERATIONS:

- When piping crosses private property outside of Granite Peak ownership, piping should remain within existing easement areas, as presented.
- Any approval should be conditioned upon receiving necessary State, County and/or Federal approvals.

POSSIBLE ACTION:

1. Recommend approval of the Site Plan Amendment for the above described properties, as presented.
2. Recommend approval of the Site Plan Amendment for the above described properties, with conditions/modifications.
3. Recommend denial of the Site Plan Amendment for the above described properties.

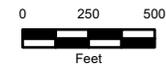


Rib Mountain:
"Where Nature, Family, and
Sport Come Together"

Prepared by:
mi-TECH
www.mi-tech.us

Map Printed: 2/22/2019

- | | | | | | |
|----------------------------|--------------------------------|-------------------------|------------------------|---------------------------|------------------------|
| Parcel Outline | EO Estate Office | OR Outdoor Recreation | RR Rural Residential | SR-2 Suburban Residential | UR-8 Urban Residential |
| Parcel Address | ER-1 Estate Residential | RA-1 Rural Agricultural | SC Suburban Commercial | SR-3 Suburban Residential | Building Outline |
| Zoning Districts | MR-4 Mixed Residential | RA-2 Rural Agricultural | SI Suburban Industrial | UC Urban Commercial | Road Centerline |
| Unzoned | CR-5ac Countryside Residential | ROW | SO Suburban Office | UDD Unified Development | Water Feature |
| NC Neighborhood Commercial | | | | | |



DISCLAIMER: The information and depictions contained herein are for informational purposes only; Mi-Tech specifically disclaims accuracy in this reproduction and advises that if specific and precise accuracy is required that certified maps, surveys, plats, or other official means be obtained. There is no Statement of Accuracy for any parcel data; the parcel layer is considered an Index Parcel Layer not a Cadastral Parcel Layer. For planning purposes only.

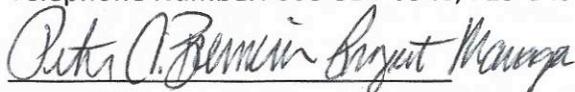
TOWN OF RIB MOUNTAIN

Application for Special Use Review/Approval

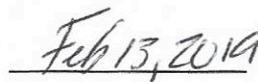
Petitioner: Granite Peak Corporation

Mailing Address: 3605 N. Mountain Road, Wausau, WI 54401

Telephone Number: 608-334-6940/715-849-9206



Signature



Date

.....

1. Street Address of Property Owners: Various

- a. Granite Peak Corporation, 3605 N. Mountain Road, Wausau, WI 54401
- b. Rib Mountain Golf, 3900 N. Mountain Rd., Wausau, WI. 54401. (Granite Peak has a recorded utility easement over various parcels owned by Rib Mountain Golf.
- c. Joan Oliva, 4202 N. Mountain Rd., Wausau, WI 54401 (Granite Peak has a recorded utility easement over this parcel).
- d. Gail Kell and Matt Lindner, 4304 N. Mountain Rd., Wausau, WI 54401 (Granite Peak has a recorded utility easement over this parcel).

2. Pin/Parcel Numbers: Granite Peak Corporation: 06828070510995. Rib Mountain Golf: 34-052807-001-000/34-52807-004-000/34-042807-010-005. Joan Oliva: 34-042807-010-002. Kell and Lindner: 06828070430986.

3. Written Description of Intended Use:

Since 2001, Granite Peak Corporation has pumped water intermittently from the Rib River south to its snowmaking pond for the Granite Peak Ski Area. The current system includes a pipe intake on the river where water flows via gravity to a concrete vault located approximately 80 feet from the river. From the vault it is pumped up hill using electric pumps through a 10 inch pipe. At Granite Peak the water is stored in two ponds, which are used to supply water for snowmaking equipment at the ski area. Water is pumped from the river on various days generally from November to March.

In with the Wisconsin DNR beginning in 2016, Granite Peak Corporation has the need to replace aging pump/piping equipment, while sizing new equipment to better service the ski area. Currently, the uphill pumps at the base of Granite Peak can pump two times the volume of water now being delivered by the river pumps. By increasing the size of

the river pumps and pipe, Granite Peak can make snow quicker and more feasibly during days suitable for snowmaking.

This Special Use application will assist Granite Peak in replacing its existing pump and piping from the River. Included in this upgrade are:

- Closure of the existing intake at the river with removal of intake piping from water.
- Closure of the existing pumphouse and vault.
- The existing 10" pipe traversing from the existing pumphouse to the snowmaking ponds at Granite Peak will be abandoned in place.
- Construction of a new intake facility on the Rib River (location map and design are included herein as is the DNR permit).
- Construction of the new pumphouse and vault a short distance from the existing pumphouse.
- Installation of new 24" piping up to the Granite Peak snowmaking pond, to be located within the existing easement and in close proximity to the current 10" pipe.
- Granite Peak has either land ownership or legal easement rights on all parcels for the use intended.

Permissions required:

- Town of Rib Mountain Special Use permit. (Application submitted)
- Marathon County Shoreland Zoning permit. (Application ready for submittal).
- Wisconsin DNR water intake permit. (Secured)
- FERC license for river water withdrawal. (Secured)
- Marathon County Highway cut (or boring) permit for County NN. (Application ready for submittal).

a). Existing zoning is OR for Rib Mountain Golf and the Granite Peak parcels. The Joan Oliva and Lucille Harvey parcels are zoned UR.

b). Land use plan map designations: Recreational.

d). Current land uses: Outdoor recreation and rural residential.

e). Proposed land uses for the subject property: Outdoor recreation.

k). Location and dimension of service areas: The only above ground construction in this plan is a small pump house, 16' by 24' in size that will sit upon the concrete vault along with an adjoining small electrical transformer. The pumphouse building will be wood framed with a flat roof to allow pump access. The building is approximately 12' tall. The building will be built above the regional floodplain elevation. Electricity will be supplied to this building. No running water, sewer, office space or other uses will be included other than the purpose of pumping water. No exterior lighting is required. No parking areas are required.

q). Construction time for this project is estimated at 2-3 months, weather depending.

Landscaping Plan. Disturbed areas will be graded and seeded. No other landscaping is planned.

4. Small Location Map. Included with this Application.

5. Property Site Plan. Included with this Application.

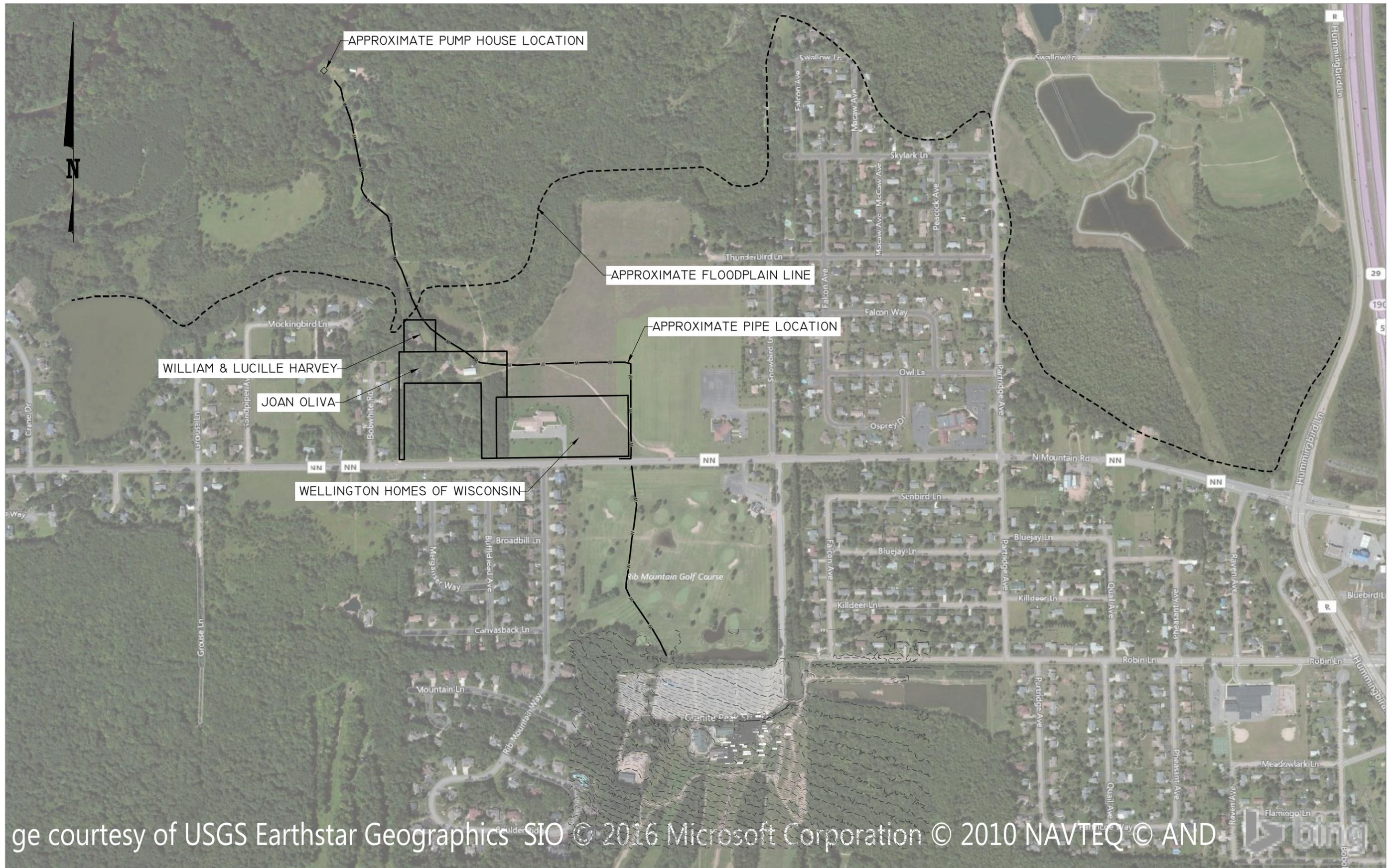
Operations: This project will not increase employment or traffic to the subject area. Hours of operation will be intermittently between November and March.

Peter C. Burmeister *Prop. Manager*

Signature

Feb 13, 2019

Date



ge courtesy of USGS Earthstar Geographics SIO © 2016 Microsoft Corporation © 2010 NAVTEQ © AND

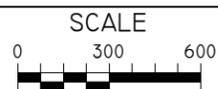
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PLOTTED: JUL 08, 2016 - 1:10PM PLOTTED BY: ETHANM

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



REI

**CIVIL & ENVIRONMENTAL
ENGINEERING, SURVEYING**

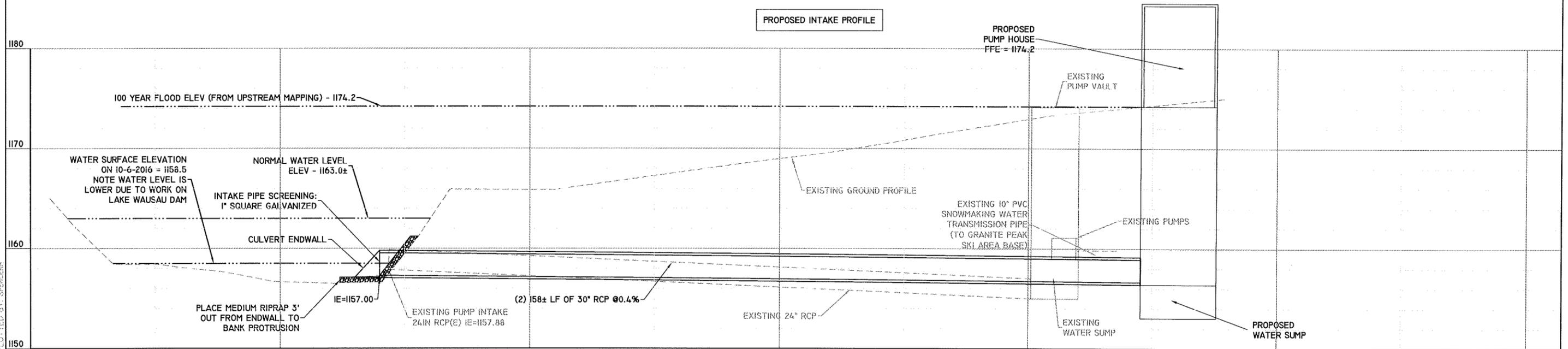
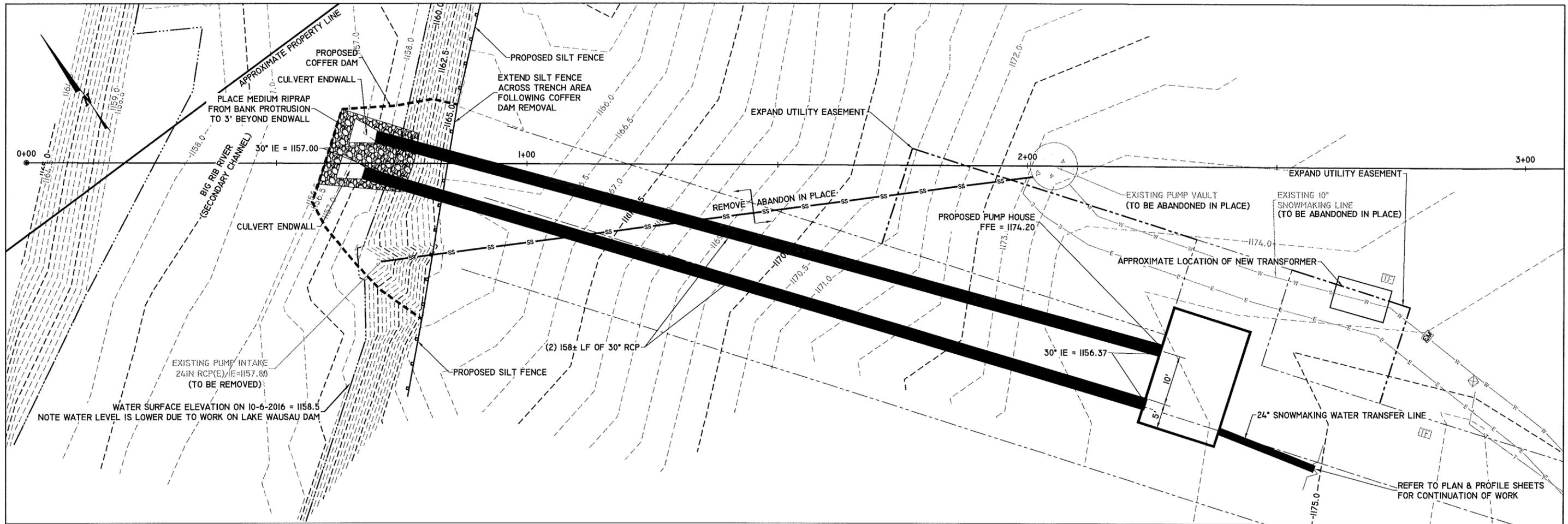


DATE	REVISION	BY	CHK'D
	5a-7		

DESIGNED BY:	CHECKED BY: JWP
SURVEYED BY: DRD, AJB	APPROVED BY:
DRAWN BY: NAP	DATE: 07/07/16

FLOODPLAIN LINE EXHIBIT
GRANITE PEAK AT RIB MOUNTAIN STATE PARK
3605 NORTH MOUNTAIN ROAD
WAUSAU, WI 54401

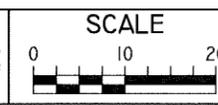
REI
REI No. 6423B
SHEET EXHIBIT



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				1172.9	1173.6	1173.5
						1173.8

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



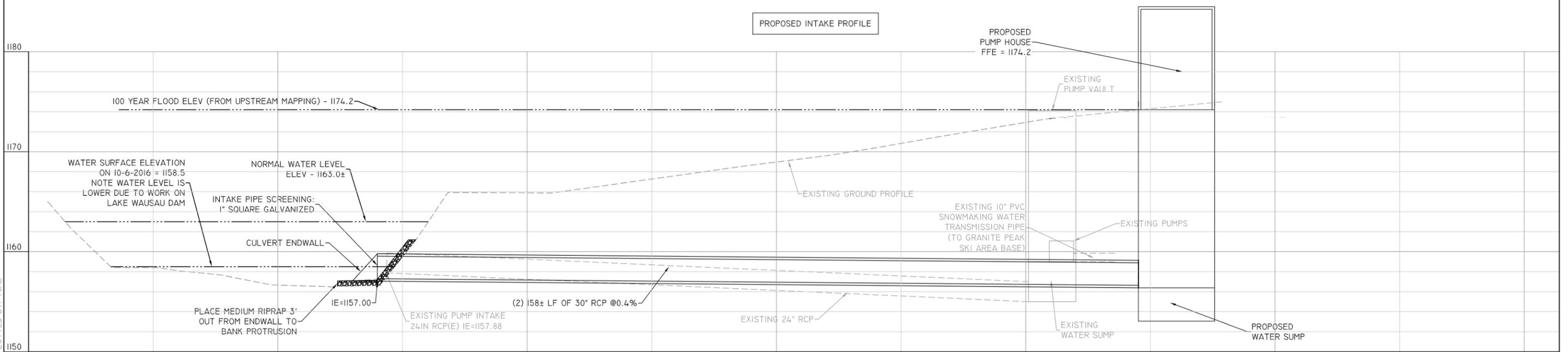
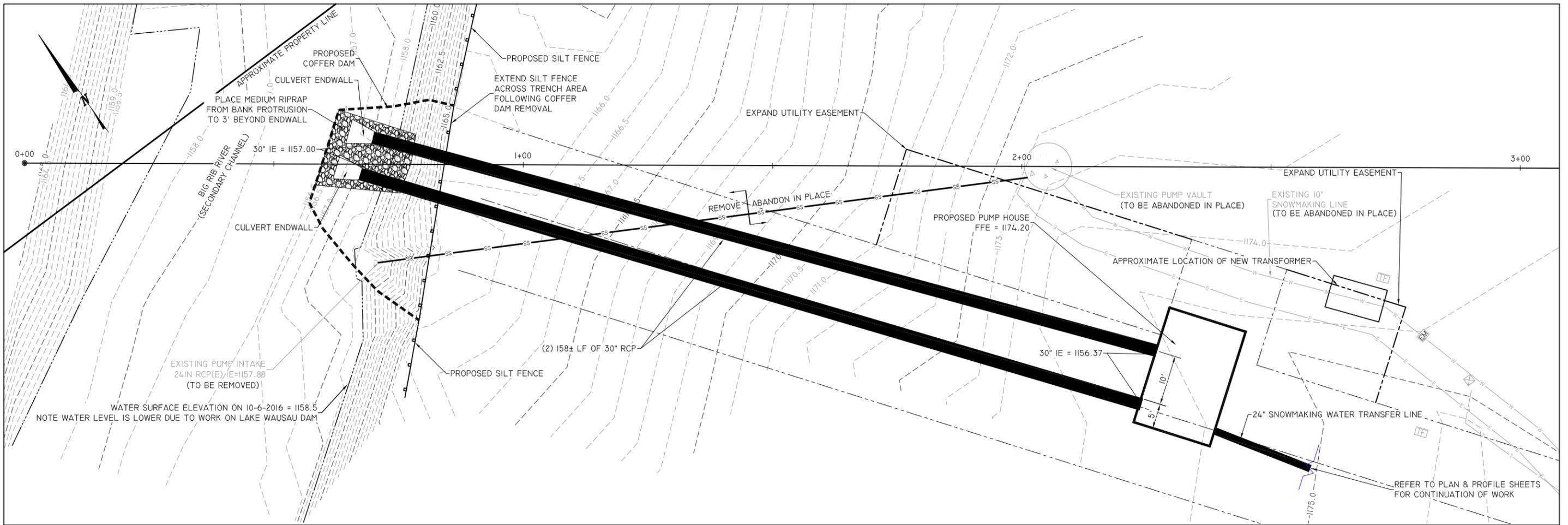
DATE	REVISION	BY	CHK'D

DESIGNED BY: JJB	CHECKED BY: MEM
SURVEYED BY: JLR	APPROVED BY: JJB
DRAWN BY: TAW	DATE: 3/7/2017

PROPOSED SNOWMAKING INTAKE DETAIL
GRANITE PEAK SKI AREA
TOWN OF RIB MOUNTAIN, WISCONSIN

REI
REI No. **6423A**
SHEET **SI-DETAIL**

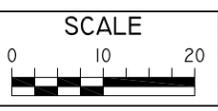
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REI Engineering, INC.
 4080 N. 20TH AVENUE
 WAUSAU, WISCONSIN 54401
 PHONE: 715.675.9784 FAX: 715.675.4060
 EMAIL: MAIL@REIENGINEERING.COM

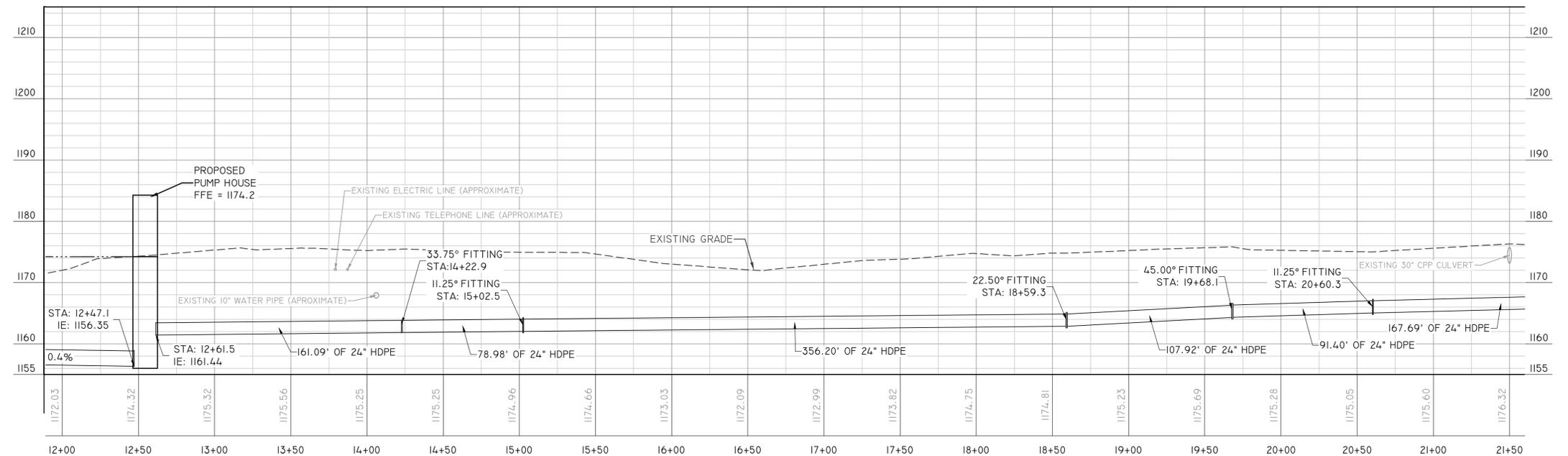
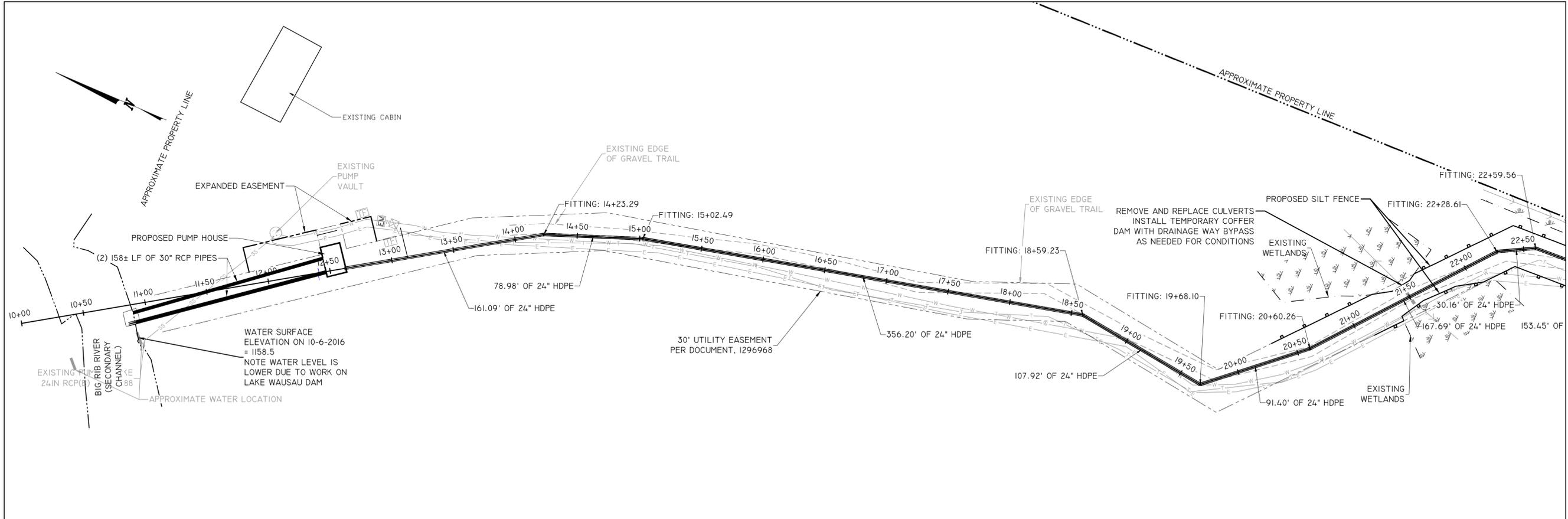


DATE	REVISION	BY	CHK'D
	5a-9		

DESIGNED BY: TAE	CHECKED BY: MEM
SURVEYED BY: JLR	APPROVED BY: JJB
DRAWN BY: TAW	DATE: 11/26/18

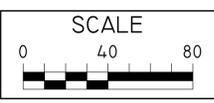
PROPOSED SNOWMAKING INTAKE DETAIL
 GRANITE PEAK SKI AREA
 TOWN OF RIB MOUNTAIN, WISCONSIN

REI
 REI No. 6423A
 SHEET SI-DETAIL



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

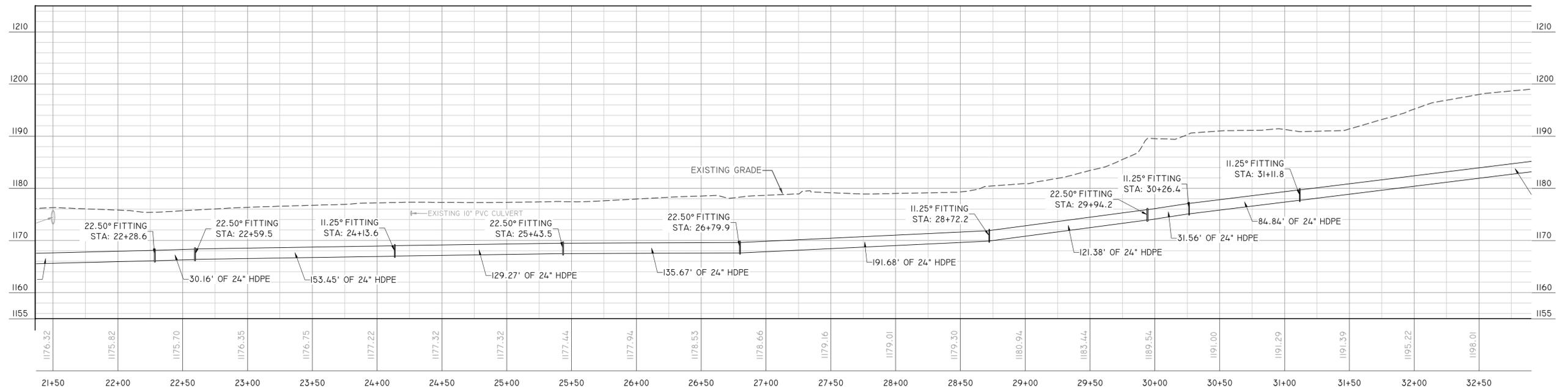
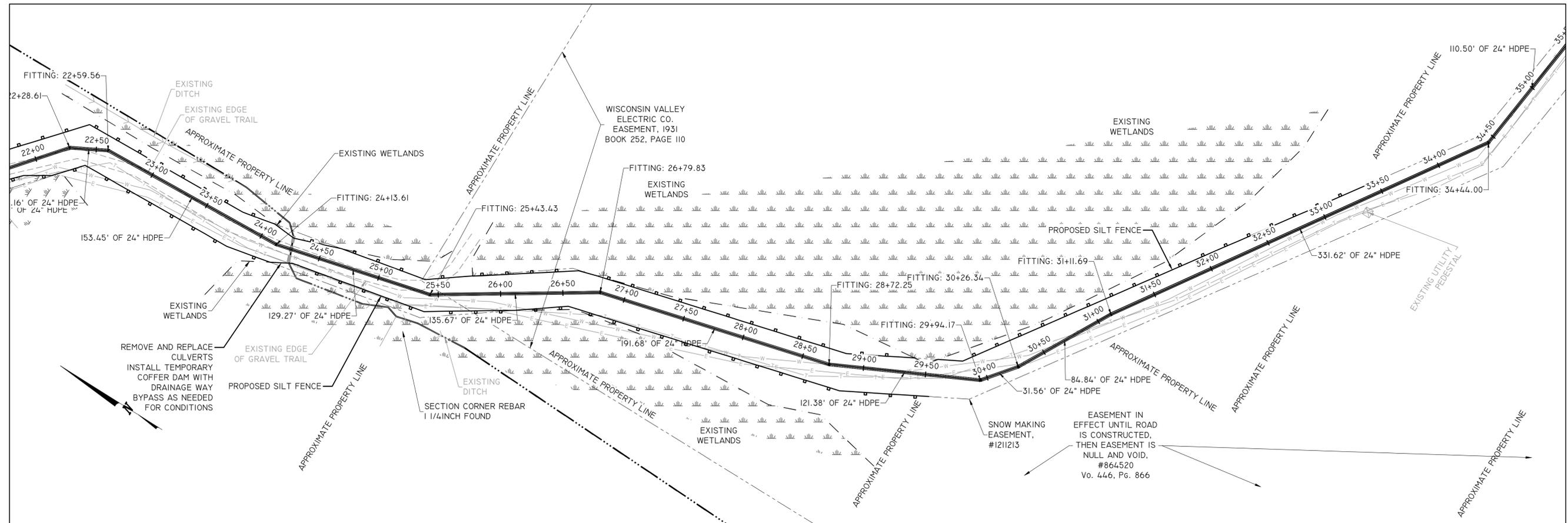


DATE	REVISION	BY	CHK'D
10/20/16	WDNR COMMENTS	NAP	JJB

DESIGNED BY: GSW	CHECKED BY: JJB
SURVEYED BY: AJB, JJM	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 11/26/2018

PLAN & PROFILE
 GRANITE PEAK SKI AREA - EASTERN BASE FACILITY
 TOWN OF RIB MOUNTAIN
 MARATHON COUNTY, WI

REI
 REI No. 6423A
 FIGURE: PPI

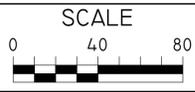


DRAWING FILE: P:\16400-6499\6423A-GRANITE PEAK\DWG\PLANS\6423B - P8.P.DWG LAYOUT: PP2
 PLOTTED: FEB 13, 2019 - 4:35PM PLOTTED BY: TOME

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



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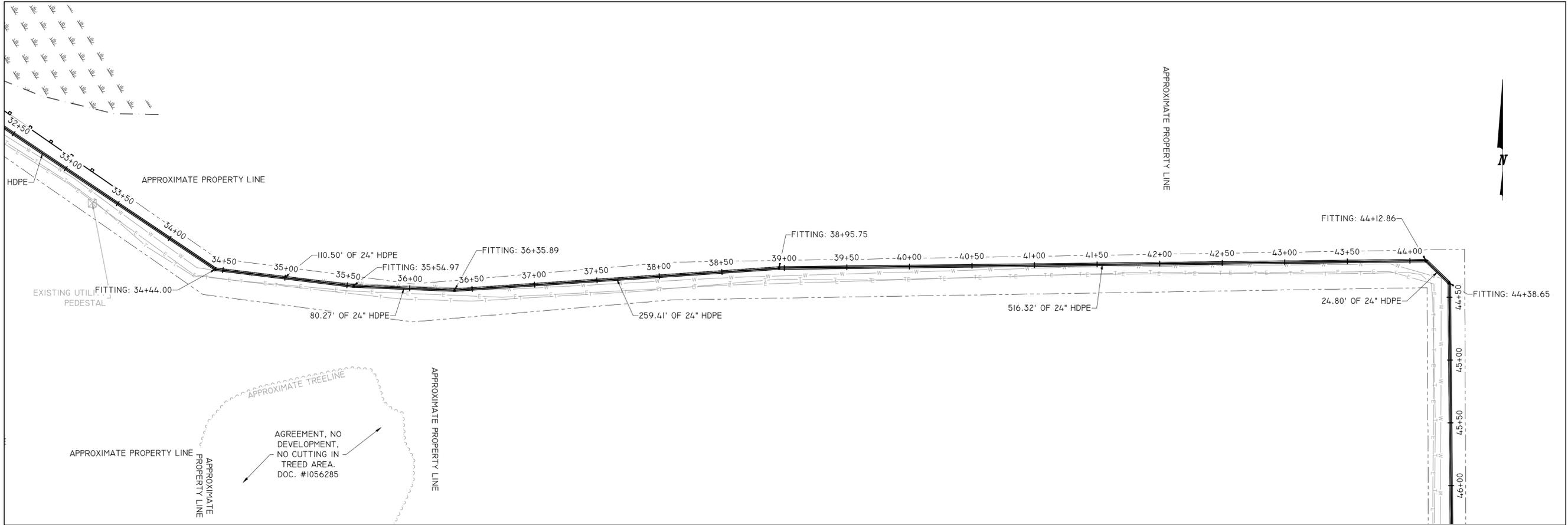


DATE	REVISION	BY	CHK'D
10/20/16	WDNR COMMENTS	NAP	JJB

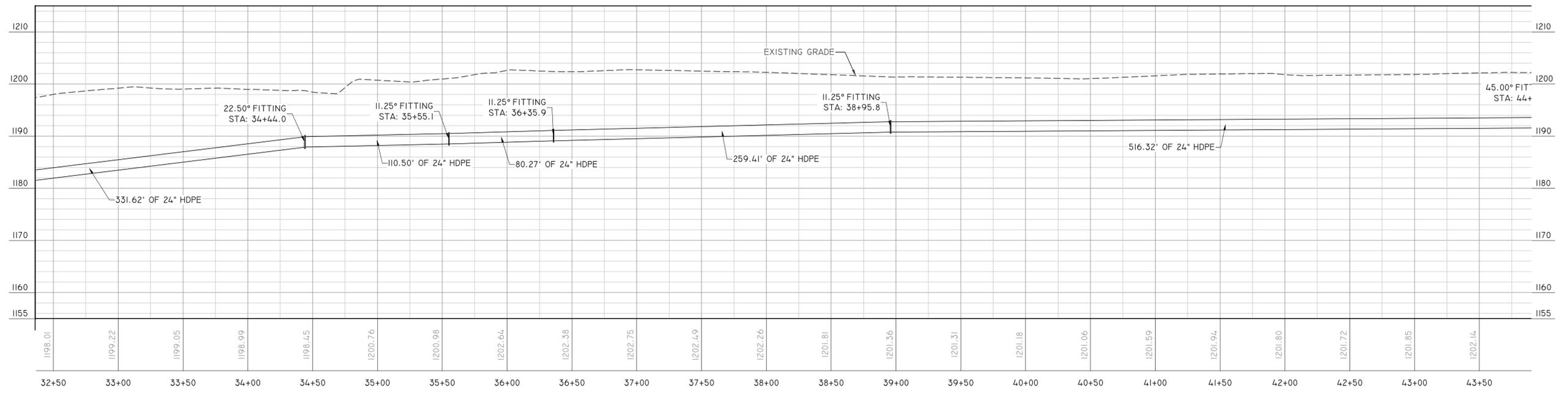
DESIGNED BY: GSW	CHECKED BY: JJB
SURVEYED BY: AJB, JJM	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 06/16/2017

PLAN & PROFILE
 GRANITE PEAK SKI AREA - EASTERN BASE FACILITY
 TOWN OF RIB MOUNTAIN
 MARATHON COUNTY, WI

REI
 REI No. 6423A
 FIGURE: PP2

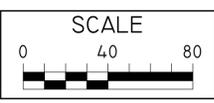


PIPE NETWORK PROFILE



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PLOTTED: FEB 13, 2019 - 4:36PM PLOTTED BY: TOMC

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

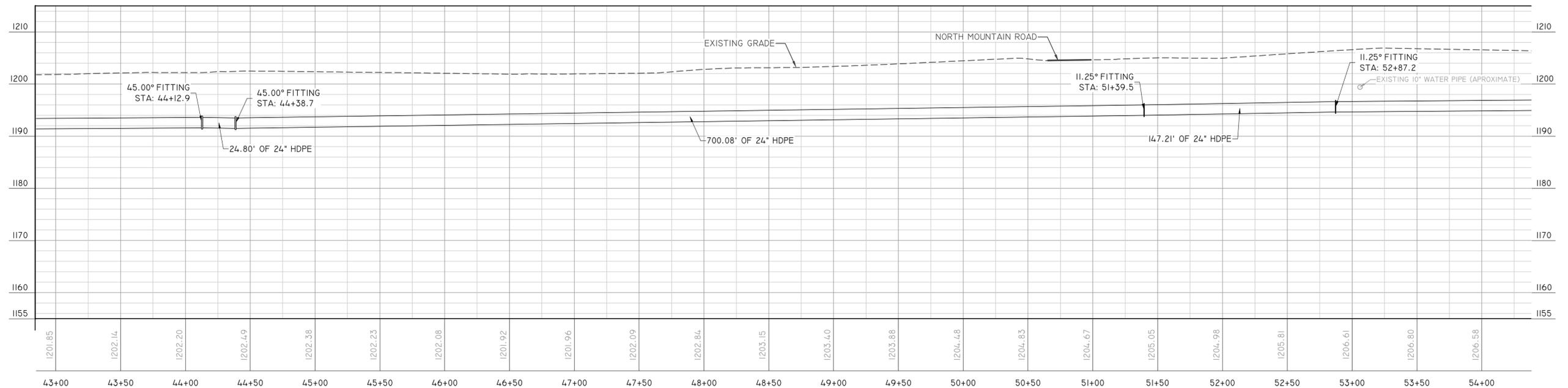
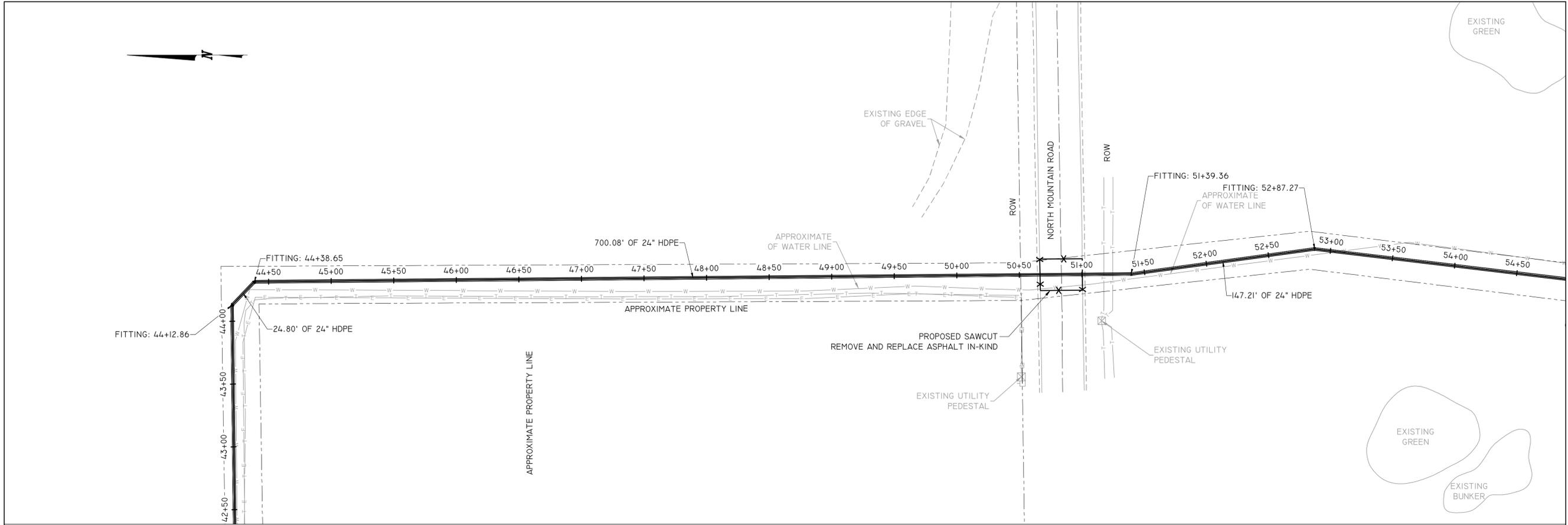


DATE	REVISION	BY	CHK'D
10/20/16	WDNR COMMENTS	NAP	JJB

DESIGNED BY: GSW	CHECKED BY: JJB
SURVEYED BY: AJB, JJM	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 06/16/2017

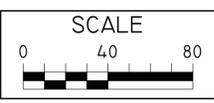
PLAN & PROFILE
GRANITE PEAK SKI AREA - EASTERN BASE FACILITY
TOWN OF RIB MOUNTAIN
MARATHON COUNTY, WI

REI
REI No. 6423A
FIGURE: PP3



DRAWING FILE: P:\16400-6499\6423A-GRANITE PEAK\DWG\PLANS\6423B - P8P.DWG LAYOUT: PP4
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4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784 FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

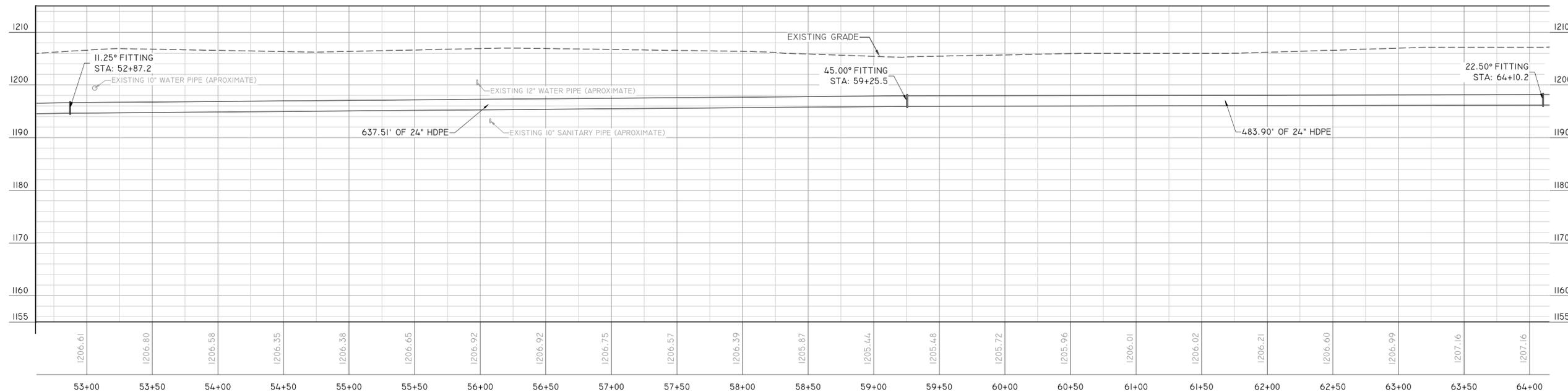
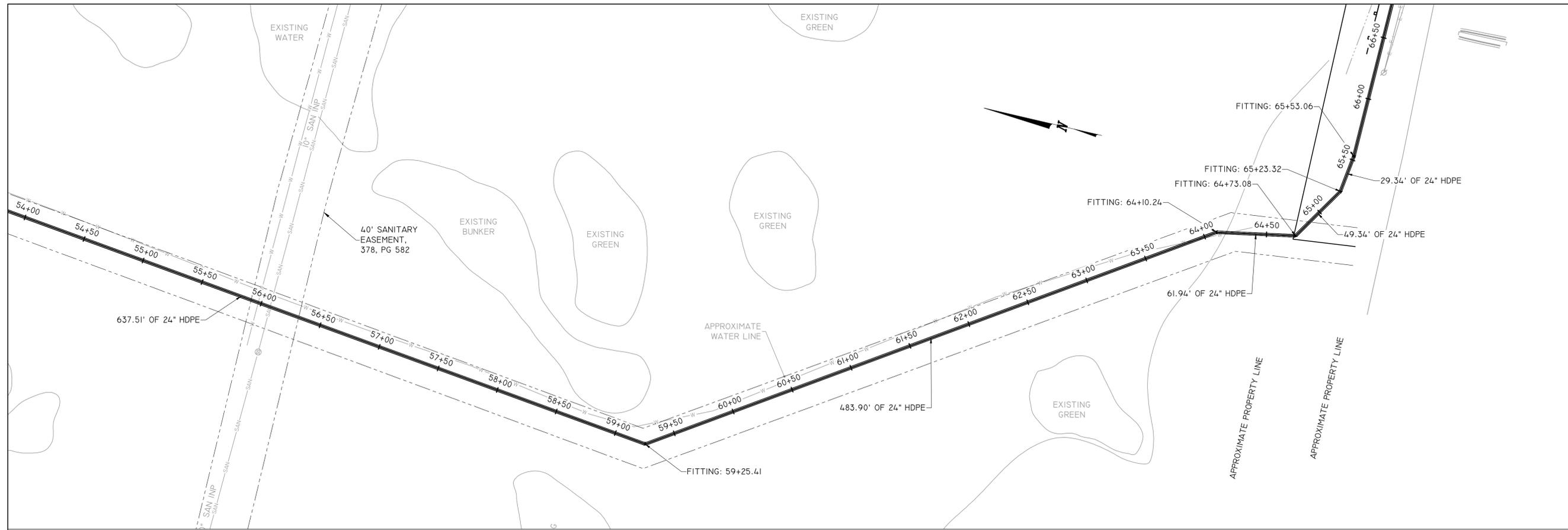


DATE	REVISION	BY	CHK'D
10/20/16	WDNR COMMENTS	NAP	JJB

DESIGNED BY: GSW	CHECKED BY: JJB
SURVEYED BY: AJB, JJM	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 06/16/2017

PLAN & PROFILE
GRANITE PEAK SKI AREA - EASTERN BASE FACILITY
TOWN OF RIB MOUNTAIN
MARATHON COUNTY, WI

REI
REI No. 6423A
FIGURE: PP4

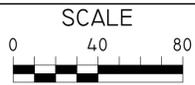


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REI Engineering, INC.
 4080 N. 20TH AVENUE
 WAUSAU, WISCONSIN 54401
 PHONE: 715.675.9784 FAX: 715.675.4060
 EMAIL: MAIL@REIENGINEERING.COM



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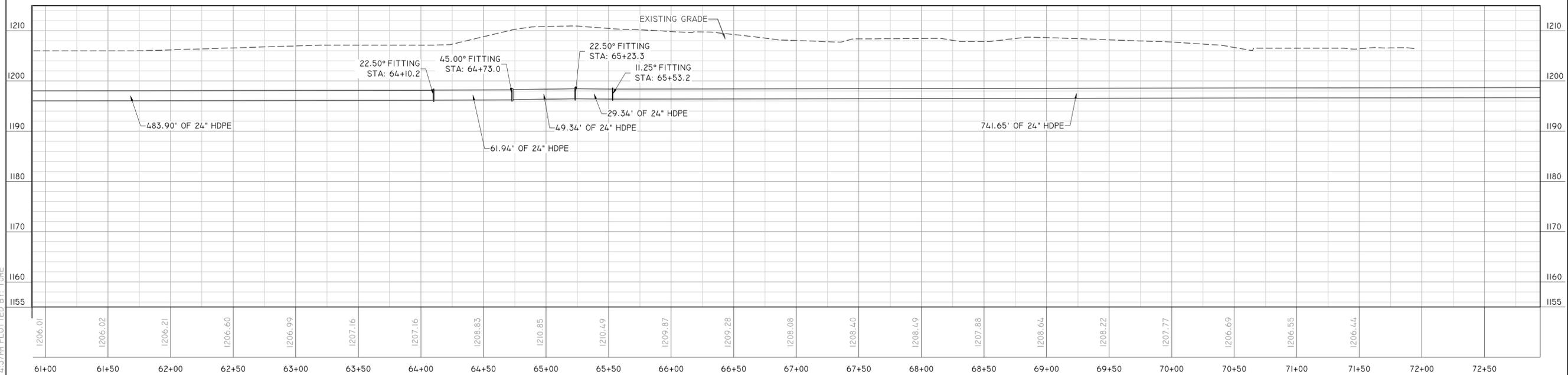
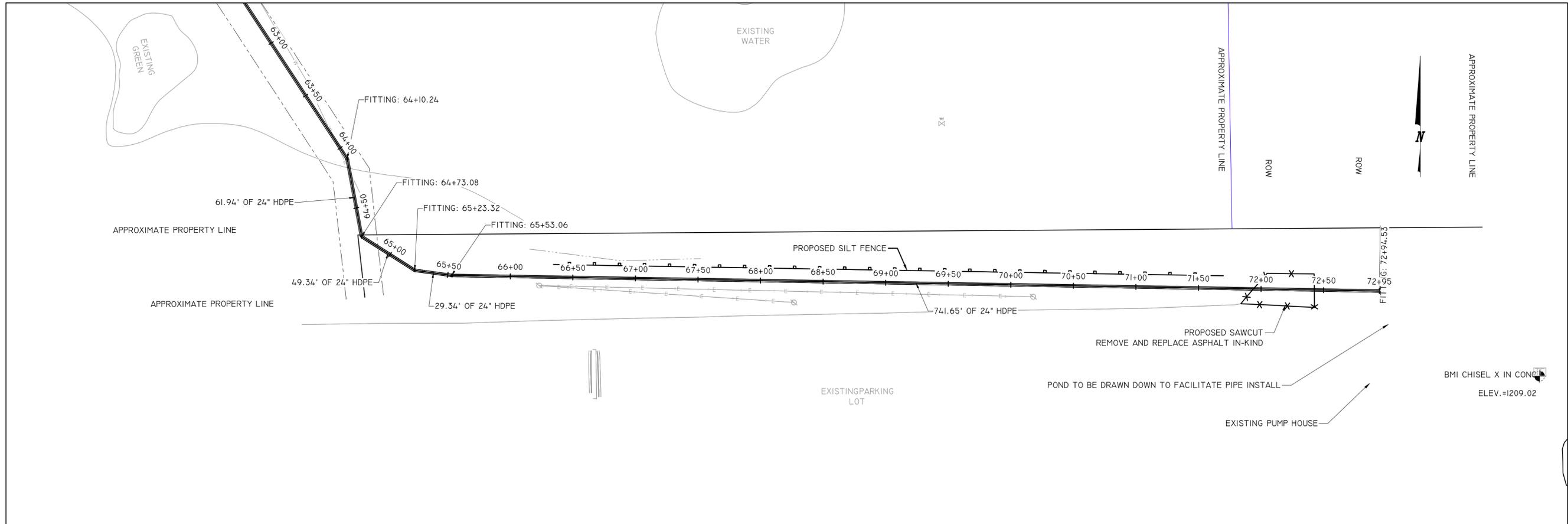


DATE	REVISION	BY	CHK'D
10/20/16	WDNR COMMENTS	NAP	JJB

DESIGNED BY: GSW	CHECKED BY: JJB
SURVEYED BY: AJB, JJM	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 06/16/2017

PLAN & PROFILE
 GRANITE PEAK SKI AREA - EASTERN BASE FACILITY
 TOWN OF RIB MOUNTAIN
 MARATHON COUNTY, WI

REI
 REI No. 6423A
 FIGURE: PP5

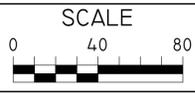


DRAWING FILE: P:\16400-6499\6423A-GRANITE PEAK\DWG\PLANS\6423B - P8.P.DWG LAYOUT: PP6
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REI Engineering, INC.
 4080 N. 20TH AVENUE
 WAUSAU, WISCONSIN 54401
 PHONE: 715.675.9784 FAX: 715.675.4060
 EMAIL: MAIL@REIENGINEERING.COM



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DATE	REVISION	BY	CHK'D
10/20/16	WDNR COMMENTS	NAP	JJB

DESIGNED BY: GSW	CHECKED BY: JJB
SURVEYED BY: AJB, JJM	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 06/16/2017

PLAN & PROFILE
 GRANITE PEAK SKI AREA - EASTERN BASE FACILITY
 TOWN OF RIB MOUNTAIN
 MARATHON COUNTY, WI

REI
 REI No. 6423A
 FIGURE: PP6

GENERAL NOTES/SPECIFICATIONS

1. THE CONTRACTOR SHALL NOT UNREASONABLY ENCUMBER THE PREMISES WITH HIS/HER EQUIPMENT AND MATERIALS. THE STORAGE SHALL BE CONFINED TO UPLAND AREAS AS MAY BE JOINTLY AGREED UPON BY OWNER AND CONTRACTOR.
2. ALL SUB-CONTRACTORS SHALL BE UNDER THE DIRECTION OF THE GENERAL CONTRACTOR WHO WILL BE HELD RESPONSIBLE FOR THE COORDINATION OF ALL WORK ON THIS PROJECT AND THE PROPER EXECUTION OF THE SAME.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL TEMPORARY SERVICE PROVISIONS AND RELOCATIONS.
5. CALL DIGGER'S HOTLINE @ 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.
6. TEMPORARY DE-WATERING FOR UNDERGROUND WORK SHALL BE DISCHARGED TO AN UPLAND AREA USING A TEMPORARY DE-WATERING BASIN OR GEOTEXTILE FILTER BAGS TO FIT THE REQUIRED PUMPING RATE.
7. ALWAYS FOLLOW WRITTEN DIMENSIONS. DO NOT SCALE. IF DISCREPANCY EXISTS, CONTACT THE ENGINEER.
8. CONTRACTOR IS TO SEED & MULCH ALL DISTURBED AREAS TO BE VEGETATED AND ENSURE ESTABLISHMENT OF ADEQUATE VEGETATION. GIVEN THAT THE PROJECT TRAVERSES THROUGH A VARIETY OF SOIL TYPES AND TERRAIN, THE CONTRACTOR SHALL BE PREPARED TO USE DIFFERENT SEED MIXTURES FOR RESTORATION PURPOSES. SEED SHALL CONFORM WITH SECTION 630 OF THE WISDOT STANDARD SPECIFICATIONS AND SHALL BE CHOSEN TO MATCH THE SOILS. RESTORATION WITHIN THE RIB MOUNTAIN GOLF COURSE AND DRIVING RANGE SHALL BE DONE USING SEED MIX 40, OTHERWISE SEED MIX 10 SHOULD BE APPROPRIATE.
9. PROTECT BENCHMARKS AND SURVEY POINTS.
10. PROTECT TREES, UTILITY POLES, AND OTHER FEATURES THAT ARE TO REMAIN. THE REPAIR OF ANY DAMAGE TO FEATURES TO REMAIN IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND WILL NOT BE PAID FOR BY THE OWNER.
11. NOTIFY ELECTRIC UTILITY AT LEAST ONE WEEK PRIOR TO WORKING IN AREAS WHERE UTILITY POLES EXIST. UTILITY COMPANY WILL PROTECT POLES AS NECESSARY.
12. PROTECT ABOVE AND BELOW GRADE UTILITIES THAT ARE TO REMAIN.
13. SITE AND IMPORTED TOPSOIL MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 625 OF THE WISDOT STANDARD SPECIFICATIONS, GRADED FREE OF STONES AND LUMPS LARGER THAN 1 INCH AND FREE OF ROOTS, VEGETATION, AND OTHER UN-DECOMPOSED ORGANIC MATERIAL.
14. EMBANKMENT MATERIAL SHALL BE EXCAVATED SITE MATERIAL AND/OR IMPORTED MATERIAL DEEMED SUITABLE BY THE OWNER AND/OR HIS/HER REPRESENTATIVE, AND CONFORM TO THE REQUIREMENTS OF SUB-SECTION 207.2 OF THE WISDOT STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL MODIFY WATER CONTENT OF THE MATERIAL AS NECESSARY TO OBTAIN SPECIFIED COMPACTION FOR ALL EMBANKMENT MATERIAL.
15. BORROW MATERIAL SHALL BE IMPORTED MATERIAL MEETING THE ABOVE REQUIREMENTS FOR EMBANKMENT. THE CONTRACTOR SHALL IDENTIFY ITS BORROW SOURCES TO THE OWNER'S CONSTRUCTION REPRESENTATIVE AT LEAST TWO WEEKS IN ADVANCE OF HAULING MATERIAL TO THE PROJECT SITE SO THE OWNER'S CONSTRUCTION REPRESENTATIVE CAN OBTAIN SAMPLES AND PERFORM THE REQUIRED TESTS.
16. CONFIRM THAT ALL TOPSOIL HAS BEEN STRIPPED FROM AREAS TO RECEIVE EMBANKMENT BEFORE PLACING EMBANKMENT MATERIAL.
17. CONSTRUCT ALL EMBANKMENT THAT WILL SUPPORT STRUCTURES AND PAVED SURFACES IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF SUB-SECTION 207.3.6.3 (SPECIAL COMPACTION) OF THE WISDOT STANDARD SPECIFICATIONS EXCEPT: THE MAXIMUM DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH ASTM D1557, WITH METHOD B OR C; AND MAXIMUM LIFT THICKNESS SHALL BE 8 INCHES FOR ALL SOILS, GRANULAR, OR COHESIVE.
18. DURING CONSTRUCTION THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR INSPECTION AND DOCUMENTATION OF THE EROSION CONTROL DEVICES AS REQUIRED BY THE WPDES PERMIT. IF CHANGES TO THE EROSION CONTROL PLAN ARE REQUIRED, THE CONTRACTOR SHALL RECORD THOSE CHANGES ON THE PLAN. UPON COMPLETION OF WORK AND PRIOR TO LEAVING THE SITE, THE CONTRACTOR AND OWNER'S DESIGNEE SHALL COORDINATE ONGOING RESPONSIBILITY UNTIL THE SITE'S WPDES PERMIT IS TERMINATED BY THE WDNR.
19. EROSION CONTROL DEVICES SHALL ABIDE BY THE WDNR CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL STANDARDS. [HTTP://DNR.WI.GOV/TOPIC/STORMWATER/STANDARDS/CONST_STANDARDS.HTML](http://DNR.WI.GOV/TOPIC/STORMWATER/STANDARDS/CONST_STANDARDS.HTML)
20. PREPARATION OF THE ROADWAY SUBGRADE SHALL BE PER SECTION 211 OF THE WISDOT STANDARD SPECIFICATIONS.
21. HOT MIX ASPHALT PAVEMENT SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF SECTION 460 OF THE WISDOT STANDARD SPECIFICATIONS FOR PAVEMENT, CONSISTENT WITH THE DESIGNATIONS SPECIFIED ON THE PLANS.
22. DENSE GRADED BASE SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF SECTION 305 OF THE WISDOT STANDARD SPECIFICATIONS FOR DENSE GRADED BASE, CONSISTENT WITH THE DESIGNATIONS SPECIFIED ON THE PLANS. THE CONTRACTOR MAY USE 3/4" FOR SHOULDERING.
23. RIPRAP SHALL CONFORM TO THE REQUIREMENTS OF SECTION 606 OF THE WISDOT STANDARD SPECS, WITH THE GRADE BEING SPECIFIED ON THE PLANS.
24. THE CONTRACTOR SHALL COORDINATE WITH THE COUNTY A MINIMUM OF 1 WEEK PRIOR TO STARTING WORK IN REGARDS TO TRAFFIC CONTROL AND PHASING OF UTILITY CROSSING WORK ALONG CTH NN.
25. CONTRACTOR SHALL BE RESPONSIBLE FOR BARRICADING AND PROTECTING THE AREA OF WORK DURING CONSTRUCTION AND PROVIDING SAFE PASSAGE OF VEHICULAR TRAFFIC DURING THE PHASED LANE CLOSURE.
26. ALL EXCESS MATERIAL SHALL BE LEGALLY DISPOSED OF OFFSITE.

SUGGESTED SEQUENCING (PUMP HOUSE / INTAKE):

- INSTALL TEMPORARY NON-ERODIBLE COFFER DAM AND ADJACENT SILT FENCE
- STRIP TOPSOIL FROM WORK AREA AND STOCKPILE WITHIN UPLAND AREA SET BACK FROM RIVER 100'±, INSTALL ADDITIONAL SILT FENCE AROUND STOCKPILE AS REQUIRED
- REMOVE EXISTING 24" INTAKE TO APPROXIMATE LIMITS SHOWN
- INSTALL NEW 30" INTAKE PIPES
- BACKFILL TRENCH AND RESTORE BANK AREA
- REMOVE TEMPORARY COFFER DAM AND INSTALL ADDITIONAL SILT FENCE ACROSS TRENCH AREA
- CONSTRUCT PUMP HOUSE AND ASSOCIATED UTILITY APPURTENANCES
- RESTORE AREA DISTURBED BY CONSTRUCTION WITH TOPSOIL, SEED, FERTILIZER, AND MULCH. INSTALL EROSION MAT WITHIN RIVER BANK AREA

SUGGESTED SEQUENCING (SNOWMAKING / TRANSMISSION LINE):

- IDENTIFY EXISTING WETLAND AREAS AND INSTALL SILT FENCE TO PROTECT SENSITIVE AREAS AS SHOWN ON PLAN
- INSTALL TEMPORARY NON-ERODIBLE COFFER DAM AND PUMP BYPASS AS REQUIRED AT EXISTING DRAINAGE WAY CROSSING
- REMOVE AND SALVAGE EXISTING CULVERTS TO FACILITATE CONSTRUCTION
- SAWCUT AND REMOVE PAVEMENT OR STRIP AND STOCKPILE TOPSOIL MATERIAL WITHIN UPLAND AREA AND INSTALL SILT FENCE ON DOWNSLOPE SIDE OF STOCKPILE
- EXCAVATE TRENCH AND INSTALL NEW TRANSMISSION LINE
- EXCAVATED TRENCH MATERIAL SHALL BE STOCKPILED ALONG TRENCH AND BE KEPT OUTSIDE OF WETLAND AREAS
- BACKFILL TRENCH AS WORK IS COMPLETED
- STABILIZE AND RESTORE WORK AREA TO THE SATISFACTION OF THE OWNER FOLLOWING CONSTRUCTION COMPLETION

DRAWING FILE: P:\6400-6499\6423B - GRANITE PEAK\DWG\PLANS\6423B-SPECS.dwg LAYOUT: SPECS
PLOTTED: NOV 07, 2016 - 11:31AM PLOTTED BY: NATHANP

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



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NO SCALE

DATE	REVISION	BY	CHK'D
	5a-16		

DESIGNED BY: TAE	CHECKED BY: JJB
SURVEYED BY: JLR	APPROVED BY: JJB
DRAWN BY: NAP	DATE: 07/19/16

SITE SPECIFICATIONS
RIB MOUNTAIN WATER LINE PROJECT
WAUSAU, WISCONSIN

REI
REI No. 6423B
SHEET SP

REPORT TO PLAN COMMISSION

FROM: Steve Kunst, Community Development Director
DATE: February 21, 2019
SUBJECT: Certified Survey Map Review

APPLICANT: Mi-Tech Services Inc.
PROPERTY OWNER(S): RBMTN, LLC

PROPERTY LOCATION: 4202 Hummingbird Lane (Vacant land, see attached map)
PARCEL NUMBER: #34.102807.015.005.00.00
ZONING CLASSIFICATION: Suburban Office (SO)

REQUEST: Certified Survey Map review for a land division creating one additional parcel.

NARRATIVE:

The applicant requests approval of a Certified Survey Map (CSM) to divide a 13.78-acre parcel into two future development sites of 9.722 and 3.143 acres. Each proposed lot meets the minimum zoning and subdivision ordinance standards. The minimum lot size for the SO zoning district is one (1) acre, with the ability to go down to 20,000 ft.² with conditional use approval. Permitted uses within the SO district include office, personal and professional services, and passive outdoor recreation.

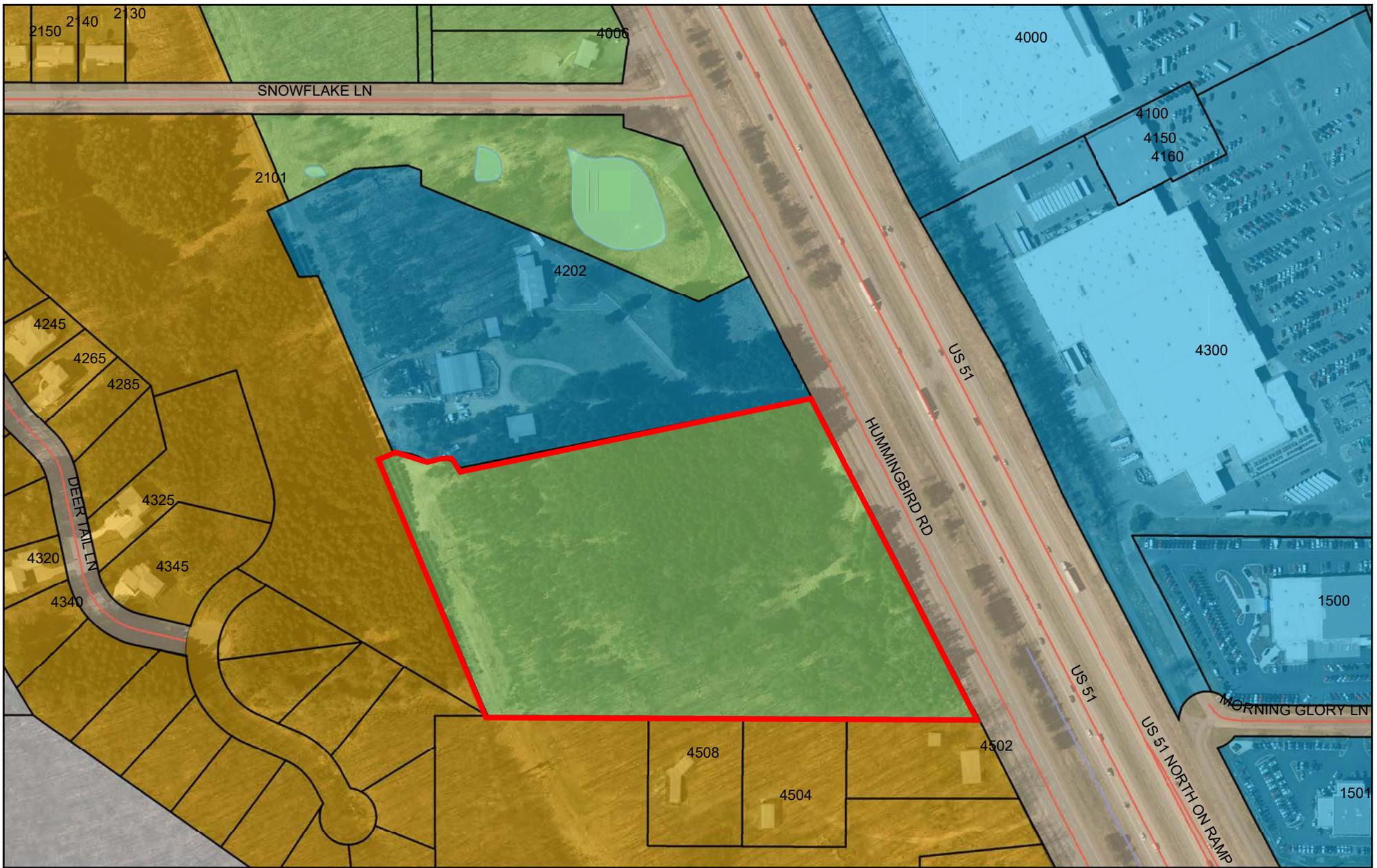
The subject property contains a couple of development restrictions; including, wetlands and an ATC easement. However, both proposed lots should allow future improvements. Marathon County has authority on access approval to Hummingbird Lane (CTY HWY R), and the applicant coordinated with the County Highway Department on the proposed new road location. Further, the identified 50-foot setback from Hummingbird Lane is the result of a provision placed on the property jointly by the Wisconsin Department of Transportation and Marathon County as part of the most recent highway platting and improvements. This setback is greater than the Town’s typical setback of 45 feet for this area.

ADDITIONAL CONSIDERATIONS:

- Any approval needs to be conditioned upon an approved developer agreement covering all public improvements (e.g. road standards, sewer and water infrastructure).
- Any approval needs to be conditioned upon the Town Board passing a resolution accepting the proposed right-of-way for “Pelican Lane.”

POSSIBLE ACTION:

1. Recommend approval of the Certified Survey Map request for the above described property, as presented.
2. Recommend approval of the Certified Survey Map request for the above described property, with conditions/modifications.
3. Recommend denial of the Certified Survey Map request for the above described property.

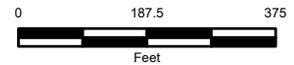


*Rib Mountain:
"Where Nature, Family, and
Sport Come Together"*

Prepared by:
mi-TECH
www.mi-tech.us

Map Printed: 2/21/2019

- | | | | | | |
|-------------------------|--------------------------------|----------------------------|------------------------|---------------------------|------------------------|
| Parcel Outline | EO Estate Office | OR Outdoor Recreation | RR Rural Residential | SR-2 Suburban Residential | UR-8 Urban Residential |
| Parcel Address | ER-1 Estate Residential | RA-1 Rural Agricultural | SC Suburban Commercial | SR-3 Suburban Residential | Building Outline |
| Zoning Districts | MR-4 Mixed Residential | RA-2 Rural Agricultural | SI Suburban Industrial | UC Urban Commercial | Road Centerline |
| Unzoned | CR-5ac Countryside Residential | NC Neighborhood Commercial | SO Suburban Office | UDD Unified Development | Water Feature |
| | | ROW | | | |

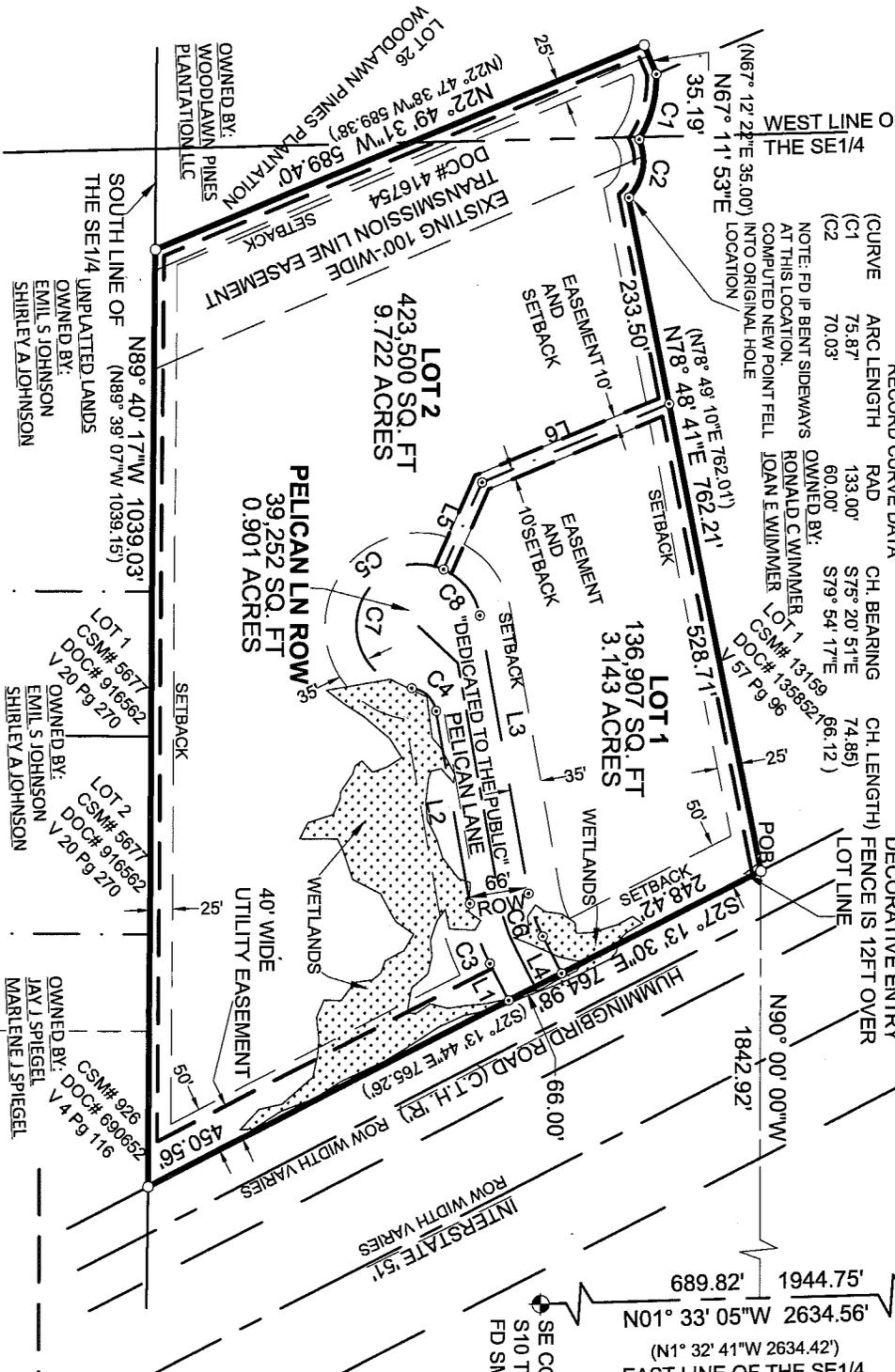


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4a-2

MARATHON COUNTY CERTIFIED SURVEY MAP

LOCATED IN PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 13161 RECORDED AS DOCUMENT NO. 1358523, VOLUME 57 PAGE 98, BEING PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 28 NORTH, RANGE 7 EAST, TOWN OF RIB MOUNTAIN, MARATHON COUNTY, WISCONSIN:



Curve Table					
Curve #	Radius	Delta	Length	Chord Bearing	Chord Length
C1	133.00	32°41'11"	75.87	S75°21'20"E	74.85
C2	60.00	66°52'17"	70.03	S79°54'46"E	66.12
C3	233.00	17°17'56"	70.35	S71°25'28"W	70.08
C4	31.00	73°44'23"	39.90	S43°12'14"W	37.20
C5	69.00	253°44'23"	305.57	N46°47'46"W	110.40
C6	167.00	17°17'56"	50.42	N71°25'28"E	50.23
C7	69.00	197°18'25"	237.61	N75°00'45"W	136.43
C8	69.00	56°25'59"	67.96	N51°51'26"E	65.25

Line Table			
Line #	Bearing	Distance	
L1	S62°46'30"W	46.20'	
L2	S80°04'26"W	217.06'	
L3	N80°04'26"E	313.06'	
L4	N62°46'30"E	46.20'	
L5	N66°21'33"W	105.49'	
L6	N22°49'31"W	225.03'	

RECORD CURVE DATA
 (CURVE) ARC LENGTH RAD CH. BEARING CH. LENGTH (FENCE IS 12FT OVER)
 (C1) 75.87' 133.00' S75°20'51"E 74.85'
 (C2) 70.03' 60.00' S79°54'17"E 66.12'

DECORATIVE ENTRY
 LOT LINE
 EAST 1/4 CORNER
 S10 T28N RTE
 FD 2" O.D. IRON PIPE

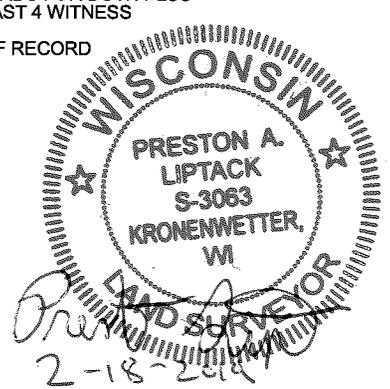
LEGEND
 GOVERNMENT CORNER
 SET 1" O.D. X 18" IRON PIPE
 WEIGHING 1.13 LBS/FT
 FD 1" O.D. IRON PIPE
 ("RECORDED AS" DATA)
 POB POINT OF BEGINNING
 NEW UTILITY EASEMENT
 10'-WIDE FROM PROPERTY LINE
 UNLESS OTHERWISE NOTED

GRAPHIC SCALE
 1 inch = 200 ft.
 0 200 400

SURVEYOR'S NOTES:
 -WETLANDS DELINEATED BY MI-TECH SERVICES IN JULY OF 2018
 -FOUND NO RECORD OF FLOOD PLAIN ON PARCEL
 -FOUND EXISTING U.S. PUBLIC LAND SURVEY MONUMENT RECORDS FOR BOTH PLSS CORNERS, VERIFIED CORNER MONUMENTS AND TIES TO AT LEAST 4 WITNESS MONUMENTS
 -ROAD ROW WIDTH ESTABLISHED FROM PREVIOUS SURVEYS OF RECORD

CERTIFIED SURVEY MAP
 FOR RBMTN, LLC.
 TOWN OF RIB MOUNTAIN
 MARATHON COUNTY
 WISCONSIN
 DATES OF SURVEY:
 8-2-2018
 JOB# 10118
 SHEET 1 OF 2

BEARINGS REFERENCED TO THE MARATHON COUNTY COORDINATE SYSTEM NAD 83 (2011) AND REFERENCED TO THE EAST LINE OF THE SE 1/4 OF S10, T28N, R7E, MEASURED AS N01° 33' 05"W



mi-TECH
 Fond Du Lac • Green Bay • Madison • New Berlin
 800.465.8050
 5707 SCHOFIELD AVE.
 WESTON, WISCONSIN 54476
 PHONE: (715) 359-9400
 FAX: (715) 355-4199

MARATHON COUNTY CERTIFIED SURVEY MAP

LOCATED IN PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 13161 RECORDED AS DOCUMENT NO. 1358523, VOLUME 57 PAGE 98, BEING PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 28 NORTH, RANGE 7 EAST, TOWN OF RIB MOUNTAIN, MARATHON COUNTY, WISCONSIN:

SURVEYOR'S CERTIFICATE:

I, Preston A. Liptack, Professional Land Surveyor S-3063, do hereby certify to the best of my knowledge and belief, that I have, by the direction of RBMTN, LLC., fully complied with the provisions of 236.34 and AE-7 of the Statutes of Wisconsin, the Land Division Ordinance of Marathon County, and the Land Division regulations of the Town of Rib Mountain; Surveyed, divided and mapped a correct and accurate representation of part of Lot 1 of Certified Survey Map No. 13161 recorded as Document No. 1358523, Volume 57 Page 98, being part of the Southwest Quarter of the Southeast Quarter and the Southeast Quarter of the Southwest Quarter of Section 10, Township 28 North, Range 7 East, Town of Rib Mountain, Marathon County, Wisconsin.

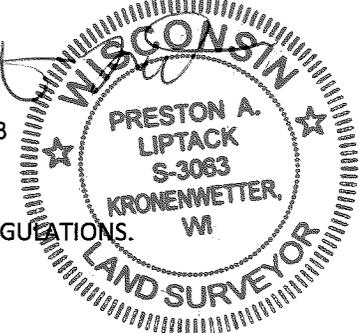
This map is a correct and accurate representation of said property more particularly described as follows:

Commencing at the Southeast Corner of said Section 10; thence North 01 degrees 33 minutes 05 seconds West along the East Line of the Southeast Quarter of said Section 10, a distance of 689.82 feet; thence North 90 degrees 00 minutes 00 seconds West, a distance of 1842.92 feet to the North Line of Lot 1 of Certified Survey Map No. 13161 recorded as Document No. 1358523, Volume 57 Page 98 at the Marathon County Register of Deeds Office, the West Right-of-Way (ROW) Line of Hummingbird Road (C.T.H 'R'), and the Point of Beginning; thence South 27 degrees 13 minutes 30 seconds East along said West ROW Line, a distance of 764.98 feet to the South Line of said Lot 1; thence North 89 degrees 40 minutes 17 seconds West along said South Line, a distance of 1039.03 feet to the Southwest Corner of said Lot 1; thence North 22 degrees 49 minutes 31 seconds West along the West Line of said Lot 1, a distance of 589.40 feet to the Northwest Corner of said Lot 1; thence North 67 degrees 11 minutes 53 seconds East along the North Line of said Lot 1, a distance of 35.19 feet to the beginning point of a curve; thence 75.87 feet along the arc of a curve concave to the Southwest and along said North Line, having a radius of 133.00 feet, and a chord that bears South 75 degrees 21 minutes 20 seconds East, a distance of 74.85 feet to the beginning point of another curve; thence 70.03 feet along the arc of a curve concave to the Southwest and along said North Line, having a radius of 60.00 feet, and a chord that bears South 79 degrees 54 minutes 46 seconds East, a distance of 66.12 feet to the ending point of said curve; thence North 78 degrees 48 minutes 41 seconds East along said North Line, a distance of 762.21 feet to the Point of Beginning. Also excepting any part there of used for highway purposes; and subject to easements of record.

Said property containing 599,659 square feet or 13.766 Acres.

Dated this 18 day of February, 2019


Preston A. Liptack, P.L.S. No. S-3063



MARATHON COUNTY CONSERVATION, PLANNING & ZONING DEPARTMENT APPROVAL

APPROVED FOR RECORDING UNDER THE TERMS OF THE MARATHON CO. LAND DIVISION REGULATIONS.

BY _____

DATE _____

MARATHON CO. CONSERVATION, PLANNING & ZONING DEPT

CERTIFICATE OF ZONING ADMINISTRATOR APPROVAL

I _____ being duly appointed by the Town Board do hereby certify the attached certified survey map has been reviewed and there are no objections to recording this certified survey in the Register of Deeds Office. This instrument shall be recorded by _____ or the Town's approval thereof shall terminate.

ACCESS RESTRICTION

"ALL LOTS AND BLOCKS ARE HEREBY RESTRICTED SO THAT NO OWNER, POSSESSOR, USER LICENSEE OR OTHER PERSON MAY HAVE ANY RIGHT OF DIRECT VEHICULAR INGRESS FROM OR EGRESS TO ANY HIGHWAY LYING WITHIN THE RIGHT-OF-WAY OF HUMMINGBIRD LANE, EXCEPT AS SHOWN; IT IS EXPRESSLY INTENDED THAT THIS RESTRICTION CONSTITUTE A RESTRICTION FOR THE BENEFIT OF THE PUBLIC AS PROVIDED IN s. 236.293, STATS., AND SHALL BE ENFORCED BY THE DEPARTMENT OR ITS ASSIGNS. ANY ACCESS SHALL BE ALLOWED ONLY BY SPECIAL EXCEPTION. ANY ACCESS ALLOWED BY SPECIAL EXCEPTION SHALL BE CONFIRMED AND GRANTED ONLY THROUGH THE DRIVEWAY PERMITTING PROCESS AND ALL PERMITS ARE REVOCABLE."

"THE WISCONSIN DEPARTMENT OF TRANSPORTATION HAS GRANTED A SPECIAL EXCEPTION TO TRANS 233 FOR THE PROPOSED DRIVEWAY / TOWN ROAD ACCESSES, AS SHOWN ON THIS MAP, WITH THE CONDITION THAT IT SERVE AS RESIDENTIAL / COMMERCIAL USES ONLY. ADDITIONAL LAND DIVISIONS, CHANGE IN LAND USE, OR FUTURE HIGHWAY PROJECT(S) MAY REQUIRE A PUBLIC ROAD INTERSECTION OR RELOCATION OF THE DRIVEWAY / FUTURE PUBLIC ROAD TO AN ALTERNATIVE PUBLIC ROAD AT THE DISCRETION OF THE DEPARTMENT."

SETBACK NOTE

"NO IMPROVEMENTS OR STRUCTURES ARE ALLOWED BETWEEN THE RIGHT-OF-WAY AND THE HIGHWAY SETBACK LINE. IMPROVEMENTS AND STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO, SIGNS, PARKING AREAS, DRIVEWAYS, WELLS, SEPTIC SYSTEMS, DRAINAGE FACILITIES, BUILDINGS AND RETAINING WALLS. IT IS EXPRESSLY INTENDED THAT THIS RESTRICTION IS FOR THE BENEFIT OF THE PUBLIC AS PROVIDED IN SECTION 236.293, WISCONSIN STATUTES, AND SHALL BE ENFORCEABLE BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION OR ITS ASSIGNS. CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION FOR MORE INFORMATION. THE PHONE NUMBER MAY BE OBTAINED BY CONTACTING THE COUNTY HIGHWAY DEPARTMENT."

NOISE NOTE

"THE LOTS OF THIS LAND DIVISION MAY EXPERIENCE NOISE AT LEVELS EXCEEDING LEVELS IN S. TRANS 405.04, TABLE I. THESE LEVELS ARE BASED ON FEDERAL STANDARDS. THE DEPARTMENT OF TRANSPORTATION IS NOT RESPONSIBLE FOR ABATING NOISE FROM EXISTING STATE TRUNK HIGHWAYS OR CONNECTING HIGHWAYS, IN THE ABSENCE OF ANY INCREASE BY THE DEPARTMENT TO THE HIGHWAYS THROUGH-LANE CAPACITY."


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PHONE: (715) 359-9400
FAX: (715) 355-4199

CERTIFIED SURVEY MAP
FOR RBMTN, LLC.
TOWN OF RIB MOUNTAIN
MARATHON COUNTY
WISCONSIN

DATES OF SURVEY:
8-2-2018
JOB# 10118
SHEET 2 OF 2

REPORT TO PLAN COMMISSION & TOWN BOARD

FROM: Steve Kunst, Community Development Director
DATE: February 22, 2019
SUBJECT: Rib Mountain Comprehensive Plan Update Project

NARRATIVE:

Included in this packet are final drafts of chapters five and six of the updated Town Comprehensive Plan. Chapter 5 focuses on Transportation; whereas, Chapter 6 Economic Development. As with the previous meeting, the intention is to begin finalizing a couple chapters at each meeting with the hope to wrap the project up in late spring or early summer.

POSSIBLE ACTION: No formal action to be taken. Item is for discussion only.

CHAPTER FIVE

TRANSPORTATION

The transportation system in a community consists of a variety of roads; some are owned and maintained by the local jurisdiction while others are part of the County or State road systems. In addition to roads, the transportation system includes facilities for pedestrians and bicyclists, as well as railroads, airports, and often in urban areas, public transit. This section describes the transportation system in the Town of Rib Mountain and related improvements or issues affecting the system.

Rib Mountain contains a quality network of local roads and County highways with direct access to I-39/51, the primary north-south regional transportation route through the Wausau urban area and a major route to northern Wisconsin. The major local road, Rib Mountain Drive, also provides a key connection to the rest of the urban area, crossing the Big Rib River / Lake Wausau.

PREVIOUS PLANS AND STUDIES

Transportation planning in Marathon County is coordinated between the Marathon County Department of Conservation, Planning and Zoning (CPZ) and the Wausau Area Metropolitan Planning Organization (MPO); the body designated by the U.S. Department of Transportation to be responsible for transportation planning in the Wausau urban area. Marathon County provides staff support for the Wausau Area MPO.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is updated by the Wausau MPO, annually. The TIP is developed by the MPO in cooperation with the State, affected transit operators, and local communities within the MPO boundary to identify transit and highway projects to be funded over the next four year period.

LONG RANGE TRANSPORTATION PLAN FOR THE WAUSAU METROPOLITAN AREA (LRTP)

The LRTP is prepared every five years by the MPO, the County, and the Wisconsin Department of Transportation. The current LRTP was adopted in 2016 and identifies the current conditions in the area to recommend solutions to the issues regarding the deficiencies of the roadways in the area.

LOCAL ARTERIAL CIRCULATION PLAN

This 2000 vintage plan was produced by the Wausau MPO in conjunction with the Marathon County Department of Conservation, Planning, and Zoning and the Highway Department. The purpose of this plan is to guide public and private sector decisions concerning the infrastructure, right-of-way, land use compatibility, and safety needs of the local arterial transportation system over the next 20 to 30 years.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

This 2014 plan analyzes service gaps and needs in public transit and human services transportation then propose strategies to address the gaps and needs. A five-year work plan was written to cover 2014 through 2018.

RIB MOUNTAIN AREA BIKE AND PEDESTRIAN LONG RANGE PLAN

The Town of Rib Mountain has mapped a number of short and long-term trail (off-street and route on-street) bikeway improvements in 2013, including: existing off-road facilities, existing road shoulder inventory, suggested bike routes on low-volume roads, planned off road facilities, and other proposed bike/pedestrian facilities. The Rib Mountain Pedestrian and Bicycle Safety Subcommittee continues to recommend updates this plan as necessary.

WAUSAU MPO BICYCLE AND PEDESTRIAN PLAN

The Wausau MPO prepared a 20-year Bicycle and Pedestrian Plan and Implementation Guide in 2015. The plan developed strategies for improving bicycle and pedestrian transportation throughout the Wausau area. Potential trails and routes are identified and a suggested implementation schedule was developed. One improvement identified was a connection of the Mountain-Bay Trail in eastern Marathon County to Rib Mountain and central Wausau via shared-use paths and regional bikeways.

The plan identifies areas where additional connections are needed and shows both existing and proposed facilities. One of these segments is a route on Mountain Road with the addition of an off-road bike path that would connect down to Foxglove Road. Another proposed segment would provide a connection between the school and the County Highway R Trail, which would allow safe access to the school. The plan illustrates recent improvements, including the State Park off-road pedestrian paths and the bike shoulders added to Park Road in 2010.

REGIONAL LIVABILITY PLAN

The 2015 Regional Livability Plan (RLP), written by the North Central Wisconsin Regional Planning Commission, addresses issues of livability in the areas of housing, transportation, economic development, and land use. The RLP identifies three major transportation issues.

- **Modes of Transportation to Work** – The Region’s workforce is extremely dependent on the automobile. In 2012, over 80 percent of the Region’s workforce drove alone to work on a daily basis. Another 10 percent carpooled, leaving less than 10 percent for the non-automobile methods such as walking, biking, and using transit. The average commute time in the central sub-region, which includes Marathon County, was 18.7 minutes.
- **Age of Drivers in the Region** – The Region is seeing a change in the number of licensed drivers by age groups. Between 2004 and 2013, the Region saw a 20 percent decrease in the number of drivers aged 17 through 19. During the same years, the region also had a 20 percent increase in drivers over age 65. These changes could mean communities will have a need for multimodal options for the younger ages and options to increase safety as drivers age.
- **Transportation Maintenance Cost** – Costs of maintaining of the transportation infrastructure in the Region continue to increase. The current reliance on fuel tax and registration fees is inadequate, unstable, and may soon be outmoded. The inability to fund improvements and maintenance on transportation infrastructure will impact the ability to transport goods and provide safe, reliable, and efficient roads.

CONNECTIONS 2030

This is Wisconsin's latest long-range, Statewide, multimodal transportation plan. It identifies a series of system-level priority corridors that are critical to Wisconsin's travel patterns and the state economy.

ROAD NETWORK

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, 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

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.

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 2016, Rib Mountain had approximately 59.74 miles of roadways under both the jurisdiction of Rib Mountain and the County.

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.

MAJOR ROAD FACILITIES

Roadway facilities, including their Annual Average Daily Traffic (AADT) where available, within the Town of Rib Mountain are shown on the Transportation Map. The following is a brief description, including functional classification, of the major road facilities located in the Town.

- **US 51/STH 29** is a principal arterial. It is designed to freeway standards providing a high level of service connecting to the Wausau Metro Area. US 51 transitions into Interstate-39 to the south providing connections to Stevens Point and Madison. STH 29 provides expressway access to Green Bay in the east and Eau Claire and Minneapolis/St. Paul to the west. Freeway access in Rib Mountain is provided at two interchanges - CTH N and CTH NN
- **CTH N (Rib Mountain Drive/S. Mountain Road)** is a minor arterial between Thornapple Road and CTH KK, a major collector between CTH KK and Clover Road, a minor arterial along between Clover Road and CTH NN (N. Mountain Road). CTH N is classified as a principal arterial from its intersection with CTH NN (N. Mountain Road) across Lake Wausau into the City of Wausau.
- **CTH NN (N. Mountain Road)** is a minor arterial from the Town's western border to US 51/STH 29. East of the freeway interchange, CTH NN is designated as a principal arterial.
- **CTH KK** is a major collector running north/south through Rib Mountain terminating at CTH N. This highway represents a major route between the City of Mosinee and much of the Wausau Metro Area.
- **Hummingbird Lane (CTH R)** serves as a frontage road to US 51/STH 29 and is designated as a major collector. There are plans to improve this roadway to create a "west arterial" to provide an alternative to I-39/US 51 for north-south traffic movement.

ROAD MAINTENANCE

The Town of Rib Mountain's Streets and Parks Department maintains the local roadways within the Town and has a road improvement/maintenance plan in place. The Town also completes a Pavement Surface Evaluation Rating (PASER) analysis of roadway conditions, which is used in conjunction with the Capital Improvement Program (CIP) to budget for road maintenance.

The Wisconsin Department of Transportation (WisDOT) requires all incorporated communities to prepare a Pavement Management Plan (PMP) using a pavement rating system for their local roads. 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 enables communities and the State 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. In addition to its use in the new WISLR, the rating system gives communities a detailed assessment of the appropriate maintenance method for each road segment under their jurisdiction. This assessment is then incorporated into the community's PMP.

Table 5-1 illustrates the WISLR road assessment done in 2015 for paved roads in the Town. The Town also has 0.15 miles of gravel road which was in "Good" condition in 2015. Roads exhibiting a surface condition rating at or below "Fair" must be examined to determine what type of reconstruction or strengthening is necessary. The roads that display a surface rating of "Good" or better will only require preventative maintenance to promote safe travel conditions. This data collection effort will help ensure safe travel conditions along those routes.

Table 5-1: Rib Mountain Road Surface Condition Ratings, 2015			
Rating	Condition	Miles	Description
1	Failed	0.0	Needs total reconstruction.
2	Very Poor	0.9	Severe deterioration. Needs reconstruction with extensive base repair.
3	Poor	2.2	Needs patching & major overlay or complete recycling.
4	Fair	8.2	Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.
5	Fair	15.4	Surface aging, sound structural condition. Needs sealcoat or nonstructural overlay.
6	Good	14.6	Shows sign of aging. Sound structural condition. Could extend with sealcoat.
7	Good	21.2	First signs of aging. Maintain with routine crack filling.
8	Very Good	8.0	Recent sealcoat or new road mix. Little or no maintenance required.
9	Excellent	6.6	Recent overlay, like new.
10	Excellent	7.4	New construction.
<i>Source: WDOT (WISLR), 2015</i>			

The major road project in the Town over the most recent years has been the improvement of Rib Mountain Drive between Robin Lane and Morning Glory Lane. The project included pavement resurfacing, curb and gutter replacement, medians, lengthening turn lanes, traffic signals, improved street lighting, burying overhead utilities and installation of sidewalk. The project will improve the image of the corridor as well as safety for motorists and pedestrians and provide some easing of traffic congestion

Upcoming major road projects include reconstruction of Lilac Avenue from Rib Mountain Drive to Phlox Lane and reconstruct Red Bud Road from County N to Pepperbush Lane.

Future regional projects related to Rib Mountain within the metro area long range transportation plan include:

- Investigate the need for new bridge crossings of the Rib, Wisconsin and Eau Claire Rivers in the metro area.
- Full buildout of the Bicycle and Pedestrian Plan for the metro area.

With the direct alignment of Foxglove Road with Military Road across the river in the Village of Rothschild, and some level of interest from both communities, this would be a good candidate location for a new river crossing. Between the Grand Avenue (Business 51) crossing in Schofield and the Highway 153 crossing in Mosinee, there is an extended stretch along the Wisconsin River with no street crossing. Communities along the river have periodically identified the need for another crossing. The river creates a significant barrier between communities and heavily influences traffic patterns. Compounding the problem is the I-39/US 51 corridor paralleling the river, essentially creating a second barrier. Foxglove Road has an overpass of I-39/US 51 already in place, although the existing structure may be narrow. The presence of overhead power lines and the railroad crossing between Business 51 and the River would also have to be addressed.

OTHER TRANSPORTATION MODES

The Town of Rib Mountain is committed to improving transportation conditions and opportunities for pedestrians and bicyclists to improve the quality of life for its residents. In the 2014 Community Survey, participation responses indicated walking/hiking and bicycling were the top two recreational pursuits.

PEDESTRIAN

In the Town, sidewalks exist along Rib Mountain Drive and Robin Lane. However, few other sidewalks in the residential areas and due to low traffic. The 2015-2019 Rib Mountain Outdoor Recreation Plan, which in part addressed pedestrian issues, did not recommend further installation of sidewalks. However, there was a recommendation to add at least 5-foot (6-foot or off-street path is preferred) asphalt paved shoulders to all arterial and collector roads within the Town of Rib Mountain, due to the high levels of traffic on these roads. Additionally, the Plan made a number of recommendations for possible pedestrian improvements to Rib Mountain Drive to better connect Rib Mountain Drive sidewalks.

BICYCLE

A number of on-road and off-road bicycle facilities exist in the Town. The 2009 Bicycle and Pedestrian Plan for the Wausau Urban Area identified three bicycle routes through

the Town, including one along CT KK, connecting the City of Wausau to the City of Mosinee and a route on North Mountain Road which connects the Town to the City of Wausau as well as Marathon City. The third route is off-road along Hummingbird Road connecting both of the other routes as it goes south to Rothschild, Kronenwetter, and Mosinee. In 2010, an off-road pedestrian path and the bike shoulders were added from Park Road to Rib Mountain State Park.

CTH KK has 5-foot asphalt paved shoulders on both sides and is well used by bicyclists. However, after two bicyclist deaths along this road, the community wants a safer way to ride their bikes generally in the CTH KK area. A short-term recommendation from the Parks and Recreation Plan to make CTH KK safer was to add bicycle friendly rumble strip (approved by WisDOT & WI Bike Federation) to both white lines and the centerline.

In 2016, the Town of Rib Mountain received a \$492,000 grant from Wisconsin's Transportation Alternatives Program for construction of the Trillium Trail. The proposed trail will connect the south end of Trillium Lane with Foxglove Road. The trail project is a vital connection to the existing metropolitan bike route system. The Trillium Trail will connect existing routes providing safe bicycle and pedestrian access over USH 51/I39 via Foxglove Road to the Wisconsin River pedestrian bridge and surrounding communities. Construction is scheduled for 2020.

Another long-term plan called for a multi-use path connection from Doepke Park to South Mountain Elementary. Through a coordinated partnership with a local housing developer, a new 10-foot wide multi-use trail is being installed from the CTH R Trail past South Mountain Elementary School. This new trail provides off-street bike and pedestrian network from the South Mountain Elementary to the City of Wausau.

The ultimate goal is to connect the various Town destinations (e.g. State Park, Lake Wausau, Nine Mile, Rib Mountain Drive Commercial Corridor, etc.) to provide better access to residents and visitors while providing alternatives to dangerous routes like CTH KK and addressing barriers like crossing Rib Mountain Drive. In addition to stand alone trail projects, the Town will continue to work with land owners and developers along planned bicycle and pedestrian routes to install appropriate accommodations as areas redevelop.

Further, the Rib Mountain Pedestrian and Bicycle Safety Subcommittee continues to promote safe biking and walking in the Town including sponsoring an annual bike rodeo and encouraging Rib Mountain businesses to install bicycle racks.

TRANSIT

Maintaining public transit in the surrounding area has been difficult in the current budget climate, and there is currently no regular fix route transit service within the Town. However, there are a number of private taxi and specialized service providers in the area. A number of Town surveys over the years have indicated residents do not want to fund

public transit service. Based on these results, Town officials feel transit service is not realistic without a Regional Transit Authority (RTA) or other funding source.

Transit service for the elderly and disabled is provided by Marathon County through North Central Health Care (NCHC). The services include flexible demand and volunteer driver services available with a 48-hour notice (requests less than 48 hours are fulfilled as resources allow).

The nearest intercity bus access is available at the MetroRide transit center in downtown Wausau. Service is provided by Jefferson Lines and Lamers Bus Lines to Minneapolis, Green Bay, Madison and Milwaukee with connections to points beyond.

RAIL

No rail lines currently exist within the Town of Rib Mountain. However, limited freight rail service is available in the urban area from the Canadian National Railroad (CN). The rail line connects with the cities of Wausau and Tomahawk to the north and Mosinee, Stevens Point and Wisconsin Rapids to the south.

AIRPORTS

The Town is served by two airports; the Central Wisconsin Airport (CWA) and the Wausau Municipal Airport:

Central Wisconsin Airport

The Central Wisconsin Airport (CWA) is a regional non-hub airport, located east of Mosinee and accessible via I-39. It is the only airport within Marathon County or neighboring counties providing scheduled air passenger services. The airport is owned by Marathon and Portage Counties and is governed by the Central Wisconsin Joint Airport Board. It is currently served by three airlines; Delta, American, and United Airlines; and operates 10 daily departures.

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, are some of the services available.

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 commercial area along Rib Mountain Drive attracts customers from around the region and beyond. It consists of a “power center” type shopping mall with national chains, such as Walmart, Sam’s Club, Dick’s Sporting Goods, and others which are not found elsewhere in the metro region. It also includes several fast food restaurants, automobile dealerships and other commercial businesses. This is the primary commercial area within the Town and it also serves as a destination retail area for customers inside and outside the Region.

TRAVEL PATTERNS

Rib Mountain is essentially a bedroom community where the majority of Town residents worked at jobs outside the Town. The following is a breakdown of where Town residents worked according to the U.S. Census Bureau:

- Rib Mountain 7.8%
- Rothschild/Schofield 7.7%
- Weston 6.8%
- Wausau 43.0%
- Other 34.7%

Rib Mountain witnessed a significant amount of retail development since 1994. As noted above, the major commercial development along Rib Mountain Drive draws customers from the large market area. Rib Mountain Drive also serves as a primary route into the City of Wausau. There is another commercial development node surrounding the US 51/STH 29 and NN interchange including several motels, restaurants and miscellaneous commercial development. Most other developed areas in Rib Mountain are residential.

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, WisDOT was given the authority to establish rules to review subdivision plats abutting or adjoining State trunk highways or connecting highways. Regulations enacted by WisDOT 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.

TRAFFIC CALMING

In areas where traffic levels have the potential to create safety concerns, consideration should be given to installing traffic calming measures. The purpose of traffic calming is to slow traffic to increase safety for non-motorized street users, particularly for the most vulnerable (i.e., children, seniors, and the disabled) and increase neighborhood livability. While traffic calming is generally targeted toward local residential streets, traffic calming strategies are also appropriate for busier streets in residential areas, high pedestrian activity areas, and older commercial areas where buildings and sidewalks are close to the street.

Narrowing streets can serve a valuable traffic calming function. However, this is usually done in conjunction with street reconstruction. In existing neighborhoods where it will be some time before streets are reconstructed, other traffic calming strategies may be useful; particularly where a special need is identified, such as near schools, parks and other high pedestrian use area.

Traffic calming strategies vary dramatically in type, design, and function. Generally, strategies should focus on slowing traffic to appropriate speeds and not divert traffic from one neighborhood street to another. Traffic calming devices are not appropriate in all situations and must be selected for local conditions and circumstances. In general, traffic calming devices that alter street width, or the perception of street width, are more comfortable to drivers than strategies that alter the physical road environment, such as speed humps. Whether to install traffic calming devices, and which to use should be thoroughly discussed with affected residents, businesses and property owners prior to installation to ensure that the device serves the appropriate function and is accepted by the neighborhood and affected road users.

TRANSPORTATION ISSUES

- **General Funding** – Given limited budgets, identifying, prioritizing and funding road maintenance needs and road improvements and ensuring the provision of a transportation network that is fiscally sustainable in the long-term is a continual challenge.
- **Trail Coordination** – The Town is interested in implementing its trail plan and coordinating development of the trail/bikeway system with neighboring communities to create a connected regional trail system.
- **Rib Mountain Drive Improvements** – As the face and economic heart of the Town, maintaining the public infrastructure associated with Rib Mountain Drive is essential. However, maintenance and improvement projects are challenging from

both a logistical and financial perspective. Creative funding and improvement alternatives are necessary for continued success throughout the corridor.

- **Limited River Crossings** - Between the Grand Avenue crossing in Schofield and the Highway 153 crossing in Mosinee, an extended stretch along the Wisconsin River with no street crossing exists. The river creates a significant barrier between neighboring communities and heavily influences traffic patterns. An additional crossing on the south end of the Town could enhance traffic circulation in the urban area and relieve some congestion on the freeway.

TRANSPORTATION GOALS, OBJECTIVES AND ACTIONS

The following goals, objectives and actions are intended to provide a policy framework and guide for the future development of the Town.

GOAL 1: A high quality transportation network facilitating the safe and efficient movement of people and goods.

The Town of Rib Mountain places a high priority on maintaining a safe and efficient transportation system.

Objective 1: To work with Marathon County to investigate safety issues such as road geometry, speed limits, driveway access and other factors along heavily used county roads such as CTH N and CTH KK.

Objective 2: To develop a “toolbox” of traffic-calming methods or devices that could be implemented to better manage traffic flow and speed limits in the Town.

Objective 3: To continue to work with WDOT to address safety and congestion issues at the CTH N and US 51/STH 29 interchange.

Action 1: Continue to work with Marathon County Sheriff’s Department and the State Patrol to enforce speed limits within the Town.

Action 2: Work with Marathon County to identify “problem” intersections and plan for design improvements.

Action 3: Routinely review, and revise road design and access standards in the Town’s subdivision ordinance.

Action 4: Encourage through-street connections when possible to enhance accessibility and traffic flow through implementation of the Town’s official map.

Action 5: Establish regular meetings (or correspondence) with adjacent municipalities to discuss issues regarding road safety and maintenance and coordinate action to address the problems.

Action 6: Work with Marathon County and the State to control access along arterial and major collector roadways to maintain the traffic volume capacity and reduce the potential for traffic accidents.

Action 7: Work with Marathon County and Village of Rothschild to explore the feasibility of a new Wisconsin River Crossing at Fox Glove Road.

Action 8: Prepare a corridor study for the long-range development of Rib Mountain Drive.

Action 9: Work with Marathon County and Wisconsin DOT to evaluate, fund and develop safe bicycle and pedestrian crossing(s) of Rib Mountain Drive.

Action 10: Continue to implement the Town of Rib Mountain and Wausau Area MPO bicycle and pedestrian plans to provide town residents and visitors with safe access to all areas of the Town.

GOAL 2: Maintain and improve Town roads.

The Town of Rib Mountain strives to ensure that roads are well maintained and designed to accommodate current and anticipated traffic volumes.

Objective 1: To continue to use the annual budgeting process to prioritize and allocate funding for road maintenance and improvements.

Objective 2: To conduct a bi-annual road analysis, using Pavement Surface Evaluation Ratings (PASER) to rate local road conditions and prioritize maintenance scheduling.

Objective 3: To continue to seek adequate and consistent sources of revenue to fund needed road improvements.

Action 1: Continue to utilize PASER evaluation ratings to prioritize road improvement projects.

Action 2: Work cooperatively with Marathon County and WDOT to seek and obtain funding for road improvements.

Action 3: Continue to implement and update the Town's Street Plan.

Action 4: Consider adopting guidelines that require developers to finance some of the road improvements necessary for new development.

GOAL 3: New development does not have negative impacts on the local road network or create traffic issues within the Town.

The Town of Rib Mountain strives to minimize the impacts of new development on existing development and infrastructure.

Objective 1: To ensure subdivision and road ordinances provide adequate road design and access management requirements.

Objective 2: To require roads in new subdivisions to be designed to accommodate future expansion where appropriate.

Objective 3: To establish and require developer contributions for road improvements that serve new developments.

Objective 4: To encourage new development to incorporate bicycle and pedestrians facilities where feasible.

Action 1: Routinely review, and revise as necessary, road design and access standards in the Town's subdivision ordinance. Incorporate design standards for trails to be required in conjunction with construction of new roads and/or subdivisions.

Action 2: Require that roads in new subdivisions be designed to allow extensions and connections to roads (existing and potential) on adjacent properties where possible.

Action 3: Establish and adopt requirements regarding developer contributions for road improvements in new subdivisions.

Action 4: Coordinate review of major developments/subdivisions with Marathon County and adjacent municipalities to ensure local and area traffic concerns are adequately addressed.

CHAPTER SIX

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 as 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.

PREVIOUS PLANS AND STUDIES

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)

Marathon County is one of 10 counties included in the North Central Wisconsin Economic Development District, as designated by the U.S. Department of Commerce, Economic Development Administration (EDA). The North Central Wisconsin Regional Planning Commission (NCWRPC) is the agency that is responsible for maintaining that federal designation. As part of maintaining the designation, the NCWRPC annually prepares a Comprehensive Economic Development Strategy (CEDS) report. The report serves to summarize and assess economic development activities of the past year and present new and modified program strategies for the upcoming year.

Key components from this regional level plan include an inventory of the physical geography of the region and its resident population. Labor, income, and employment data are reviewed as well as an in-depth analysis of the economic status of the Region.

REGIONAL LIVABILITY PLAN

The 2015 Regional Livability Plan (RLP), written by NCWRPC, addresses issues of livability in the areas of housing, transportation, economic development, and land use. The RLP identifies three economic development issues:

- **Available Labor Force and Employment** - Businesses need a workforce with the proper education and skills to meet the demands of the changing job market. High labor needs combined with an older workforce preparing for retirement will result in a labor force shortage and inability to meet the workforce needs of area businesses. The future availability of a quality labor force is a major concern for the business community.
- **Living Wage** - Over the past 10 years, the Region's cost of living (i.e. home prices and rent) have increased faster than per capita and household incomes.

Consequently, many working adults are seeking public assistance and/or hold multiple jobs in order to meet the basic needs of their families. Occupations paying a living wage provide families resources for savings, investments, education, and the purchasing of goods which improves the local economy and increases the quality of life of the region's population.

- **Broadband** - High-speed broadband connections are crucial for government services, healthcare, education, library systems, private businesses, and residents. Improving the region's telecommunication network can assist existing businesses, attract new businesses, and allow residents to access education opportunities.

METRO AREA ECONOMIC ASSESSMENT

In 2017, discussion began regarding a regional economic strategy for the Wausau metropolitan region. Community leaders from around the region came together to discuss economic development issues at the invitation of the Marathon County Economic Development Corporation (MCDEVCO). Slow population growth, labor shortages, low wages, and other issues were discussed. None of the local communities or the County has a formal economic development strategy beyond the existing economic development sections from their individual comprehensive plans and other similar plans. One of the primary conclusions of these initial discussions was dealing with these challenges for individual communities was difficult and collaboration might be the best approach.

The Metro Region Economic Development Assessment is the first step in creating a formal regional economic development strategy for the communities of Kronenwetter, Marathon City, Mosinee, Rib Mountain, Rothschild, Schofield, Wausau and Weston. Combined, these communities are the urbanized core of Marathon County. The purpose of this assessment is to provide background for a future regional economic strategy. This assessment combines community demographic, labor force, and local economy data to provide an illustration of the larger area trends within the metro region. This assessment was presented to community and business leaders throughout the metro region beginning in late 2017. As a result, the Wausau Region Chamber of Commerce announced plans to fully fund and complete the Regional Economic Development Strategy.

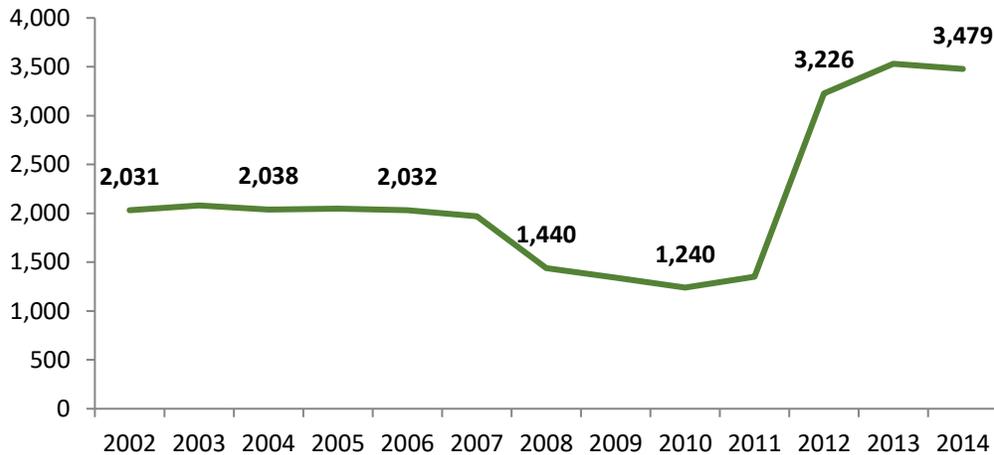
Facing the issues of a low-growth population, transitioning industries, labor shortages, and low wages will be challenging. By working together, the Metro Region municipalities are better equipped to solve these issues by pooling resources and cooperating with each other, rather than competing against each other.

LOCAL ECONOMIC ENVIRONMENT

The Town of Rib Mountain has a progressive attitude toward economic development and retention of local businesses. Access from I-39/US 51 helps make the commercial area

along Rib Mountain Drive a regional retail destination. As a result, Rib Mountain is home to a concentration of national commercial and retail businesses drawing customers from throughout the region and beyond.

Figure 6.1 Jobs in Rib Mountain, 2002-2014



As shown in Figure 6.1, in 2010 over 1,200 people were employed at jobs located in the Town, with 37.1 percent of jobs in the Retail Trade Industry. At the height of the economic recession, this figure was a low for the Town with most of the job losses seen in Retail Trade, Construction, Wholesale Trade, as well as Transportation and Warehousing.

By 2014, over 3,400 jobs existed in the Town, representing a 71.2 percent increase over 2006. Most of these jobs are concentrated in the commercial area around Rib Mountain Drive (CTH N) and North Mountain Road (CTH NN). Since 2006, the Retail Trade industry has grown just under 50 percent, adding 525 jobs. Accommodation and Food Services was the second largest growing industry in terms of net growth, adding 449 jobs. The Arts, Entertainment, and Recreation industry added 234 jobs, while Health Care and Social Assistance industry provided 223 additional jobs when compared to 2006. **Table 6.1** below provides additional detail on employment in Rib Mountain from 2006-2014.

EMPLOYMENT PROJECTIONS

Employment projections were taken from the Economic Modeling Specialists International (EMSI), which use a shift share analysis to create projections. Unfortunately, this data is not available at the municipal level, but rather by zip code. In 2014, the 54401- zip code, which includes Rib Mountain and portions of Wausau, contained 27,332 jobs. In Rib Mountain there were 3,479 jobs, or 12.7 percent of the jobs in the zip code. EMSI predicts 29,049 jobs to be available in this zip code by 2024. Under the assumption Rib Mountain will continue holding 12.7 percent of these jobs, 3,698 of those jobs would be in the Town, representing an increase of 219 jobs, or a 6.2 percent.

Table 6.1: Employment in Rib Mountain by Industry						
Industry Group	2006		2014		Change	
	Count	Share	Count	Share	%	Net
Ag., Forestry, Fishing & Hunting	0	0.00%	0	0.00%	0%	0
Mining, Quarrying, & Oil/Gas Extraction	0	0.00%	0	0.00%	0%	0
Utilities	6	0.30%	9	0.30%	50%	3
Construction	80	3.90%	67	1.90%	-16%	-13
Manufacturing	0	0.00%	33	0.90%	3300%	33
Wholesale Trade	45	2.20%	53	1.50%	18%	8
Retail Trade	1,059	52.10%	1,584	45.50%	49.6%	525
Transportation and Warehousing	47	2.30%	42	1.20%	-11%	-5
Information	7	0.30%	0	0.00%	-100%	-7
Finance and Insurance	117	5.80%	100	2.90%	-15%	-17
Real Estate and Rental and Leasing	18	0.90%	21	0.60%	17%	3
Professional, Scientific, & Tech. Services	22	1.10%	76	2.20%	245%	54
Management of Companies & Enterprises	46	2.30%	0	0.00%	-100%	-46
Waste Management & Remediation	8	0.40%	45	1.30%	463%	37
Educational Services	44	2.20%	62	1.80%	41%	18
Health Care and Social Assistance	131	6.40%	354	10.20%	170%	223
Arts, Entertainment, and Recreation	0	0.00%	234	6.70%	1400%	234
Accommodation and Food Services	194	9.50%	643	18.50%	231%	449
Other Services (excluding Public Admin.)	24	1.20%	124	3.60%	417%	100
Public Administration	184	9.10%	32	0.90%	-83%	-152

Source: Longitudinal Employer-Household Dynamics Data, 2016

ECONOMIC DEVELOPMENT AREAS WITHIN TOWN OF RIB MOUNTAIN

Rib Mountain is home to several unique economic areas, largely separated by I-39/US 51.

- Rib Mountain Drive:** Rib Mountain Drive is the Town’s primary commercial corridor. Traffic counts on Rib Mountain Drive (and I-39 which parallels and feeds this area) are the engine driving the economy in Rib Mountain. The intention is to keep high-intensity commercial activity on the east side of I-39 to maintain the unique character of other parts of the Town.



The Rib Mountain Drive commercial corridor is maturing and limited greenfield development opportunities exist. The Town remains vigilant in monitoring the effects of current commercial/retail trends on the corridor. Responding to changing retail trends and commercial developer, along with determining what can be done to maintain the vitality of this corridor as a core commercial area is the Town's principle economic development concern moving forward.

- **Hummingbird Road:** Hummingbird Road, or County Highway R, parallels I-39 on the west side and is the Town's secondary commercial area developing with a less-intensive "suburban office" style of development. The intent is to provide an alternative commercial environment to Rib Mountain Drive, while providing a buffer zone between the high-intensity uses on Rib Mountain Drive and other low intensity areas of the Town. Intended uses in this area include, but are not limited to, professional office, personal and professional services, and healthcare facilities.
- **North Mountain Road:** The area along North Mountain Road (County NN) between Rib Mountain Drive and Hummingbird Road consists primarily of highway oriented commercial (e.g. fuel stations and convenience stores) focused on the I-39 Interchange.
- **Other Areas:** The remainder of the Town is comprised of primarily residential development around the various recreational amenities of the Town with some sporadic commercial sites and the occasional church or school. The intent is to maintain and enhance the current residential character of these areas. Only neighborhood serving commercial activities (e.g. small offices, daycare facilities) appropriate to the area should be allowed. Such developments should not be regional draws likely to pull in traffic from a wider area.

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 once leaving the area unprocessed were now transformed into finished products within 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.

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 showing 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 exporting 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.

In 2016, there were 70,780 jobs in Marathon County with a Gross Regional Production of \$6.97 billion. **Table 6.2** shows a select number of industries by employment in Marathon County in 2011 and 2016. In 2016, the Manufacturing Industry (NAICS 31) was the largest employment sector with 16,505 workers. Health Care and Social Assistance (NAICS 62) and Retail Trade (NAICS 44) were second and third with 9,707 and 9,050 workers respectively.

In terms of job growth, Mining, Quarrying, and Oil and Gas Extraction (NAICS 21) was the fastest growing industry from 2011 with a growth rate 304 percent, adding 76 jobs. The Management of Companies and Enterprises industry (NAICS 55) was second, employing an additional 609 workers, representing an 85 percent increase. The third fastest industry was Real Estate and Rental and Leasing (NAICS 53) increasing 43 percent, or 142 workers. The Manufacturing (1,741 jobs), Health Care and Social Assistance (1,618 jobs), and Retail Trade (796 jobs) Industries added the most jobs overall. Construction came in fourth, adding 716 jobs.

It should be noted the number of employees in certain sectors, particularly those workers engaged in Crop and Animal production, which includes forestry, may be understated because this information utilizes the Wisconsin Department of Workforce Development data; those who are self-employed or work in family businesses are not reflected in this data.

Table 6.2: Jobs by Industry-Marathon County

NAICS	Description	2011 Jobs	2016 Jobs	2011-2016 Change	2011-2016 % Change
31	Manufacturing	14,764	16,505	1,741	12%
62	Health Care and Social Assistance	8,089	9,707	1,618	20%
44	Retail Trade	8,254	9,050	796	10%
90	Government	7,257	7,316	59	1%
72	Accommodation and Food Services	4,582	4,448	-134	-3%
52	Finance and Insurance	4,726	4,379	-347	-7%
42	Wholesale Trade	4,155	4,379	208	5%
23	Construction	1,980	2,696	716	36%
48	Transportation and Warehousing	2,171	2,142	-29	-1%
56	Professional, Scientific, & Tech. Services	1,877	1,953	76	4%
	Totals	64,940	70,780	5,840	9%

Source: Economic Modeling Specialists International, 2016

Six industries lost jobs from 2011 to 2016. The Finance and Insurance (NAICS 52) lost 346 jobs, decreasing 7 percent. Other Services (NAICS 81) decreased its employment by 14 percent, or 269 jobs. Accommodation and Food Services (NAICS 72) shrank by 134 jobs while Information (NAICS 51) lost 85 jobs. Transportation and Warehousing (NAICS 48) and Educational Services (NAICS 61) lost 29 and 23 jobs respectively.

In 2014, Marathon County generated \$10.8 billion in export revenue. Export revenue is money received in the region through foreign and external domestic sources. Manufacturing was the highest export industry accounting for over \$5 billion dollars, or 47 percent of total export revenue. Finance and Insurance was the second highest export industry accounting for over \$1.2 billion, or 11 percent of total export revenue. Health Care and Social Assistance was the third highest export accounting for over \$834 million. The ability to export goods and services is essential to the County's economy as it introduces new money, rather than simply circulating money already within the Region. This influx of new revenue is redistributed throughout the economy at local restaurants, suppliers, and retailers.

JOB GROWTH

Between 2011 and 2016, Marathon County added 5,840 jobs, an increase of 9 percent. The State of Wisconsin experienced a job growth of 8.8 percent and the Nation increased 10.3 percent. Based on National Growth Effect (7,264), an Industry Mix Effect (-1,413), and the Competitive Effect (158) the Region would expect to add 5,851 jobs in this industry over the next 10-year time period, based on a shift share analysis.

While a location quotient analysis provides a snapshot of the economy at a given time, shift-share analysis introduces trend analysis (change over a period of time). This is an analysis technique examining economic change and incorporates a "what-if" component. The theory behind shift-share is local economic trends can be determined to be "up" or "down" relative to national trends, called the National Growth Component. It also identifies if the growth is in fast or slow growing industries or sectors, call Industrial Mix; and finally, it identifies how competitive an area is for attracting different economic sectors, called the Competitive Share. Both models use the same employment data.

The industrial mix effect represents the share of regional industry growth explained by the growth of the specific industry at the national level. The national growth effect explains how much the regional industry's growth is explained by the overall growth in the national economy. The regional competitiveness effect explains how much of the change in a given industry is due to some unique competitive advantage that the region possesses, because the growth cannot be explained by national trends in that industry or the economy as a whole. As a result of the regions unique competitiveness, the county should continue to grow.

ECONOMIC DEVELOPMENT ISSUES

- **Redevelopment Challenges** – Given the limited supply of vacant land for new commercial development, redevelopment will become more prevalent in the future. Redevelopment projects are often more expensive and require a different level of creativity compared to traditional greenfield development. The success of future redevelopment projects will go a long way in determining the viability of the Town’s commercial corridor moving forward.
- **Limited Development Area**- The primary factors limiting the potential for new development in Rib Mountain are its natural features. Steep slopes and abundant wetlands and park land limit the amount and intensity of development in much of the western half of the Town. As a result, limited vacant land remains suitable for new development. Most new commercial and light industrial development is anticipated, and planned, to locate in and around existing commercial areas.
- **Rib Mountain Drive Development** – As the face and economic heart of the Town, concerns exist regarding how the corridor will evolve overtime. Since 1993, Rib Mountain Drive has undergone major land use changes and traffic volumes have burgeoned and are expected to continue to increase in the future. In 2013, average daily traffic was 13,900 and was projected to be 16,100 by 2036. With a concentration of commercial development drawing customers from around the region and beyond, Rib Mountain Drive is one of the highest traveled corridors in the metro area. What can be done to maintain the vitality of Rib Mountain Drive as a core commercial area in light of a changing retail market?
- **Lake Wausau** - The lakeshore has the potential to be promoted as a major amenity/attraction for the Town. The Town needs to balance the benefits and potential downfalls of further development along the the shoreline, while improving access to Lake Wausau promoting and recreational opportunities.

ECONOMIC DEVELOPMENT GOALS, OBJECTIVES AND ACTIONS

The following goals, objectives and actions are intended to provide a policy framework and guide for the future development of the Town.

GOAL1: Revitalize older industrial and commercial areas in the Town.

The Town of Rib Mountain encourages and supports redevelopment to foster high-quality and well-planned commercial development.

Objective 1: Identify commercial and/or industrial properties that should be targeted for redevelopment.

Action 1: Promote the redevelopment of lands east of Lilac Avenue and west of Swan Avenue.

Objective 2: Proactively explore opportunities to provide support and assistance to help established businesses remain and expand in Rib Mountain.

Objective 3: Ensure public infrastructure (e.g., water, sewer, roads/access) is adequate to support redevelopment of existing commercial and industrial properties.

Action 1: Compile a map or list of parcels with potential for redevelopment. Continue to maintain communication with affected property owners regarding their plans and whether they intend to sell the property.

Action 2: Identify and prioritize public infrastructure improvements needed to foster new commercial development. Work with Marathon County (through the MPO) to initiate improvements.

Action 3: Consider establishing TIF district(s) to finance public infrastructure improvements, property acquisition, etc. to foster redevelopment.

Action 4: Prepare a corridor study for the long-range development of Rib Mountain Drive.

Action 5: Encourage redevelopment / improvement efforts along lake shore.

GOAL 2: Encourage new commercial development in appropriate locations.

The Town of Rib Mountain will strive to maintain and encourage new, high-quality commercial development that enhances the Town's tax base.

Objective 1: Identify locations where new commercial development should be directed and encouraged.

Objective 2: Proactively identify the type and amount of commercial development needed in Rib Mountain to serve local needs.

Action 1: Identify and pre-plan areas where new commercial development is desired.

Action 2: Conduct a community market survey to obtain input on the types of commercial development that should be encouraged to locate in Rib Mountain.

Action 3: Establish access management requirements for new development, redevelopment, and road reconstruction projects.

Objective 3: Consider creation of design overlay districts for the different commercial corridors.

GOAL 3: Maintain a diverse mix of goods and services that serve the Town and the surrounding region.

The Town of Rib Mountain will strive to maintain a diverse economic base.

Objective 1: Continue to maintain and support regional-oriented commercial development along Rib Mountain Drive.

Objective 2: Identify locations to encourage neighborhood-oriented commercial nodes.

Action 1: Continue to maintain appropriate zoning along Rib Mountain Drive to encourage regional commercial development.

Action 2: Continue to work with Marathon County and the State to implement adequate access management improvements along Rib Mountain Drive to support current and anticipated regional traffic.

Action 3: Identify and zone parcels to encourage new neighborhood-oriented commercial nodes. Priority should be given to areas with sufficient residential densities to support this type of development.

Action 4: Continue to work with the other communities and business leaders in the metro area on the regional economic develop strategy.



Wide range of establishments exist in the Town from specialty shops to Hwy Oriented.