



CITY OF MARSHFIELD  
**MEETING NOTICE**

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**PLAN COMMISSION**  
**City of Marshfield, Wisconsin**  
**Tuesday, May 19, 2015**  
**Council Chambers Lower Level, City Hall Plaza**  
**7:00 p.m.**

1. Call to Order. – Chairman Meyer.
2. Roll Call. – Secretary Knoeck.
3. Approval of Minutes. – April 21, 2015 Meeting
4. Election of Vice-Chairman.
5. Citizen Comments.
6. Conditional Use Request Jesse Kilty to allow an animal boarding facility with an outdoor kennel area at 402-404 East 4th Street and 403 South Cherry Avenue, zoned "UMU" Urban Mixed Use. **(REMOVED AFTER COUNCIL ACTION DENIED ORDINANCE AMENDMENT)**  
Presenter: Sam Schroeder, Zoning Administrator  
**Public Hearing Required**
7. Conditional Use Request by Randell Kruger to allow the total area of "Residential Accessory Buildings" to exceed the maximum accessory structure allowance of 1,200 square feet located at 412 West Park Street, zoned "SR-3" Single Family Residential.  
Presenter: Sam Schroeder, Zoning Administrator  
**Public Hearing Required**
8. Conditional Use Request by Bernadine Kempf to allow the total area of "Residential Accessory Buildings" to exceed the first floor area of the principal structure and the maximum accessory structure allowance of 1,200 square feet located at 3023 West Veterans Parkway and 3024 Popp Avenue, zoned "SR-3" and "SR-2" Single Family Residential.  
Presenter: Sam Schroeder, Zoning Administrator  
**Public Hearing Required**
9. Rezoning Request by Bernadine Kempf to change the zoning from "SR-2" Single Family Residential to "SR-4" Single Family Residential located at 3024 Popp Avenue to allow this property to be combined with the adjacent property to the west, 3023 West Veterans Parkway, zoned "SR-4" Single Family Residential.  
Presenter: Sam Schroeder, Zoning Administrator  
**Public Hearing Required**
10. Conditional Use Request to review and possibly rescind the Conditional Use Permit that was granted to allow off-site parking, for Duane Schutz, on behalf of Nutz Deep II, for property located at 809 South Central Avenue, zoned "DMU" Downtown Mixed Use district.  
Presenter: Josh Miller, City Planner  
**Public Hearing Required**

**PLAN COMMISSION  
(Page 2)**

11. Municipal Code Amendment to amend Chapter 18, General Zoning Ordinance, Section 18-35 to allow the principal **"animal boarding"** use to be permitted by a conditional use permit **in the "CMU"** Community Mixed Use district and to amend Section 18-54, updating the table of land uses.  
Presenter: Josh Miller, City Planner  
**Public Hearing Required**
  
12. Municipal Code Amendment to amend Chapter 18, General Zoning Ordinance, Section 18-141(2)(b) under Article IX Historical Preservation, to clarify the powers and duties of the Historic Preservation Committee to collect and store historic data and records.  
Presenter: Josh Miller, City Planner  
**Public Hearing Required**
  
13. Resolution 2015-22, vacating and discontinuing portions of relocated Yellowstone Drive and Galvin Avenue right-of-way, located in the SW ¼ of the SW ¼ of Section 15; the SE ¼ of the SE ¼ of Section 16; the NE ¼ of the NE ¼ of Section 21; and the NW ¼ of the NW ¼ of Section 22, all located in Township 25 North, Range 3 East, City of Marshfield, Wood County, Wisconsin.  
Presenter: Dan Knoeck, Director of Public Works
  
14. Review and Update on the Design Concepts for the 2<sup>nd</sup> Street Corridor.  
Presenter: Josh Miller, City Planner
  
15. Appointment of Plan Commission Member to the Historic Preservation Committee.
  
16. Items for Future Agendas.
  
17. Staff Updates.
  
18. Adjourn.

**Posted this 14<sup>TH</sup> day of May, 2015 at 4:00 PM by Daniel G. Knoeck, Secretary, City Plan Commission**

*For additional information regarding items on the agenda, please contact Jason Angell, Director of Planning & Economic Development at 715.486.9139 or Josh Miller, City Planner at 715.486.2075.*

NOTE

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*It is possible that members of and possibly a quorum of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.*  
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*Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact Mary Anderson, Public Works Department at 630 South Central Avenue or by calling (715) 387-8424.*  
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**CITY PLAN COMMISSION  
MARSHFIELD, WISCONSIN  
MINUTES OF APRIL 21, 2015**

Meeting called to order by Chairman Meyer at 7:00 PM in the Council Chambers of City Hall Plaza.

**PRESENT:** Mayor Meyer, Ed Wagner, Laura Mazzini, Rich Reinart, John Beck; Bill Penker & Ken Wood

**EXCUSED:** None

**ABSENT:** None

**ALSO PRESENT:** Aldermen Earll, Cummings & Jockheck; City Administrator Barg, Director of Public Works Knoeck; City Planner Miller; Zoning Administrator Schroeder; Michelle Boernke & Roxy Wetterau – UW; the media; and others.

**PC15-12** Motion by Wagner, second by Wood to recommend approval of the minutes of the March 17, 2015 City Plan Commission meeting.

**Motion Carried**

**PUBLIC HEARING** - Conditional Use Request by Mid-State Technical College, to allow an expansion of a structure within a property zoned “CD” Campus Development to include a boiler room addition along the west side of the building, located at 2600 West 5th Street.

**COMMENTS: None**

**PC15-13** Motion by Wagner, second by Penker to recommend approval of the Conditional Use Request by Mid-State Technical College, to allow an expansion of a structure within a property zoned “CD” Campus Development to include a boiler room addition along the west side of the building, located at 2600 West 5th Street, that the Plan Commission finds the request consistent with the Zoning Code, and contingent upon the following:

1. The addition shall not exceed 447 square feet in area.
2. The exterior of the addition shall match the existing building to which it is being attached.
3. All new exterior lighting must meet the requirements of Section 18-104, exterior lighting requirements.
4. The addition must be completed within one year of approval by the Common Council,
5. The proposed future generator may be administratively approved, provided that the generator is fully screened to the west.

**Motion Carried**

**PUBLIC HEARING** - Conditional Use Request by the Marshfield Area Pet Shelter (MAPS), to allow an “Animal Boarding” pet shelter facility, including an outdoor run area, on the Marshfield Municipal Airport property, located at 210 West 29th Street, zoned “CD” Campus Development District.

**COMMENTS: None**

**PC15-14** Motion by Wood, second by Mazzini to recommend approval of the Conditional Use Request by the Marshfield Area Pet Shelter (MAPS), to allow an “Animal Boarding” pet shelter facility, including an outdoor run area, on the Marshfield Municipal Airport property, located at 210 West 29th Street, zoned “CD” Campus Development District, contingent upon the following:

1. Use of the exterior run area is limited to 8:00 AM to 7:00 PM.
2. All exterior lighting must be full cut-off, compliant with FAA standards, and must be submitted to the City for review prior to approval.
3. Exterior run areas extending east and west of the terminal building shall be screened to the north.
4. A copy of any required state or county license to operate a pet shelter must be submitted to the City prior to the facility accepting animals.
5. Approval for a temporary Animal Boarding pet shelter facility must be submitted in writing from the Bureau of Aeronautics and Federal Aviation Administration prior to occupancy or signing of a lease agreement.
6. Other than housing shelter animals, animal boarding is not permitted.
7. No other animal care related services may be offered to non-shelter animals.
8. No retail sales are permitted.
9. Outdoor run area must be fenced in.

**PC15-15** Motion by Wagner, second by Beck to recommend amending Motion PC15-14 to include allowing the sale of MAPS promotional items for fundraising purposes at the site.

**Meyer, Wagner, Mazzini, Reinart, Beck, & Wood voted 'Aye', Penker voted 'No'**

**Motion Carried**

**Vote on Motion PC15-14 as amended**

**Meyer, Wagner, Mazzini, Reinart, Beck, & Wood voted 'Aye', Penker voted 'No'**

**Motion Carried**

**PUBLIC HEARING** - Conditional Use Request by the Villas at Marshfield, to amend the approved conditional use permit to reduce the landscaping along the north property line, allow for exceptions to remove required landscaping for the parking area, and move the volleyball court approximately 35 feet northwest of the approved location on the original site plan, located at 2313 West 5th Street, zoned "CD" Campus Development District.

**COMMENTS:**

- Cecilia Hammond, Property Manager, 2313 West 5<sup>th</sup> Street, they are requesting to remove the islands from the site plan to allow easier access for snow plowing. Putting in the islands can create a blind spot which creates a concern for students. Residents didn't want landscaping there in case of wind causing branches to fall on their vehicles. The one island up in the front will interfere with two handicapped stalls. She did meet with neighbors regarding the proposal to replace evergreen trees with crab apple trees and they were in agreement but suggested adding a few columnar arborvitaes.

Knoeck questioned what their plan was for connecting the bottom of the east fire escape to a sidewalk or parking lot. Ms. Hammond responded that they are proposing a 36" wide paving stone walking surface to front entrance to be completed by June 1, 2015.

**PC15-16** Motion by Penker, second by Beck to recommend approval to allow moving the volleyball court approximately 35 feet northwest of the approved location on the original site plan, located at 2313 West 5th Street, zoned "CD" Campus Development District.

**Meyer, Mazzini, Reinart, Beck, Penker & Wood voted 'Aye', Wagner voted 'No'**

**Motion Carried**

**PC15-17** Motion by Wood, second by Mazzini to recommend denying the Conditional Use Request by the Villas at Marshfield, to amend the approved conditional use permit to reduce the landscaping along the north property line and allow for exceptions to remove required landscaping for the parking area, located at 2313 West 5<sup>th</sup> Street, zoned “CD” Campus Development District.

**Motion Carried**

**PUBLIC HEARING** - Municipal Code Amendment Request by Jesse Kilty, to amend Chapter 18, General Zoning Ordinance, Section 18-36 to allow “animal boarding” as a principal use permitted as a conditional use in the ‘UMU’ Urban Mixed Use Zoning District.

**COMMENTS:**

- Jesse Kilty, 1806 Stark Street, Wausau, WI feels that zoning code should be amended to allow animal boarding. This is not a chain link fence with a bunch of dogs running around. This use is more of a doggie day care type facility so proposals should be looked at case by case and not just generalized. In a doggie daycare setting, the dogs only spend 20 to 30 minutes outside 2 times a day which would address the noise pollution issue.
- Rich Chronquist, First Weber Real Estate, stated that when he was first approached by Jesse Kilty with this idea, he thought it was crazy but after more explanation, there is a lot next door, 44 feet by 170 feet, part is blacktop, part is grass. The fencing around the lot would be privacy fencing so the dogs couldn’t see out. The dogs are kept inside most of the time. The building lends itself to this with good parking, good access and is in a partial commercial area. There would be somebody living upstairs in the apartment so he feels the noise would be minimal.

**PC15-18** Motion by Wagner, to recommend denying the Municipal Code Amendment Request by Jesse Kilty, to amend Chapter 18, General Zoning Ordinance, Section 18-36 to allow “animal boarding” as a principal use permitted as a conditional use in the ‘UMU’ Urban Mixed Use Zoning District.

**Motion Fails for Lack of Second**

**PC15-19** Motion by Wood, second by Reinart to recommend approval of the Municipal Code Amendment Request by Jesse Kilty, to amend Chapter 18, General Zoning Ordinance, Section 18-36 to allow “animal boarding” as a principal use permitted as a conditional use in the ‘UMU’ Urban Mixed Use Zoning District.

**Meyer, Reinart, Beck & Wood voted ‘Aye’**

**Wagner & Penker voted ‘No’**

**Mazzini ‘Abstained’**

**Motion Carried**

**PC15-20** Motion by Penker, to table (postpone) the Alternative Sign Permit Request by Pathos Properties to allow a second freestanding sign, to exceed the maximum sign allowance for an individual multi-tenant sign and to exceed the maximum sign allowance for the overall property based upon frontage, located at 1613-1637 North Central Avenue (Festival Foods property), zoned “CMU” Community Mixed Use District, pending safety review by Police Department.

**Motion Fails for Lack of Second**

**PC15-21** Motion by Wood, second by Beck to recommend approval of the Alternative Sign Permit Request by Pathos Properties to allow a second freestanding sign, to exceed the maximum sign allowance for an individual multi-tenant sign and to exceed the maximum sign allowance for the overall property based upon frontage, located at 1613-1637 North Central Avenue (Festival Foods property), zoned "CMU" Community Mixed Use District, subject to the following conditions/exceptions:

1. The existing pylon sign shall be permitted as presented:
  - a. All signage below the Office Max sign shall be removed from the sign by July 1, 2015
  - b. Any face changes to the existing sign for either Festival Foods or Office Max may be approved administratively.
  - c. Any modification to the existing sign for a tenant other than Festival Foods or Office Max will be reviewed by the Plan Commission.
  - d. No temporary signage of any kind shall be permitted to be attached to the existing freestanding sign.
2. A second freestanding sign shall be permitted as presented:
  - a. Shall have a minimum 5 feet setback from the property line and the adjacent property to the south.
  - b. Shall be placed at least 100 feet south of the existing pylon sign.
  - c. Shall be allowed up to 188 square feet of total sign areas.
  - d. A three foot landscaped area shall be planted around the base of the new sign, within one year of installation.
  - e. Shall be installed by July 1, 2015.

**Meyer, Wagner, Mazzini, Reinart, Beck & Wood voted 'Aye'**

**Penker voted 'No'**

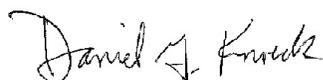
**Motion Carried**

City Planner Miller reviewed the Town of Cameron Cooperative Boundary Plan Attachment/Detachment process in the City Growth Area Excluding the No Contest Area.

City Planner Miller reviewed the 2<sup>nd</sup> Street Green Street Corridor Design Concepts.

**Staff Updates: None**

There being no objections, Chairman Meyer adjourned the meeting at 8:43 PM.



**Daniel G. Knoeck, Secretary  
CITY PLAN COMMISSION**



# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Sam Schroeder, Zoning Administrator  
DATE: May 19, 2015

RE: Conditional Use Request by Randell Kruger to allow the total area of “Residential Accessory Buildings” to exceed the maximum accessory structure allowance of 1,200 square feet located at 412 West Park Street, zoned “SR-3” Single Family Residential.

## **Background**

Randell Kruger, the Applicant, owns the property of 412 West Park Street, which is part of the West Park Street National Historic District located in the City of Marshfield. The existing property currently has 1,200 square feet of residential accessory space.

The Applicant is proposing to remove the deteriorating detached garage from the property and build a slightly larger detached garage in the same area. Because the attached carport to the house is an old architecture feature that is no longer used as a carport, but more like a covered entry that allows a vehicle to pass through it, the Applicant is basically requesting to not include this area when calculating the maximum allowable accessory space.

## **Analysis**

– 948 square feet of detached garage space and an old 252 square foot architecture carport feature. The proposed garage would be 42’ x 28’ or 1,176 square feet in area.

According to Section 18-65(8) of the Municipal Zoning Code, the total area of all residential accessory buildings on a single property is permitted up to 1,200 square feet of gross ground floor area by right for single family dwellings.

According to our assessor records the total existing accessory space for the property is 1,200 square feet – a 252 square foot carport, a 760 square foot detached garage and a 180 square foot lean to along the west side of the garage. The detached garage and the lean-to is approximately 40’ x 20’

The applicant is requesting to remove the existing detached garage and lean-to and install a new 1,176 square foot detached garage. The proposed garage would be slightly larger than the existing detached space, 42' x 28'. Including the attached carport to the house, this would pit the property at 1,428 square feet of accessory space or 228 square feet over the allowance by right of 1,200 square feet.

The following information is based on the specific requirements outlined in Section 18-161(6) Conditional Use Review Criteria for Plan Commission consideration

The zoning ordinance describes a "conditional use" as: *a development which would not generally be appropriate within a district but might be allowed in certain locations within the district if specific requirements are met.*

*Conditional Use Review Criteria of 18-161(6)(c)*

*(c) The Zoning Administrator shall review the complete application and evaluate whether the proposed amendment:*

*1. Is in harmony with the recommendations of the Comprehensive Plan.*

Exceeding the maximum allowable gross floor area for residential accessory structures would not be contrary to the recommendations of the Comprehensive Plan.

*2. Will result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future.*

Because the property is such a large lot that is well screened in every direction and the proposed garage is only slightly larger garage (2 feet wider and 8 feet deeper) than the existing garage, there should be negative impact on surrounding properties or the general public.

*3. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.*

The consistency and intensity of the land use shall not change.

*4. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.*

The subject property is already adequately served by public services, which supports no change.

5. *The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.*

There will be no adverse impact to the City.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions, conditions, or modifications the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

APPROVE the Conditional Use Request by Randell Kruger to allow the total area of "Residential Accessory Buildings" to exceed the maximum accessory structure allowance of 1,200 square feet located at 412 West Park Street, zoned "SR-3" Single Family Residential with the following conditions:

1. The architecture carport feature that is attached to the house will not be calculated as part of the maximum residential accessory structure allowance of 1,200 square feet.
2. The proposed detached garage may be constructed as presented.

### **Attachments**

1. Application
2. Location Map
3. Site Plan
4. Elevation

Concurrence:



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Jason Angell  
Planning and Economic Development Director



MARSHFIELD

Revised: 11/13/14

Department of Planning & Economic Development

City of Marshfield
630 South Central Avenue
6th Floor, Suite 602
Marshfield, WI 54449-0727

Ph: 715-486-2077 Fax: 715-384-7631

Email: Sam.Schroeder@ci.marshfield.wi.us

Conditional Use Permit Application

Fee: \$250.00

Today's Date: April 23, 2015

OFFICE USE ONLY

Table with 4 columns: Date Received (4-23-15), Fee Receipt Number (50667), Zoning District (SA-3), Parcel # (33-01877)

SITE INFORMATION

Table with 2 columns: Site Address (412 West Park Street), Present Land Use (Residential - house with detached garage), Legal Description (Residential home with a detached garage...)

APPLICANT INFORMATION

Table with 3 columns: Applicant Name (Randell (and Sara) Kruger), Phone # (H:715-486-9918/C:715-207-8544), Email Address (randell.kruger@me.com or sbkruger@gmail.com), Address (412 West Park Street, Marshfield, WI 54449), The Applicant is the (Owner)

OWNER INFORMATION (IF DIFFERENT THAN APPLICANT INFORMATION)

Table with 3 columns: Owner Name, Owner Phone #, Owner Email Address, Owner Address, City, State, Zip

DETAIL OF CONDITIONAL USE REQUEST

Table with 4 columns: Proposed Land Use (Replace existing detached garage...), Proposed # of Employees (n/a), Proposed Hours of Operation (n/a), Residential or Nonresidential (Residential), Number of Buildings (1), Number of Units (n/a), Density (n/a), Narrative of Conditional Use Request (Home owner plans to replace existing detached garage...), Future Plans/Modifications (None), Time Needed to Finish Request (Approximately 3 months)

CODE REQUIREMENT REFERENCES (ZONING CODE - CHAPTER 18)

List of code requirements with checkboxes: Setback Requirements, Parking Requirements, Lighting, Storage, and Parking Standards, Landscape Requirements

DOCUMENTATION SUBMITTED

Form with checkboxes for Site Plan, Landscape Plan, Lighting Plan, Survey, Photographs, Other

Required documentation must be submitted to the Planning & Economic Development Department in order for the application to be placed on the Plan Commission meeting agenda. Although attendance by applicants at the Plan Commission meeting is optional, it is STRONGLY ADVISED that applicants make every effort to attend.

I hereby apply for a conditional use permit, and I acknowledge that the information above is complete and accurate; that the work will be in conformance with the ordinances and codes of the City of Marshfield and with Wisconsin Statutes and Building Codes;

Applicant Signature:

Handwritten signature of Randell Kruger

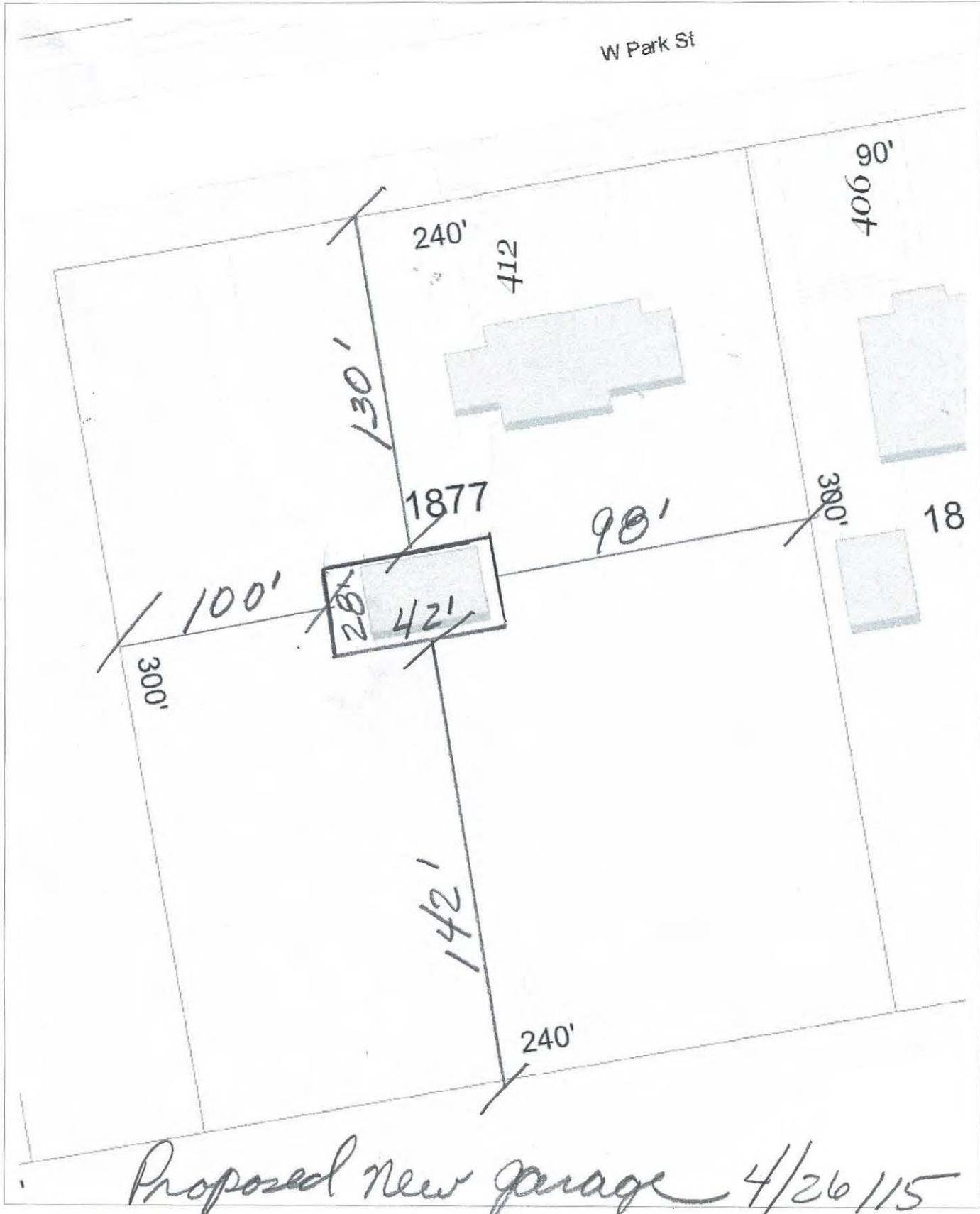
Date: April 23, 2015



**CUP: Randell Kruger - 412 W Park St**  
**City of Marshfield**  
**Meeting Date: May 19, 2015**

ATTENTION: The representation of data presented herein is intended for reference purposes only; the City of Marshfield assumes no responsibility for the accuracy of the information provided. Any duplication without consent is prohibited.

W Park St



*Proposed new garage 4/26/15*

**City of Marshfield GIS  
Intranet Mapping Application**



W Park St

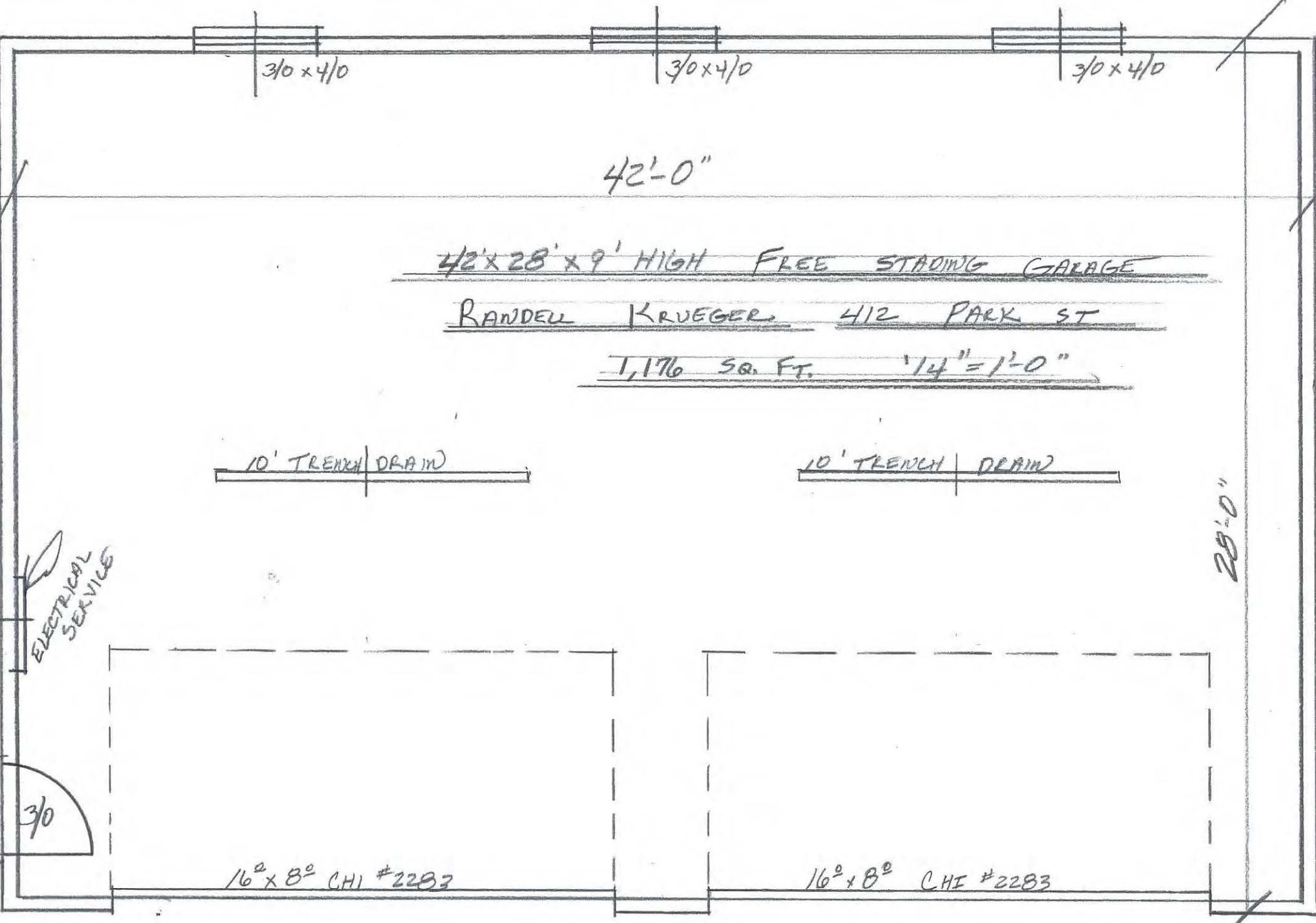


*existing garage 4/26/15*

*412 Park St*

**City of Marshfield GIS  
Intranet Mapping Application**





3/0 x 4/0

3/0 x 4/0

3/0 x 4/0

42'-0"

42' x 28' x 9' HIGH FREE STANDING GARAGE

RANDELL KRUEGER 412 PARK ST

1,176 SQ. FT. 1/4" = 1'-0"

10' TRENCH DRAIN

10' TRENCH DRAIN

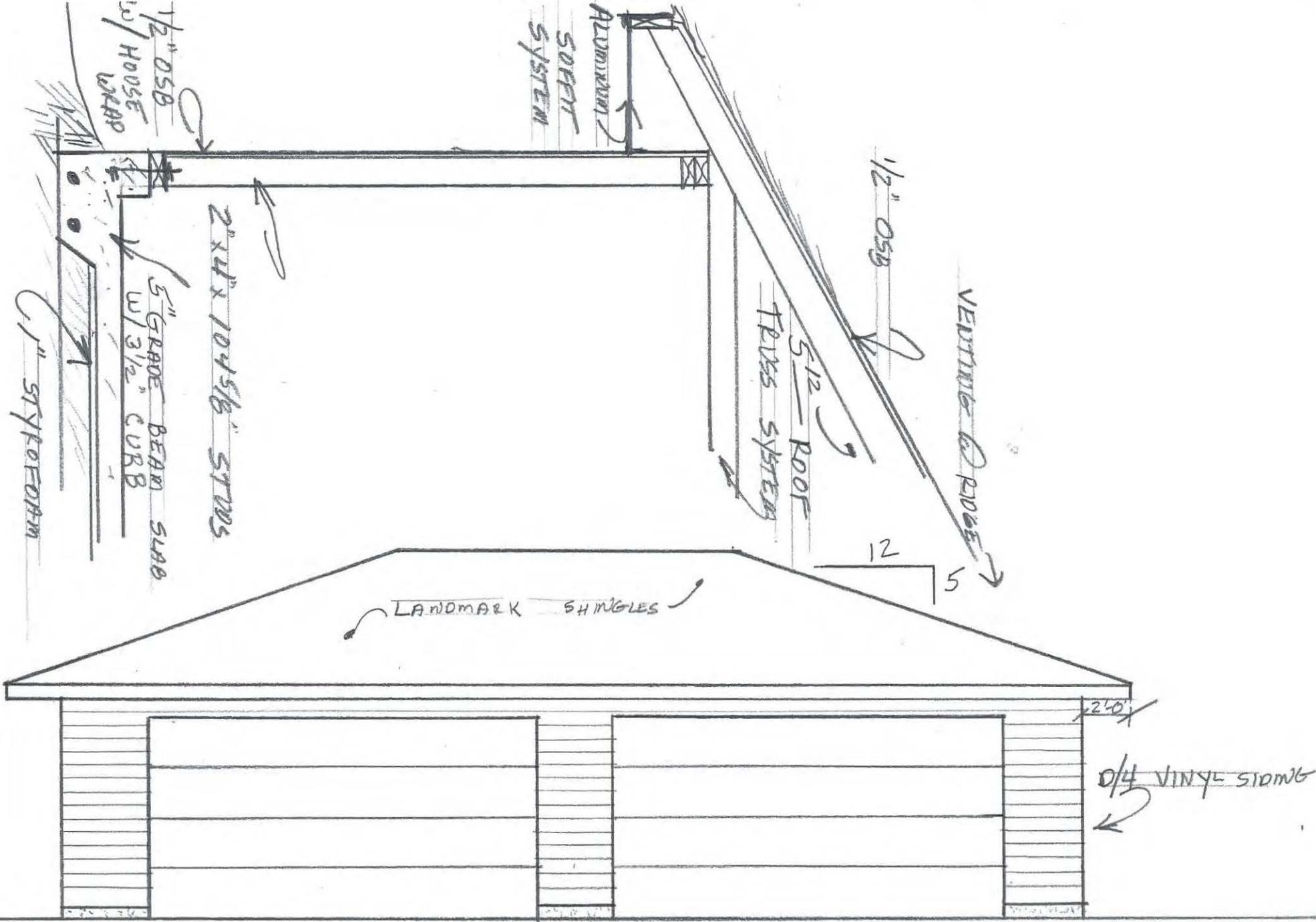
28'-0"

ELECTRICAL SERVICE

3/0

16' x 8' CHI #2283

16' x 8' CHI #2283



FRONT ELEVATION 3/16" = 1'-0"



# City of Marshfield Memorandum

---

TO: Plan Commission  
FROM: Sam Schroeder, Zoning Administrator  
DATE: May 19, 2015

RE: Conditional Use Request by Bernadine Kempf to allow the total area of “Residential Accessory Buildings” to exceed the first floor area of the principal structure and the maximum accessory structure allowance of 1,200 square feet located at 3023 West Veterans Parkway and 3024 Popp Avenue, zoned “SR-2” and “SR-4” Single Family Residential.

## **Background**

Bernadine Kempf, the Applicant, is proposing to combine the south half of 3024 Popp Avenue with the abutting property to the southwest, 3023 West Veterans Parkway. The south half of the 3024 Popp Avenue currently has a 960 square foot standalone accessory building. If this property is combined with 3023 West Veterans Parkway, the total area of “residential accessory buildings” would exceed the footprint of the principal structure and the maximum allowance of 1,200 square feet.

The Applicant is the sole owner of 3023 West Veterans Parkway and is part owner in 3024 Popp Avenue. The other part owner of 3024 Popp Avenue, owns the abutting property to the northwest, 3028 Popp Avenue.

The proposed conditional use request is to basically dissolve three properties into two, splitting 3024 Popp Avenue in half and combine the north half with 3028 Popp Avenue and the south half with 3023 West Veterans Parkway.

Also, because of separate zoning districts, approval of this conditional use permit would also be contingent on the south half of the 3024 Popp Avenue to be rezoned from “SR-2” to “SR-4” Single Family Residential so we would not have a split zoned parcel.

## **Analysis**

According to Section 18-65(8) of the Municipal Zoning Code, the total area of all residential accessory buildings on a single property shall not exceed the ground

floor area of the principal building used for residence and is permitted up to 1,200 square feet of gross ground floor area by right for single family dwellings.

According to our assessor records the footprint of the principal structure at 3023 West Veterans Parkway is 1,040 square feet, the detached garage is 576 square feet, and there is a 120 square foot shed on the property. The existing accessory building on the adjacent lot, 3024 Popp Avenue, is 960 square feet.

If the two lots were combined, the total residential accessory gross floor area would be 1,656 square feet, which would exceed the footprint of the principal structure by 616 square feet and would exceed the 1,200 square feet maximum allowance by 456 square feet.

On January 15, 2013 the Plan Commission approved practically the same request to allow 3024 Popp Avenue to be split in half, combining the north half with 3028 Popp Avenue and combining the south half with 3020 Popp Avenue. The total area "residential accessory buildings" for 3020 Popp Avenue was permitted up to 1,860 square feet which exceeded the footprint of the principal structure and exceeded the 1,200 square foot maximum allowance with the conditions that a certified survey map will be completed and recorded to combine the adjacent half lot and the closing date of the accessory structure and adjacent property must occur within 24 months of the approved resolution date. This proposal was retracted prior to the final resolution being recorded.

The following information is based on the specific requirements outlined in Section 18-161(6) Conditional Use Review Criteria for Plan Commission consideration

*The zoning ordinance describes a "conditional use" as: a development which would not generally be appropriate within a district but might be allowed in certain locations within the district if specific requirements are met.*

*Conditional Use Review Criteria of 18-161(6)(c)*

*(c) The Zoning Administrator shall review the complete application and evaluate whether the proposed amendment:*

*1. Is in harmony with the recommendations of the Comprehensive Plan.*

*Exceeding the maximum allowable gross floor area for residential accessory structures would not be contrary to the recommendations of the Comprehensive Plan.*

*2. Will result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-*

*of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future.*

The garage already exists and no physical change will take place to the neighborhood, basically just modifying invisible property lines.

- 3. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.*

The consistency and intensity of the land use shall not change.

- 4. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.*

The subject property is already adequately served by public services, which supports no change.

- 5. The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.*

There will be no adverse impact to the City.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions, conditions, or modifications the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

APPROVE the Conditional Use Request by Bernadine Kempf to allow the total area of "Residential Accessory Buildings" to exceed the first floor area of the principal structure and the maximum accessory structure allowance of 1,200 square feet located at 3023 West Veterans Parkway and south half of 3024 Popp Avenue, currently zoned "SR-2" and "SR-4" Single Family Residential with the following conditions:

1. The presented preliminary Certified Survey Map must be completed and recorded to combine the south half of 3024 Popp Avenue with 3023 West Veterans Parkway and the north half of 3024 Popp Avenue with 3028 Popp Avenue.

2. An Ordinance approving the rezoning of the south half of 3024 Popp Avenue from "SR-2" to "SR-4" Single Family Residential must be approved prior to the final approval of a resolution officially approving this conditional use permit.

**Attachments**

1. Application
2. Location Map
3. Preliminary Survey

Concurrence:



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Jason Angell  
Planning and Economic Development Director



**MARSHFIELD**  
The City in the Center

Revised: 11/13/14

**Department of Planning & Economic Development**

City of Marshfield  
630 South Central Avenue  
6th Floor, Suite 602  
Marshfield, WI 54449-0727

Ph: 715-486-2077 Fax: 715-384-7631

Email: Sam.Schroeder@ci.marshfield.wi.us

**Conditional Use  
Permit Application**

Fee: \$250.00

Today's Date: 4/21/15

**OFFICE USE ONLY**

Date Received: <u>4/21/15</u>	Fee Receipt Number:	Zoning District: <u>SR-4 &amp; SR-2</u>	Parcel #: <u>330-MS042 &amp; MS035</u>
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**SITE INFORMATION**

Site Address: <u>3023 W Veterans Pkwy &amp; 3024 Poppe Ave</u>	Present Land Use: <u>Residential</u>
Legal Description:	

**APPLICANT INFORMATION**

Applicant Name: <u>Bernadine Kempf</u>	Phone #: <u>715-384-8077</u>	Email Address: <u>kempfbernadine@gmail.com</u>
Address, City, State, Zip: <u>330 E3803 Cty Rd EE, Wausau, WI</u>		
The Applicant is the <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Authorized Representative/Other (Describe):		

**OWNER INFORMATION (IF DIFFERENT THAN APPLICANT INFORMATION)**

Owner Name:	Owner Phone #:	Owner Email Address:
Owner Address, City, State, Zip:		

**DETAIL OF CONDITIONAL USE REQUEST**

Proposed Land Use: <u>Residential</u>	Proposed # of Employees: <u>-</u>	Proposed Hours of Operation: <u>-</u>
<input checked="" type="checkbox"/> Residential or <input type="checkbox"/> Nonresidential	Number of Buildings: <u>3</u>	Number of Units: <u>1</u>
Narrative of Conditional Use Request: <u>To exceed footprint of the principal structure and exceed the maximum allowance of 1,200 sqft. for an accessory structure (s). 3 accessory structures (576, 120, &amp; 900)</u>		Density (units per acre):
Future Plans/Modifications: <u>No new structures - Dissolving lot line</u>		Time Needed to Finish Request: <u>1,656sqft.</u>

**CODE REQUIREMENT REFERENCES (ZONING CODE - CHAPTER 18)**

<input type="checkbox"/> Setback Requirements - Article II: Establishment of Zoning Districts
<input type="checkbox"/> Parking Requirements - Article III: Land Use Regulations
<input type="checkbox"/> Lighting, Storage, and Parking Standards - Article VII: Design and Performance Standards
<input type="checkbox"/> Landscape Requirements - Article VIII: Landscape Requirements

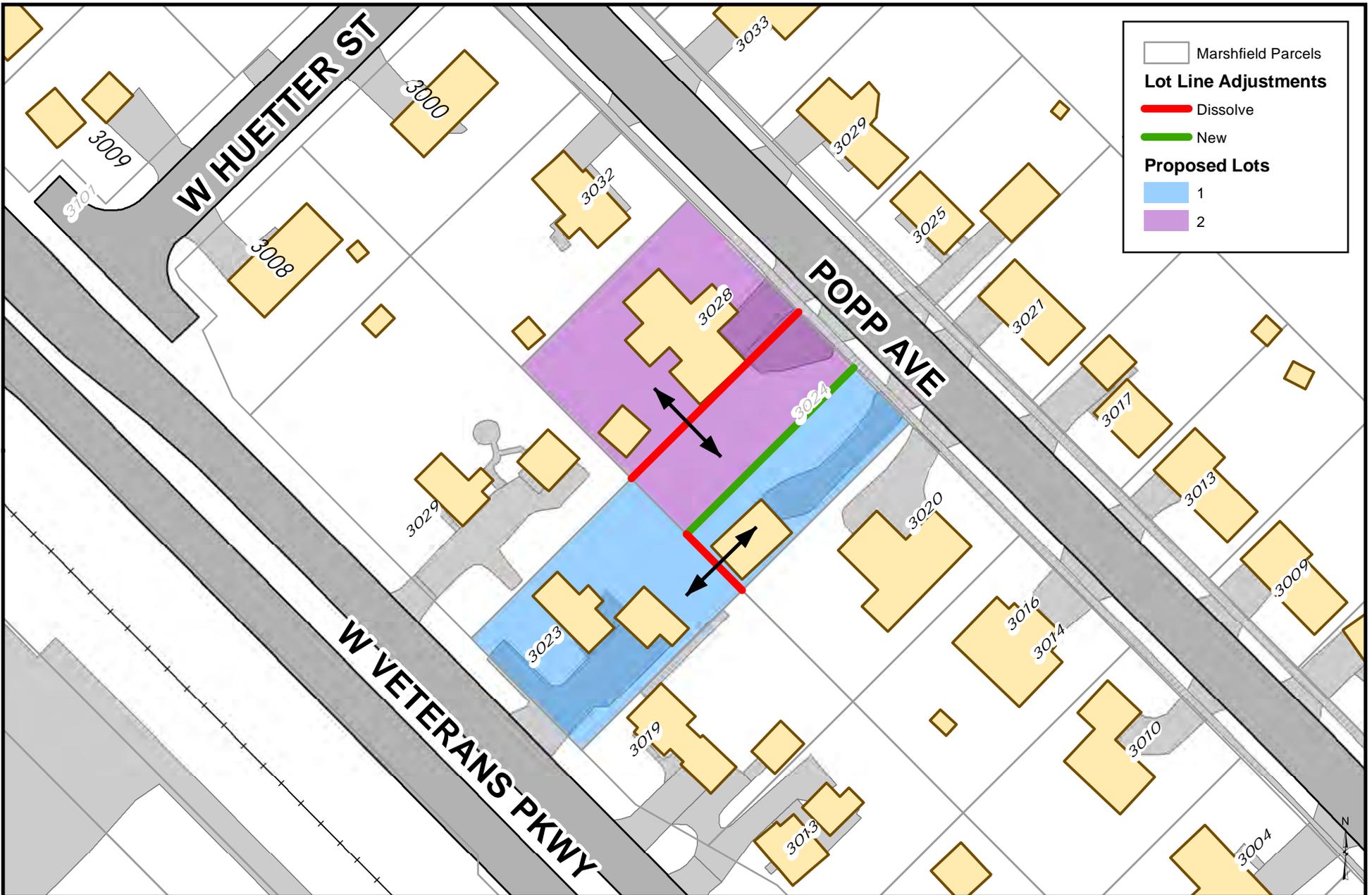
**DOCUMENTATION SUBMITTED**

<input type="checkbox"/> Site Plan <input type="checkbox"/> Landscape Plan <input type="checkbox"/> Lighting Plan <input type="checkbox"/> Survey <input type="checkbox"/> Photographs <input type="checkbox"/> Other:
--

Required documentation must be submitted to the Planning & Economic Development Department in order for the application to be placed on the Plan Commission meeting agenda. Although attendance by applicants at the Plan Commission meeting is optional, it is STRONGLY ADVISED that applicants make every effort to attend. Failure to attend can result in the denial or delay of an application due to incomplete information. Fees: the required fee of \$250 shall be submitted with this application, and shall not be refunded should this application be denied.

I hereby apply for a conditional use permit, and I acknowledge that the information above is complete and accurate; that the work will be in conformance with the ordinances and codes of the City of Marshfield and with Wisconsin Statutes and Building Codes; that the Plan Commission may recommend conditions not expressly stated, prior to the meeting, in documentation or by staff, or deny in part or in whole this request; that I understand this form is not in itself a conditional use permit but only an application for one and is valid only with procurement of applicable approvals. The Common Council shall be the final approval authority for the conditional use. In addition, as owner or authorized agent, my signature authorizes the City Staff or their representatives including members of the Plan Commission and Common Council to visit and inspect the property for which this application is being submitted.

Applicant Signature: Bernadine Kempf Date: 4-21-15



Marshfield Parcels  
**Lot Line Adjustments**  
— Dissolve  
— New  
**Proposed Lots**  
■ 1  
■ 2



**CUP: 3023 W Veterans Pkwy & the South Half of 3024 Popp Ave**  
**City of Marshfield - Plan Commission**  
**Meeting Date: May 19, 2015**

Map Not To Scale  
For Reference Only

ATTENTION: The representation of data presented herein is intended for reference purposes only; the City of Marshfield assumes no responsibility for the accuracy of the information provided. Any duplication without consent is prohibited.

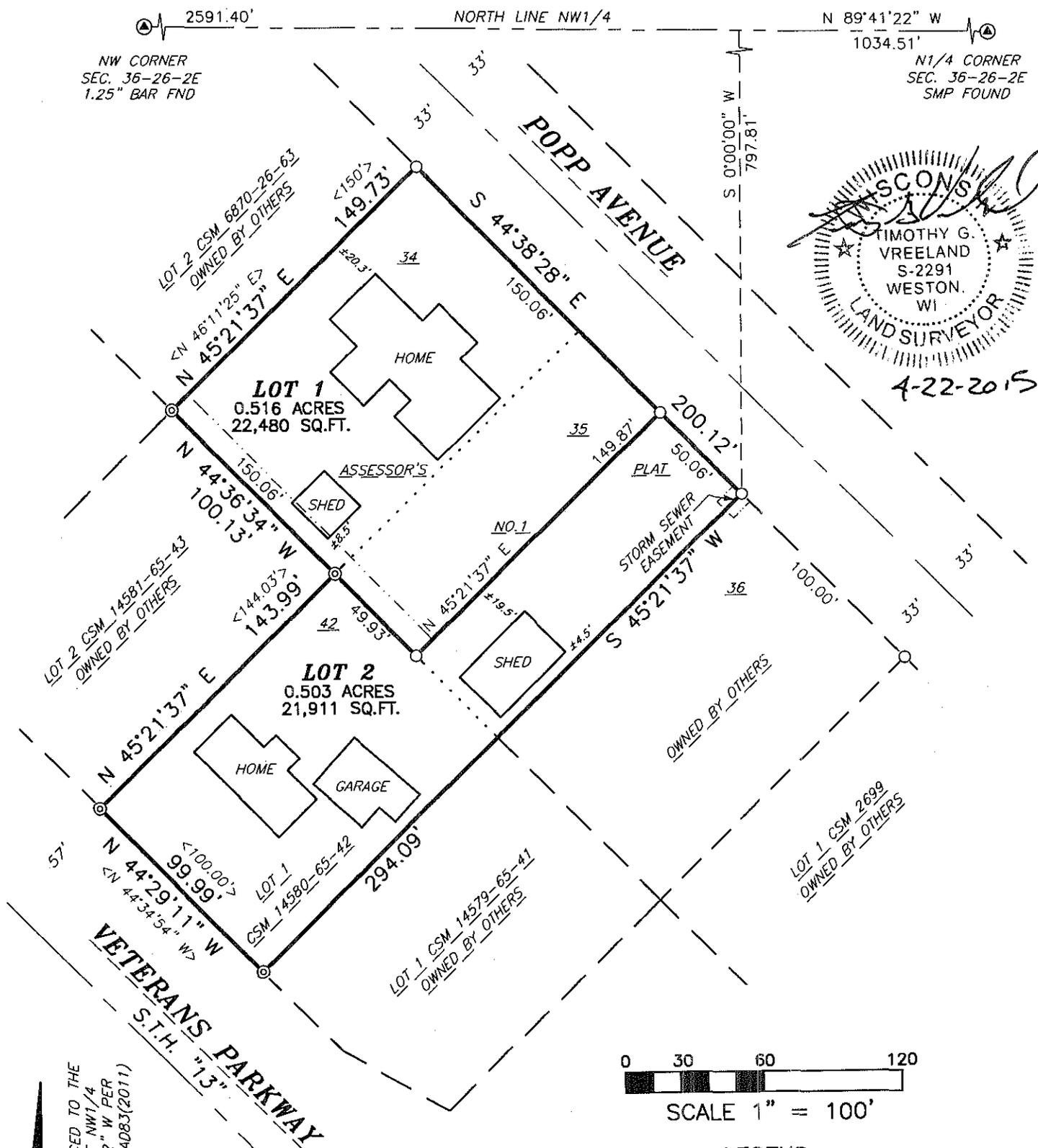
# CERTIFIED SURVEY MAP

**MARATHON COUNTY NO. \_\_\_\_\_ VOL. \_\_\_\_\_ PAGE \_\_\_\_\_**

ALL OF LOTS 34, 35, AND 42 OF ASSESSOR'S PLAT NO.1, AND LOT 1 OF CSM 14580-65-42, LOCATED IN THE NE1/4 NW1/4 OF SECTION 36, TOWNSHIP 26 NORTH, RANGE 2 EAST, CITY OF MARSHFIELD, MARATHON COUNTY, WISCONSIN.

<b>VREELAND ASSOCIATES, INC.</b> 6103 DAWN STREET WESTON, WI. 54476 PH (715) 241-0947 OR TOLL FREE (866) 693-3979 FAX (715) 241-9826 tim@vreelandassociates.us	PREPARED FOR: <h2 style="text-align: center; margin: 0;">BERNADINE KEMPF</h2>
FILE #: W-341 GOODWIN	DRAFTED BY: TIMOTHY G. VREELAND    DRAWN BY: JASON J. PFLIEGER

SHEET 1 OF 2 SHEETS



TIMOTHY G. VREELAND  
 S-2291  
 WESTON, WI  
 LAND SURVEYOR  
 4-22-2015

BEARINGS REFERENCED TO THE  
 NORTH LINE OF THE NW1/4  
 BEARING N 89°41'22" W PER  
 MCCS(MARATHON) N4083(2011)



# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Sam Schroeder, Zoning Administrator  
DATE: May 19, 2015

RE: Rezoning request by Bernadine Kempf to change the zoning of the south half of the property located at 3024 Popp Avenue from “SR-2” Single Family Residential to “SR-4” Single Family Residential to allow the south half of the property to be combined with the abutting property to the southwest, 3023 West Veterans Parkway, zoned “SR-4” Single Family Residential.

## **Background**

As explained in the paired conditional use request staff report, the Applicant is proposing to split the property, 3024 Popp Avenue in half and combine the south half of the property with the abutting property to the southwest, 3023 West Veterans Parkway, and combine the north half of the property to the abutting property to the northwest, 3028 Popp Avenue.

In order to join the south half of the property with 3023 West Veterans Parkway, the two properties must have the same zoning classification. Currently, 3023 West Veterans Parkway is zoned “SR-4” and 3024 Popp Avenue is zoned “SR-2”. The Applicant is requesting to rezone the south half of the 3024 Popp Avenue from “SR-2” to “SR-4” Single Family Residential.

## **Analysis**

According to the 2007 City of Marshfield 20 year Comprehensive Plan, this area is identified as “New Neighborhood Residential.” This area is a mixture of properties either zoned “SR-2” or “SR-4”. The primary difference between the two zoning classification is the density requirements. The “SR-2” classification is intended to preserve and enhance existing areas of very low single family density requiring greater minimum lot sizes and setback restrictions. The “SR-4” classification is intended to create, preserve, and enhance moderate single family density.

By allowing this property to be rezoned from low density to moderate density, which allows three lots to be divided into two lots, we are inversely allowing a lower density because the option of ever constructing another principal dwelling

unit off of Popp Avenue is no longer feasible.

In addition, because the existing principal structure at 3028 Popp Avenue does not meet the required side setback of 10 feet, allowing this rezoning the City would be allowing the Certified Survey Map to be recorded and this nonconforming structure to become conforming.

Based on the neighborhood context and the surrounding land uses, it is reasonable to consider a rezoning of this property to "SR-4."

The Zoning Code requires a review of any zoning map amendment with the following criteria:

1. Advances the purposes of this Chapter as outlined in Section 18-03 and the applicable rules of Wisconsin Department of Administration (WisDNR) and the Federal Emergency Management Agency (FEMA).

The request meets does not adversely affect the purpose and intent of Section 18-03 of implementing the goals and objectives of the Comprehensive Plan.

2. Is in harmony with the recommendations of the Comprehensive Plan.

The Comprehensive Plan includes recommendations by the Sustainable Marshfield Committee that states the City of Marshfield will recommend to the public and private sectors to reuse existing facilities before building a new building. Allowing the proposed Rezoning would be consistent with these recommendations.

3. Maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts.

The use of the land will not change, only the property boundaries and the ownership.

4. Addresses any of the following factors that are not properly addressed on the current Official Zoning Map:
  - a. The designations of the Official Zoning Map are not in conformance with the Comprehensive Plan.
  - b. A mapping mistake was made. If this reason is cited, it must be demonstrated that the discussed inconsistency between actual land use and designated zoning is not intended, as the City may intend to stop an undesirable land use pattern from spreading.
  - c. Factors have changed (such as new data, infrastructure, market conditions, development, annexation, or other zoning changes), making the subject property more appropriate for a different zoning district.

- d. Growth patterns or rates have changed, creating the need for an amendment to the Official Zoning Map.

Because of the proposed Certified Survey Map to simplify ownership the factors have changed and the Applicant would need the rezoning to continue forward with this proposal.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions or conditions the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

APPROVE the rezoning request by Bernadine Kempf to change the zoning of the south half of the property located at 3024 Popp Avenue from "SR-2" Single Family Residential to "SR-4" Single Family Residential to allow the south half of the property to be combined with the abutting property to the southwest, 3023 West Veterans Parkway, zoned "SR-4" Single Family Residential and direct staff to prepare an ordinance for Common Council consideration.

### **Attachments**

1. Application
2. Rezoning Report
3. Location Map
4. Preliminary Survey

Concurrence:



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Jason Angell  
Planning and Economic Development Director



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Steve Barg  
City Administrator



**MARSHFIELD**  
The City in the Center

Revised: 11/13/14

**Department of Planning & Economic Development**

City of Marshfield  
630 South Central Avenue  
6th Floor, Suite 602  
Marshfield, WI 54449-0727

Ph: 715-486-2077 Fax: 715-384-7631

Email: Sam.Schroeder@ci.marshfield.wi.us

**Zoning Map  
Amendment  
Application**

Fee: \$250.00 + \$10.00 per acre

Today's Date: 4/21/15

**OFFICE USE ONLY**

Date Received: <u>4/21/15</u>	Fee Receipt Number:	Zoning District: <u>SR2 &amp; SR4</u>	Parcel #: <u>S30-MS072 &amp; MS035</u>
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**SITE INFORMATION**

Site Address: <u>3023 W Veterans Pkwy &amp; 3024 Popp Ave</u>		Lot #:	Block #:	Subdivision:
Section:	Township:	Range:	Present Land Use: <u>Residential</u>	
Legal Description:				

**APPLICANT INFORMATION**

Applicant Name: <u>Bernadine Kempf</u>	Phone #: <u>715-384-8077</u>	Email Address: <u>kempfbernadine@gmail.com</u>
Address, City, State, Zip: <u>Same E3803 Cty Rd EE, Waupaca, WI 54981</u>		
The Applicant is the <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Authorized Representative/Other (Describe):		

**OWNER INFORMATION (IF DIFFERENT THAN APPLICANT INFORMATION)**

Owner Name:	Owner Phone #:	Owner Email Address:
Owner Address, City, State, Zip:		

**LOT DETAILS**

Street Frontage (Name and Distance): <u>100' W Veterans Pkwy &amp; 50' Popp Ave</u>	
Depth: <u>144.08' &amp; 150'</u>	Area: <u>21,943</u>
Public Utilities Available: <input checked="" type="checkbox"/> Sanitary <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Storm <input checked="" type="checkbox"/> Electric <input type="checkbox"/> Other:	

**DETAIL OF ZONING CHANGE REQUEST**

Requested Zoning District: <u>SR-4</u>	Proposed Land Use: <u>Residential - Same</u>
Reason for Request: <u>Rezoning request is to eliminate potential split zoning after lot is divided in two</u>	

**DOCUMENTATION SUBMITTED**

Site Plan  Proof of Ownership  Area Map  Survey  Photographs  Other:

Required documentation must be submitted to the Planning & Economic Development Department in order for the application to be placed on the Plan Commission meeting agenda. Although attendance by applicants at the Plan Commission meeting is optional, it is STRONGLY ADVISED that applicants make every effort to attend. Failure to attend can result in the denial or delay of an application due to incomplete information.

I hereby apply for a zoning change, and I acknowledge that the information above is complete and accurate; that the work will be in conformance with the ordinances and codes of the City of Marshfield and with Wisconsin Building Codes; that I understand this form is not in itself a zoning map amendment but only an application for a zoning map amendment and is valid only with procurement of applicable approvals.

Applicant Signature: Bernadine Kempf Date: 4-21-15



## City of Marshfield Planning Commission Rezoning Report

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Agenda Date: 05/19/15  
Applicant: Bernadine Kempf  
Owner(s): Myron W & Ernest E Williams Trusts 'etal'

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Parcel Number: 33-0MS035  
Jurisdiction: Aldermanic District 2  
Location: South half of 3024 Popp Avenue  
Approx. Size of Tract: 7,500 Square Feet – 0.17 Acres  
Land Use Plan: New Neighborhood Residential – 5 units per acre  
Accessibility: Popp Avenue  
Utilities: Yes

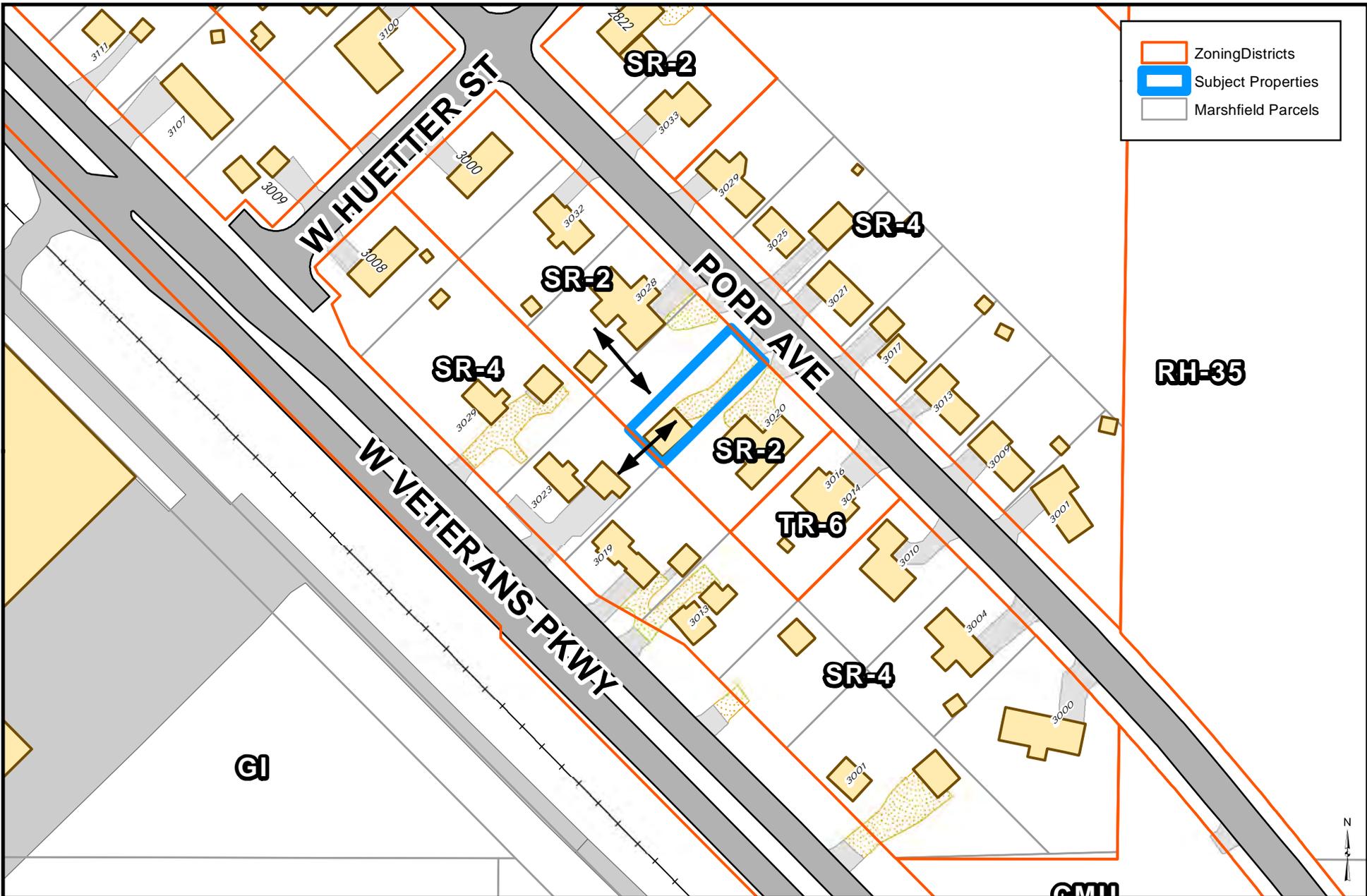
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Present Zoning: "SR-2" Single Family Residential District  
Zoning Requested: "SR-4" Single Family Residential  
Existing Land Use: Residential Accessory Structure  
Proposed use: Single Family Residential  
Extension of Zone: Yes, from the southwest.

History of Zoning: The property was zoned "R-2" Standard Single Family Residential prior to 2013. It was then rezoned to "SR-2" Single Family Residential as part of the City-wide rezoning took place on January 1, 2013.

Surrounding Land Use and Zoning: Northeast: "SR-4" Single Family Residential District – Single Family.  
Southeast: "SR-2" Single Family Residential District – Single Family.  
Southwest: "SR-4" Single Family Residential District – Single Family.  
Northwest: "SR-2" Single Family Residential District – Single Family.

Neighborhood Context: This area is primarily single family residential and is identified as new neighborhood residential in the comprehensive plan.



**Rezoning Request: South Half of 3024 Popp Ave - "SR-2" to "SR-4"**  
**City of Marshfield - Plan Commission**  
**Meeting Date: May 19, 2015**



Map Not To Scale  
 For Reference Only

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# City of Marshfield GIS Intranet Mapping Application

Printed: May 13, 2015



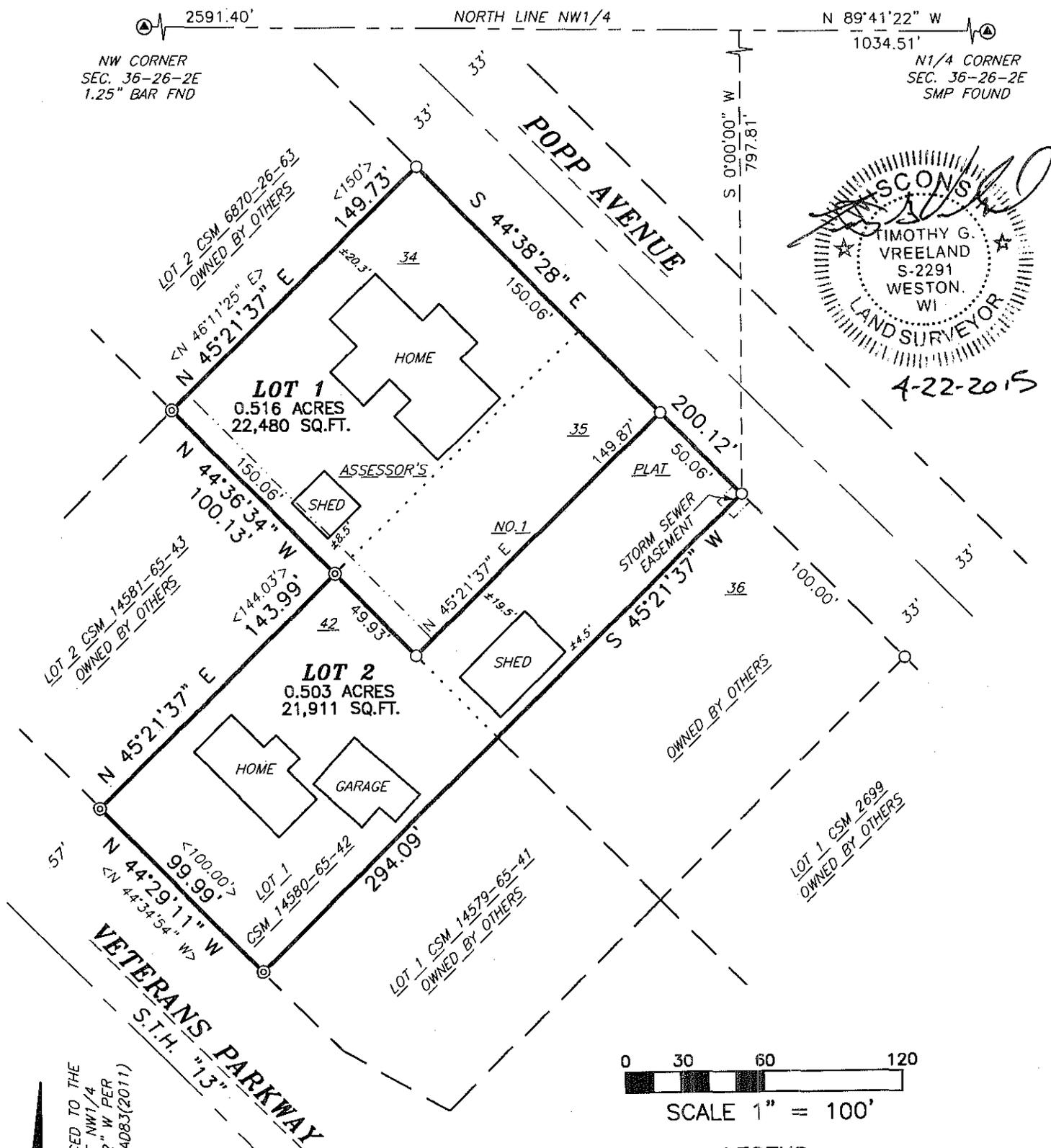
# CERTIFIED SURVEY MAP

**MARATHON COUNTY NO. \_\_\_\_\_ VOL. \_\_\_\_\_ PAGE \_\_\_\_\_**

ALL OF LOTS 34, 35, AND 42 OF ASSESSOR'S PLAT NO.1, AND LOT 1 OF CSM 14580-65-42, LOCATED IN THE NE1/4 NW1/4 OF SECTION 36, TOWNSHIP 26 NORTH, RANGE 2 EAST, CITY OF MARSHFIELD, MARATHON COUNTY, WISCONSIN.

<b>VREELAND ASSOCIATES, INC.</b> 6103 DAWN STREET WESTON, WI. 54476 PH (715) 241-0947 OR TOLL FREE (866) 693-3979 FAX (715) 241-9826 tim@vreelandassociates.us	PREPARED FOR: <b>BERNADINE KEMPF</b>
FILE #: W-341 GOODWIN	DRAFTED BY: TIMOTHY G. VREELAND
DRAWN BY: JASON J. PFLIEGER	

SHEET 1 OF 2 SHEETS



TIMOTHY G. VREELAND  
 S-2291  
 WESTON, WI  
 LAND SURVEYOR  
 4-22-2015

BEARINGS REFERENCED TO THE  
 NORTH LINE OF THE NW1/4  
 BEARING N 89°41'22" W PER  
 MCCS(MARATHON) N4083(2011)



# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Josh Miller, City Planner  
DATE: May 19, 2015

RE: Review of Conditional Use Review Request by Duane Schutz, on behalf of Nutz Deep II, to amend the Conditional Use Permit to address off-site parking requirements, located at 809 South Central Avenue, zoned "DMU" Downtown Mixed Use.

## **Background**

In 2013, Duane Schutz, owner of Nutz Deep II, applied for and received a Conditional Use Permit (CUP) for an exception to the parking standards to place an addition on the back of the building. The CUP was granted with a number of conditions, including requiring an agreement with a neighbor (Hiller's Hardware Store) to provide the overflow parking. The Applicant now purchased the three adjacent properties to the south (817 and 823 South Central Avenue and a vacant parcel) and is requesting to either review of the conditions so he can provide the parking on his own property, without needing the agreement with Hiller's Hardware Store, or to rescind the existing Conditional Use Permit as he can meet the minimum parking requirement. There is currently no agreement in place and one of the conditions for the previous Conditional Use Permit stated that if the agreement is not renewed, the Plan Commission shall review the Conditional Use Permit.

## **Analysis**

With the addition onto the building, Nutz Deep II would be required to have 35 parking stalls on-site. They currently provide 15 hard-surfaced stalls. The remainder of the parking lot is gravel, but based on the parking lot layout, they will be able to meet that requirement. The building space and parking requirement breakdown is as follows:

### 809 South Central Avenue

- 4,374 square feet of restaurant space = 29 stalls (1 stall per 150 square feet).
- 4 apartment units = 4 stalls (1 stall per apartment unit).
- Basement is comprised of office space and unfinished storage space which would require 1 more parking stall for a total of 34 required parking stalls needed.

## 817 South Central Avenue

- 5,208 square feet of office/retail space next door = 15 stalls (1 stall per 350 square feet).
- 3,720 square feet of warehouse/storage = 2 stalls (1 stall per 2,000 square feet).
- Total required parking is 17 stalls needed.

Total required parking for both buildings collectively would be 51 stalls. The zoning code does allow a reduction to the parking for joint and cooperative parking (shared parking facilities with different uses) and for joint but alternative uses (when there is a mix of night and daytime uses sharing a parking facility). Staff did not factor in a reduction at this time as the peak demand likely exceeds 51 stalls. The zoning code also states that where said parking needs of any land use exceed the minimum requirements of this Chapter, additional parking spaces sufficient to meet the average maximum weekly peak-hour parking space demand shall be provided by said land use. However, exceptions have generally been granted to properties within the Downtown Mixed Use District as allowed by the Zoning Code.

In addition to the on-site parking, there are still approximately 62 on-street parking stalls within a block of the front entrance of the tavern, 30 parking stalls along both sides of 8<sup>th</sup> Street and 32 designated parking stalls along both sides of South Central Avenue. Section 18-103(14)(a)(c) and (f) gives the Plan Commission the right to waive the parking requirements as needed through the issuance of a Conditional Use Permit in the Downtown Mixed Use District.

Because of the popularity of the business, customers often park on the street and in the Hiller's Hardware Store parking lot. The Applicant had a rental agreement with Hiller's Hardware Store across 8<sup>th</sup> Street to allow for overflow parking when needed. This agreement was a year to year basis, but has since lapsed.

The properties have been combined and the detached garage that once existed in the middle of the parking lot has been torn down. The Applicant is proposing to pave the existing gravel parking area and stripe it to get a total of 54 parking stalls. Although this includes parking for the adjacent building, the proposed parking layout would be an increase of 39 available onsite parking stalls.

The drive aisle is just less than 23 feet wide. The typical drive aisle is required to be a minimum of 24 feet wide. Because the parking lot is existing and can accommodate two rows of parking, staff would consider the existing dimensions to be grandfathered. In addition, many of the parking stalls will be striped wider to accommodate the narrower drive aisle. The City Engineer has reviewed this layout and has no issue with the proposed parking configuration but did recommend having 10 foot wide stalls where the aisle is narrow. The wider stalls will account for the shorter turning radius in the aisle and will make parking easier for the customers. Currently, those stalls range in width from 9-9.5 feet. Widening them would result in the loss of two stalls, but that would still leave at least 51 stalls, meeting the minimum requirement.

Staff has also talked to the Applicant about putting up signage, directing people that parking is available for Nutz Deep II, and he plans on doing that once the lot is paved.

Conditional Use Decision Criteria of 18-161(6)(c):

(a) The Zoning Administrator shall review the complete application and evaluate whether the proposed amendment:

1. Is in harmony with the recommendations of the Comprehensive Plan.

Yes, the comprehensive plan promotes providing rear parking and on- and off-street shared parking areas.

2. Will result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future.

The new parking area should reduce the parking demand on the street and in the nearby Hiller's Hardware Parking lot.

3. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

The parking lot will be hard surfaced and with the available indoor storage, the back area will be cleaned up as they can park the trailers inside.

4. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.

The building will not require any additional public services.

5. The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.

If the conditions are met the public benefit will outweigh all possible negative impacts to the neighborhood.

Since the minimum number or required parking stalls can be met, staff does not feel it is necessary to require a Conditional Use Permit.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions, conditions, or modifications the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

APPROVE the request to rescind the original Conditional Use Permit.

### **Attachments**

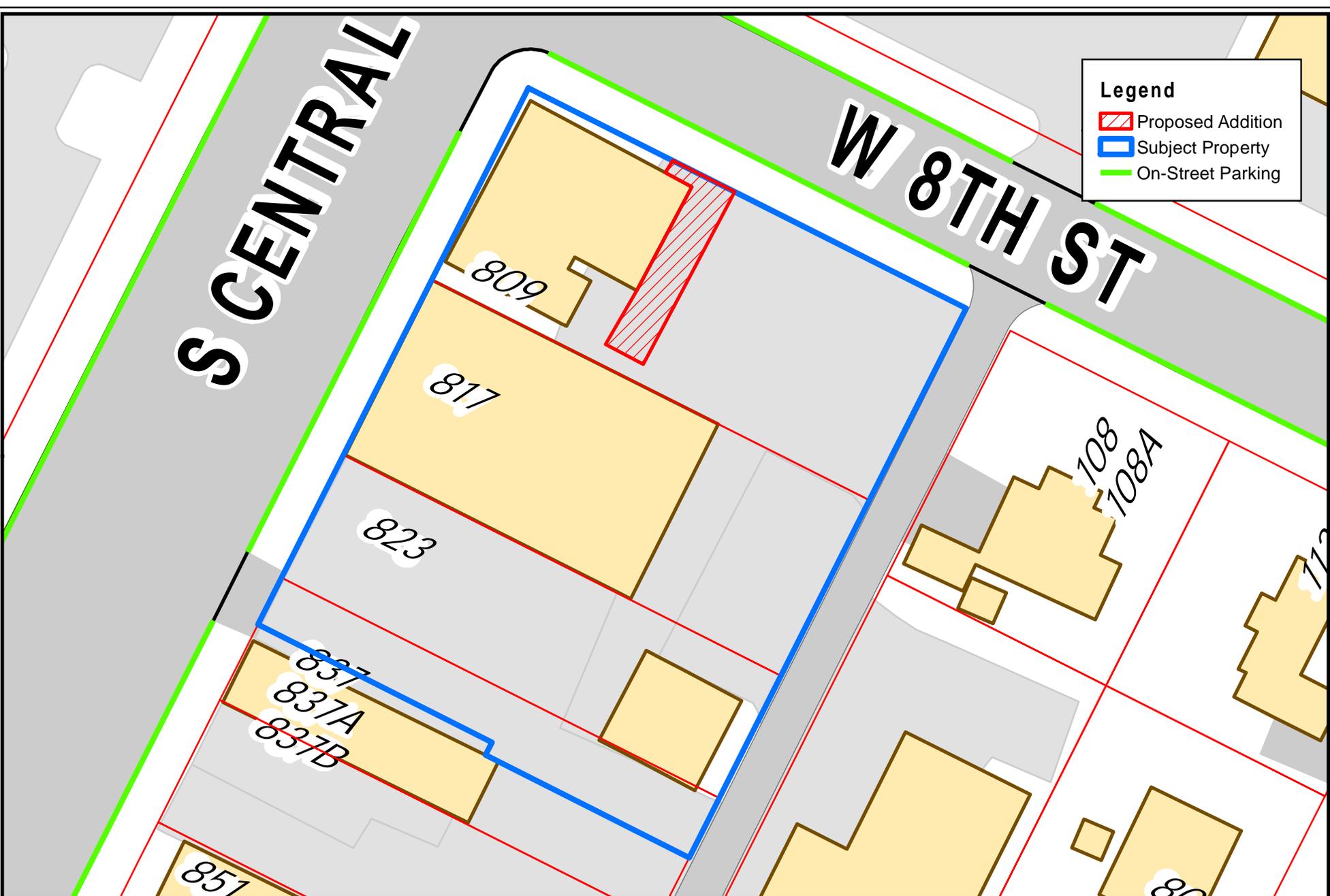
1. Location Map
2. Parking Layout (concept for maximizing parking – actual layout may differ)

Concurrence:



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Jason Angell  
Planning and Economic Development Director



**Legend**

-  Proposed Addition
-  Subject Property
-  On-Street Parking

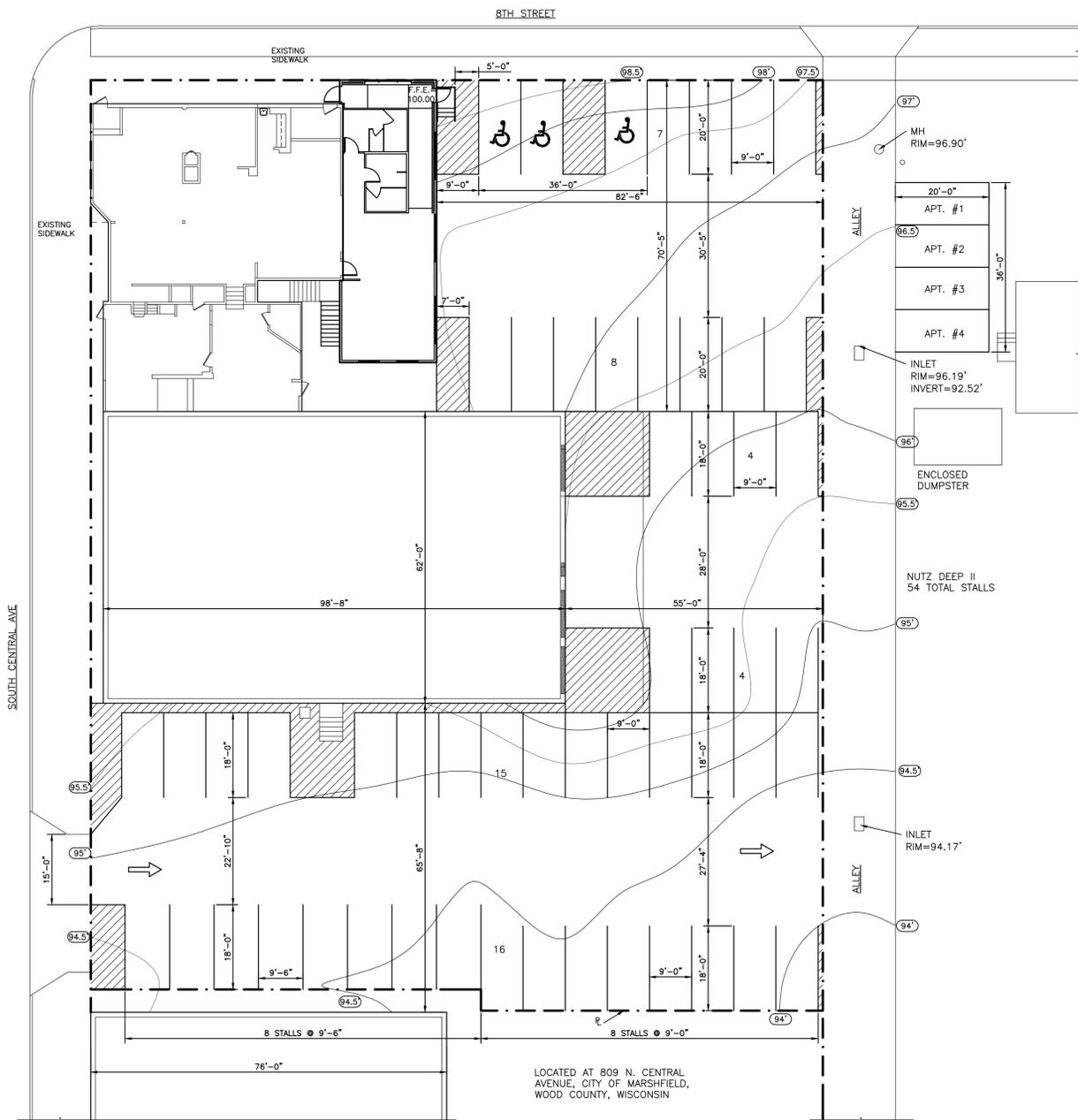


**CUP - Nutz Deep II - 809 S Central Ave**  
**City of Marshfield - Plan Commission**  
**Meeting Date: August 19, 2014**

Map Not to Scale  
 Reference Only



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1 SITE PLAN

OPTION #1  
SCALE: 1/16"=1'-0"



LOCATED AT 809 N. CENTRAL AVENUE, CITY OF MARSHFIELD, WOOD COUNTY, WISCONSIN

**NOTES**

- ALTHOUGH DILIGENT EFFORTS HAVE BEEN MADE IN THE PREPARATION AND CHECKING OF THESE PLANS FOR ACCURACY, ALL CONTRACTORS SHALL CHECK, VERIFY AND BE RESPONSIBLE FOR ALL DETAILS AND DIMENSIONS
- ALL CONTRACTORS SHALL EXAMINE THE SITE AND EXISTING CONDITIONS OF THE PROPOSED WORK
- ALL CONTRACTORS SHALL REVIEW ALL PLAN PAGES FOR WORK IN THEIR CONTRACT
- ALL WORK ON THIS PROJECT IS TO BE GOVERNED BY THE LATEST EDITION OF THE CODES APPLICABLE TO THE LOCAL ORDINANCES
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ACCEPTED BUILDING PRACTICES AND INDUSTRY STANDARDS
- VERIFY AND USE ONLY WRITTEN DIMENSIONS. DO NOT SCALE OR MEASURE DIMENSIONS DIRECTLY FROM PRINT
- ALL CONTRACTORS MUST BE RESPONSIBLE FOR ALL AND ANY DAMAGE TO "EXISTING" STRUCTURE CAUSED EITHER DIRECTLY OR INDIRECTLY BY THEIR TRADES
- VERIFY ANY UNCERTAIN ITEMS WITH OWNER, BUILDER, AND/OR ENGINEER
- ENGINEER WILL NOT BE RESPONSIBLE FOR EXISTING OR PREEXISTING SOIL OR STRUCTURAL CONDITIONS
- THE ENGINEER WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK AND HE SHALL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS
- CONTRACTOR SHALL REVIEW ALL SHOP DRAWINGS PRIOR TO SUBMITTAL TO ENGINEER



<b>NUTZ DEEP II PARKING ADDITION MARSHFIELD, WISCONSIN</b>		
SCALE: AS NOTED	PRELIMINARY	DRAWN BY: JPM
DATE: 4-12-2015		
P.O. BOX 189 647 HEWITT ST. NELLISVILLE, WI 54456		PHONE: (715) 743-2240 FAX: (715) 743-4488 WWW.RATSCHENGINEERING.COM
PARKING LOT LAYOUT		1 OF 1



# City of Marshfield Memorandum

---

TO: Plan Commission  
FROM: Josh Miller, City Planner  
DATE: May 19, 2015

RE: Municipal Code Amendment Request to amend Chapter 18, General Zoning Ordinance, Section 18-35 to allow principal “animal boarding” uses permitted as a conditional use in the ‘CMU’ Community Mixed Use Zoning District and to amend Section 18-54, updating the districts where animal boarding is permitted within the Table of Land Uses to reflex the changes are made in Article II, Establishment of Zoning Districts.

## **Background**

Last month, a resident applied to request a zoning code amendment to allow animal boarding as a conditional use in the “UMU” Urban Mixed Use zoning. Since the UMU district is a generally less intensive commercial district, staff recommended that if the Plan Commission approved the ordinance amendment, they should also allow the animal boarding as a conditional use in the “CMU” Community Mixed Use district. The Plan Commission recommended approval and also directed staff to bring back a code amendment to allow animal boarding in the CMU district as a conditional use.

As an update on the ordinance amendment to allow animal boarding in the UMU district as a conditional use, on May 12, the Common Council voted down the ordinance amendment so at this time, animal boarding will not be allowed as a conditional use in the UMU.

Animal boarding is defined in Section 18-58(16) as facilities where short-term and/or long term animal boarding is provided, including commercial kennels, commercial stables, and animal shelters. Exercise yard, fields, training areas, and trails associated with such land uses are considered accessory to and do not require a separate consideration. The following are additional regulations that pertain to animal boarding uses:

- (a) Facility shall provide appropriate separation from animal containment areas to residential zoned property.
- (b) Each animal shall be provided with an indoor containment area.
- (c) The minimum permitted size of horse or similar animal stall shall be 100

square feet.

- (d) Minimum required parking: One space per every 1,000 square feet of gross floor area.

### **Analysis**

The code amendment would allow this use as conditional use in the “CMU” Community Mixed Use district. The intent of the CMU district defined by the Zoning Code under Section 18-35 is intended to permit a wide range of large and small scale office, retail, service, and lodging uses that are compatible with the desired community character.

As shown in the table of land uses in Section 18-54, currently animal boarding is only permitted as a conditional use in the “RH-35” Rural Holding district, the “IP” Industrial Park district, the “LI” Light Industrial district, the “GI” General Industrial district, and the central area of the “CD” Campus Development district.

When the animal boarding use was first discussed, much consideration was given as to how that use would fit into the character of the surrounding uses within the same zoning district. It was decided that the most suitable location for these types of facilities would be in the industrial and rural holding districts. Because of the larger lots and distance from residential properties in both districts, the operators of such facilities would have ample room to provide a run area and enough of a buffer from residential properties so as not to be a disturbance to the neighborhood. Staff feels those considerations should still be looked at today. Keep in mind this use is not limited to dogs and cats, but anything that could be commercially boarded, including horses.

#### Zoning Ordinance Amendment Decision Criteria of Section 18-159(4)(b)

1. Advances the purposes of this Chapter as outlined in Section 18-03.  
*Chapter 18 is adopted for the purpose of protecting the health, safety, morals, comfort, convenience, and general welfare of the public. A potential noise disturbance with an animal boarding facility could become a nuisance when placed near a residential setting.*
2. Advances the purposes of the general Article in which the amendment is proposed to be located.  
*The purpose of Article II, Zoning Districts, is to achieve compatibility of land uses within each district. Animal boarding, because the outdoor exercise area and potential noise pollution is a more intense use than the existing allowable uses.*
3. Advances the purposes of the specific Section in which the amendment is proposed to be located.  
*The purpose of Section 18-35, “CMU” Community Mixed Use is to provide a wide range of large and small scale office, retail, service, and*

*lodging uses that are compatible with the desired community character. This use does not generally fit your typical service or office character. Often the backs of “CMU” Districts are abutting residentially zoned property which could cause a potential nuisance.*

4. Is in harmony with the recommendations of the Comprehensive Plan.  
*The “CMU” Community Mixed Use district is located in multiple future land use categories on the Future Land Use Map. The Comprehensive Plan identifies three of the areas zoned CMU to be focused on retail (General Commercial and Employment, Retail Mixed Use) and not create a nuisance for neighboring residential properties (Transitional Mixed Use) on the future land use map.*
  
5. Maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts.  
*The overall consistency of the land use within the “CMU” Community Mixed Use district primarily includes retail, office, and service businesses. Because of the outdoor exercise areas that are associated with animal boarding, this use does not really fit what is currently permitted.*
  
6. Addresses any of the following factors that may not be addressed in the current zoning text:
  - a. A change in the land market, or other factors which require a new form of development, a new type of land use, or a new procedure to meet said change(s).  
*Change would allow animal boarding uses in the “CMU” district.*
  - b. New methods of development or types of infrastructure.  
*N/A*
  - c. Changing governmental finances to meet the needs of the government in terms of providing and affording public services.  
*N/A*
  - d. Errors, omissions, corrections, and clarification of regulations.  
*None*

Because of the outdoor exercise areas, the potential noise pollution that are generally associated with these uses and the space needed for the run area, staff feels this use would not be suitable use in the CMU zoning district. Also, since the Common Council voted down the proposed amendment for the UMU district, staff does not feel it is necessary to add this use to the CMU district.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions or conditions the Commission feels are justifiable and applicable to the request.

2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

Staff recommends the Plan Commission denies the proposed amendment to allow animal boarding as a permitted use through a conditional use permit in the "CMU" Community Mixed Use district because of the outdoor exercise areas and the potential noise pollution that are generally associated with these uses would still have the potential to be close to residentially zoned properties.

### **Attachments**

1. Community Mixed Use District Map

Concurrence:



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Jason Angell  
Planning and Economic Development Director



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Steve Barg  
City Administrator



# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Josh Miller, City Planner  
DATE: May 19, 2015

RE: Municipal Code Amendment Request to amend Chapter 18, General Zoning Ordinance, Section 18-141(2)(b) under Article IX Historical Preservation, to clarify the powers and duties of the Historic Preservation Committee to collect and store historic data and records.

## **Background**

At their winter workshop, the Historic Preservation Committee reviewed Article IX Historical Preservation of the General Zoning Ordinance, Chapter 18. In doing so, they felt that some of the language under “Power and Duties” was ambiguous with regard to the collection of historical data. Section 18-141(2)(b) current states:

- (b) To collect necessary data, including photographs, drawings, descriptions, recorded interviews and written documentation, and to survey and permanently record the origin, development, use and historical significance of structures, sites and districts.

The Committee felt the ordinance did not give them the option of what data to collect, nor did it describe what to do with the data they collected. They felt a minor change would give them enough direction as well as enough flexibility to perform the duties listed in that subsection.

## **Analysis**

The Committee is proposing the following changes to this section of code:

- (b) To collect, as determined necessary by the Committee, ~~necessary~~ data, including photographs, drawings, descriptions, recorded interviews and written documentation, and to survey and permanently record the origin, development, use and historical significance of structures, sites and districts, and place in an appropriate facility.

This language allows the Committee to make the determination of what data is necessary and also gives them the option of turning that data over to another entity or group that would be more suitable to retain such information. Currently,

the Committee does not have space to hold or display historical archives.

Before changes can be made to the Historic Preservation ordinance, the State Historic Preservation Office (SHPO) must review and approve the proposed changes. On Friday, April 17<sup>th</sup>, Joe DeRose, Survey and Registration Historian with the SHPO, sent an email to staff approving the proposed changes.

Zoning Ordinance Amendment Decision Criteria of Section 18-159(4)(b)

1. Advances the purposes of this Chapter as outlined in Section 18-03.  
*The request does not address Section 18-03, but does not adversely impact it (protecting the health, safety, morals, comfort, convenience, and general welfare of the public).*
2. Advances the purposes of the general Article in which the amendment is proposed to be located.  
*The amendment clarifies one of the duties of the Historic Preservation Committee.*
3. Advances the purposes of the specific Section in which the amendment is proposed to be located.  
*The amendment clarifies one of the duties of the Historic Preservation Committee.*
4. Is in harmony with the recommendations of the Comprehensive Plan.  
*One of the recommendations in the Comprehensive Plan is to implement the Local Historic Preservation Plan. A goal in the current local Historic Preservation Plan is to adopt a range of preservation tools to recognize and protect a diversity of resources. Allowing the Committee to determine which historic data is necessary and identifying an appropriate place for that data, will assist in that effort.*
5. Maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts.  
*If the necessary data that is collected is made available in the appropriate facilities, historic resources may be more accessible to the general public, thereby making better informed decisions about the utilization of historic properties.*
6. Addresses any of the following factors that may not be addressed in the current zoning text:
  - a. A change in the land market, or other factors which require a new form of development, a new type of land use, or a new procedure to meet said change(s).
  - b. New methods of development or types of infrastructure.
  - c. Changing governmental finances to meet the needs of the government in terms of providing and affording public services.

- d. Errors, omissions, corrections, and clarification of regulations.

This request is to clarify the regulations for the duties of the Historic Preservation Committee.

### **Plan Commission Options**

The Plan Commission can make the following recommendations:

1. Approval of the request with any exceptions or conditions the Commission feels are justifiable and applicable to the request.
2. Denial of the request with justification stated by the Plan Commission.
3. Table the request for further study.

### **Recommendation**

Staff recommends the Plan Commission approve the proposed amendment as presented and direct staff to prepare an ordinance for Common Council consideration.

### **Attachments**

1. Draft Redline Ordinance

Concurrence:



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Jason Angell  
Planning and Economic Development Director



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Steve Barg  
City Administrator

## **Historic Preservation – Marshfield Municipal Code**

### **Section 18-140: Landmarks and Historical Preservation**

It is a matter of public policy that the protection, enhancement, perpetuation and use of improvements of special character or special historical interest or value is a public benefit and is in the interest of health, prosperity, safety, and welfare of the people. The purpose of this article is to:

- (1) Protect, enhance and perpetuate structures, sites and districts which represent or reflect the cultural, social, economic, political, engineering or architectural history of Marshfield, referred to in this article as “the City.”
- (2) Safeguard the City's historic and cultural heritage as embodied and reflected in its historic structures, sites and districts.
- (3) Ensure that construction or alteration on or near historic structures, sites and districts will be in keeping with the historic character to be preserved.
- (4) Strengthen the City's economy through incentives which stimulate historic preservation and serve as a support to business and industry.
- (5) Foster civic pride in the beauty and accomplishments of the past.
- (6) Promote the use of historic structures, sites and districts for the education, pleasure and welfare of Marshfield residents and visitors.

(ORD 1240, 11/13/12)

### **Section 18-141: Historic Preservation Committee**

Composition of the Historic Preservation Committee shall be as follows:

- (1) Composition and Qualifications.
  - (a) A Historic Preservation Committee is hereby created, consisting of 7 members. Of the membership, one shall be a registered architect or an individual with building design background; one shall be a historian or an individual with historical background; one shall be a member of the Plan Commission; 3 shall be citizen members, and one shall be an alderperson. Each member shall have, to the highest extent practicable, a demonstrated interest or background in historic preservation. The City Director of Planning and Economic Development shall serve as ex officio member. The mayor shall appoint the Committee subject to confirmation by the Council. Of the initial members so appointed, 2 shall serve a term of one year, 2 shall serve a term of 2 years, and 3 shall serve a term of 3 years. Thereafter, the term for each member shall be 3 years except for the alderperson, whose term shall be limited to one year.
  - (b) Training. In order to ensure continued Historic Preservation Committee expertise and credibility, the Committee shall designate at least one meeting each year for training to be provided by a recognized specialist in historic preservation.
- (2) Powers and Duties. The Historic Preservation Committee shall have the following powers and duties:
  - (a) To develop appropriate criteria and standards for identifying and evaluating historic structures, sites and districts.
  - (b) To collect, [as determined necessary by the Committee](#), ~~necessary~~ data, including photographs, drawings, descriptions, recorded interviews and written documentation, and to survey and permanently record the origin, development, use and historical significance of structures, sites and districts, [and place in an appropriate facility](#).
  - (c) To recommend the designation of historical structures, sites and districts within the City limits. Such historic structures, sites and districts shall be subject to all the provisions of this Article.

- (d) To cooperate with federal, state and local agencies in the nomination of locally designated historic structures, sites and districts to the National Register of Historic Places.
- (e) To recommend legislation and programs which provide economic incentives for historic preservation.
- (f) To review certificates of appropriateness and to adopt policies and procedures for this function.
- (g) To recommend appropriate markers or plaques for historic structures, sites and districts.
- (h) To receive and solicit gifts and contributions for historic preservation in the City, to be placed in a special account.
- (i) To promote among the citizens of Marshfield continuing public awareness and support for the heritage of the City, as exemplified by its historic structures, sites and districts.

(ORD 1240, 11/13/12)



**City of  
Marshfield**

# Memorandum

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May 12, 2015

TO: City Plan Commission

FROM: Dan Knoeck, Director of Public Works

SUBJECT: Consideration of Resolution 2015-22 Vacating portions of relocated  
Yellowstone and Galvin Avenue

## **BACKGROUND**

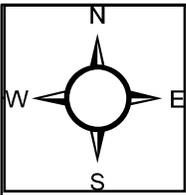
In 2011, Yellowstone Drive from Galvin Avenue to the east city limits was reconstructed. The project included a realignment of Yellowstone Drive at Galvin Avenue to get a greater separation distance from the Veterans Parkway intersection. This relocation resulted in excess right-of-way.

## **ANALYSIS**

The excess right-of-way is no longer needed for street purposes, however there are some utilities that remain in the old street corridors. As such easements will be reserved for existing and future utilities. The vacated rights-of-ways will be combined with the adjacent remnant parcels to create a nice size parcel that will be available for future development. Resolution 2015-22 and a map showing the proposed vacation are attached along with a draft of the certified survey map.

## **RECOMMENDATION**

I recommend approval of Resolution 2015-22 and referral to the Common Council for consideration.



EXISTING EXCESS RIGHT-OF-WAY  
TO BE VACATED

GALVIN AVENUE

CSM 9139

40' 40'

YELLOWSTONE DR

VACATED  
RES. 2010-23

455.54'

7093A

1

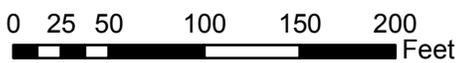
91.79'

75.29'

231.65'

134.10'

66'



# Yellowstone Drive and Galvin Avenue

**CITY OF MARSHFIELD RESOLUTION NO. 2015-22**

Document Title

Document Number

A Resolution vacating and discontinuing that portion of excess right-of-way in the southwest quadrant of the intersection of Galvin Avenue and Yellowstone Drive in the City of Marshfield, Wisconsin, being a part of the SW ¼ of the SW ¼ of Section 15; a part of the SE ¼ of the SE ¼ of Section 16; a part of the NE ¼ of the NE ¼ of Section 21; and a part of the NW ¼ of the NW ¼ of Section 22, all located in Township 25 North, Range 3 East, City of Marshfield, Wood County, Wisconsin.

**WHEREAS**, it is deemed that the public interest requires the vacation and discontinuance of that portion of the above described public ways in the City of Marshfield, Wood County, Wisconsin; and

**WHEREAS**, the City Council has determined that said portion of public right-of-way should be vacated pursuant to Section 66.1003(4) Wis. Statutes.

**NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of Marshfield, Wisconsin, as follows:

**SECTION 1.** That since the public interest requires it, the following described portion of excess right-of-way is hereby vacated and discontinued, subject to the conditions listed below: A parcel of land located in the southwest quadrant of the intersection of Galvin Avenue and Yellowstone Drive in the City of Marshfield, Wisconsin, being a part of the SW ¼ of the SW ¼ of Section 15; a part of the SE ¼ of the SE ¼ of Section 16; a part of the NE ¼ of the NE ¼ of Section 21; and a part of the NW ¼ of the NW ¼ of Section 22, all located in Township 25 North, Range 3 East, City of Marshfield, Wood County, Wisconsin, described as follows:

Commencing at the northwest corner of Lot 1 of Wood County Certified Survey Map No. 9267, located on the south line of former Yellowstone Drive, thence west along said south line of former Yellowstone Drive to the east line of the Wisconsin Central Railroad right-of-way; thence northwesterly along said railroad right-of-way to the vision triangle for the intersection of Galvin Avenue and Veterans Parkway; thence northerly along said vision triangle to the east line of Galvin Avenue; thence northeasterly along the east line of Galvin Avenue to the south line of relocated Yellowstone Drive; thence southeasterly along the south line of relocated Yellowstone Drive to the east line of former Galvin Avenue; thence south along the former east line of Galvin Avenue to the north line of former Yellowstone Drive; thence east along the north line of Yellowstone Drive to the south line of relocated Yellowstone Drive; thence southeasterly along the south line of relocated Yellowstone Drive to the south line of former Yellowstone Drive; thence west along south line of former Yellowstone Drive to the point of beginning.

**SECTION 2.** Vacation and discontinuance of said excess right-of-way is subject to the following conditions:  
• Existing utility rights shall continue pursuant to Section 66.1005(2) Wisconsin Statutes. Utility easements will be further defined by Certified Survey Map to be completed upon vacation of the excess right-of-way as defined above.

**SECTION 3.** The title to these portions of the street as so vacated and discontinued will remain with the City of Marshfield.

**SECTION 4.** The City Clerk be and she hereby is directed to record a certified copy of this Resolution together with a map of that portion of the public street hereinabove vacated in the office of the Register of Deeds of Wood County, Wisconsin.

NOTE: This Resolution is recommended by the City Plan Commission.

ADOPTED \_\_\_\_\_

CHRIS L. MEYER, Mayor

ATTEST:

APPROVED \_\_\_\_\_

DEB M. HALL, City Clerk

THIS INSTRUMENT WAS DRAFTED BY:  
Daniel G. Knoeck, Director of Public Works  
City of Marshfield  
P. O. Box 727  
Marshfield, WI 54449

Recording Area

Name and Return Address

City of Marshfield, City Clerk  
P. O. Box 727  
Marshfield, WI 54449

33-07093A, 33-07087

Parcel Identification Number (PIN)

# DRAFT

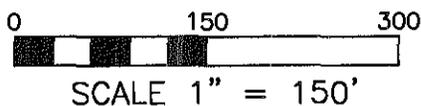
## CERTIFIED SURVEY MAP

WOOD COUNTY NO. \_\_\_\_\_ VOL. \_\_\_\_\_ PAGE \_\_\_\_\_

PART OF CSM 1273 & 9267 AND THAT PART OF THE NW1/4 OF THE NW1/4, SECTION 15, SW1/4 OF THE SW1/4, SECTION 15, SE1/4 OF THE SE1/4, SECTION 16 AND NE1/4 OF THE NE1/4, SECTION 21 ALL IN TOWNSHIP 25 NORTH, RANGE 3 EAST, CITY OF MARSHFIELD, WOOD COUNTY, WISCONSIN.

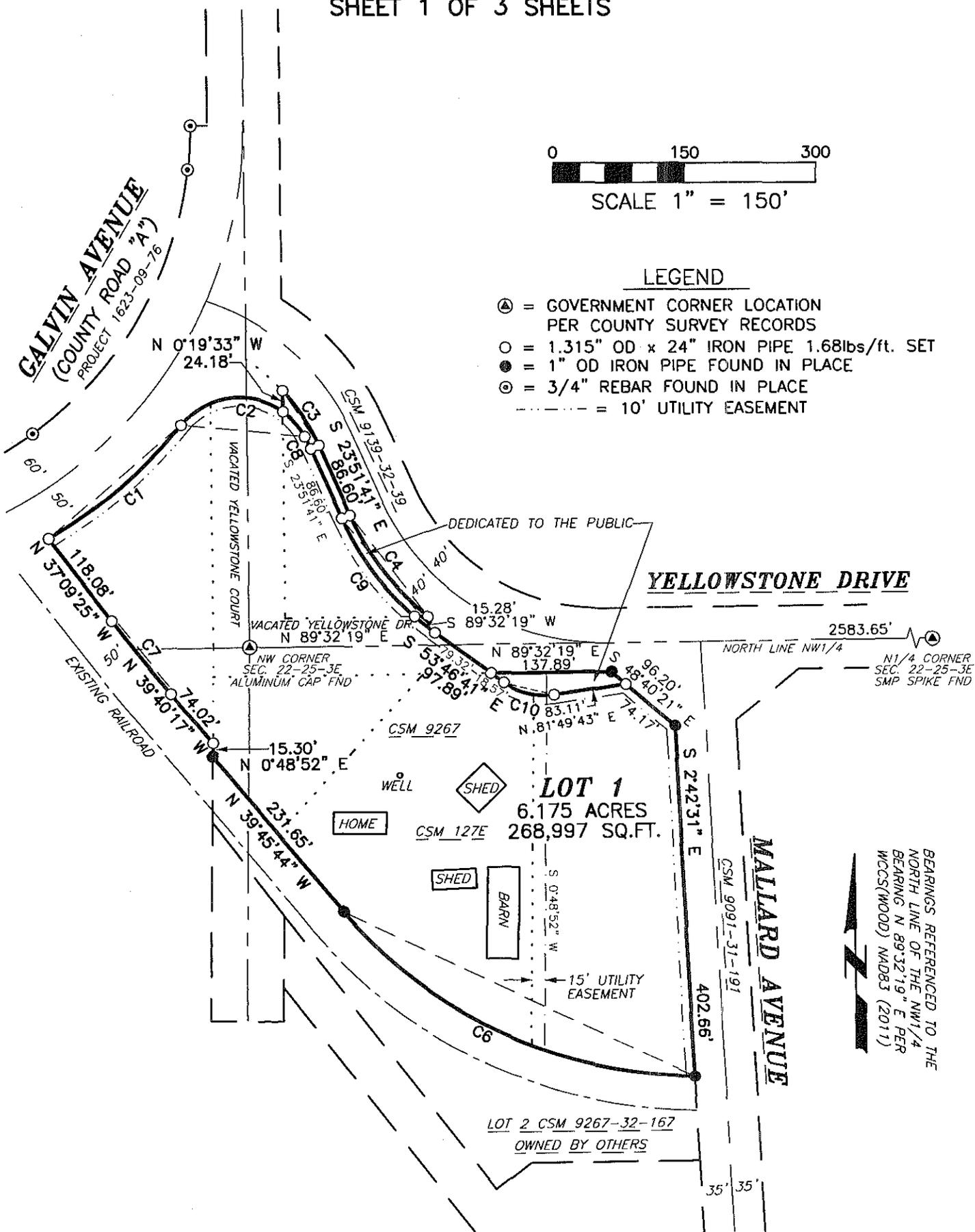
<p><b>VREELAND ASSOCIATES, INC.</b>          6103 DAWN STREET WESTON, WI. 54476          PH (715) 241-0947 OR TOLL FREE (866) 693-3979          FAX (715) 241-9826 tim@vreelandassociates.us</p>	<p>PREPARED FOR: <b>DAN KNOECK &amp; THE CITY OF MARSHFIELD</b>          DRAFTED &amp; DRAWN BY: TIMOTHY G. VREELAND</p>
<p>FILE #: M-51 MARSHFIELD</p>	

SHEET 1 OF 3 SHEETS



### LEGEND

- ⊙ = GOVERNMENT CORNER LOCATION PER COUNTY SURVEY RECORDS
- = 1.315" OD x 24" IRON PIPE 1.68lbs/ft. SET
- = 1" OD IRON PIPE FOUND IN PLACE
- ⊙ = 3/4" REBAR FOUND IN PLACE
- = 10' UTILITY EASEMENT





# City of Marshfield Memorandum

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TO: Plan Commission  
FROM: Josh Miller, City Planner  
DATE: May 19, 2015

RE: 2<sup>nd</sup> Street Green Street Corridor Design.

## **Background**

Since early April, staff has been working with Angie Eloranta from Main Street Marshfield to gather public comments on the proposed concepts for the 2<sup>nd</sup> Street Corridor. We have met one on one with business and property owners along 2<sup>nd</sup> Street, posted an online survey of the concepts, posted notices on the City's website and Facebook page, held open houses, presented the concepts to MACCI, Main Street Marshfield, Board of Public Works, Plan Commission, Marshfield Business Roundtable, and Economic Development Board. The concepts and survey were sent out in a press release, and email blasts by MACCI and Main Street. Overall, we've received a lot of feedback on the developed concepts and green street corridor idea in general. Nearly 200 people responded to the survey.

## **Analysis**

According to the Downtown Master Plan, the recommendation was to redevelop 2<sup>nd</sup> Street as a green street corridor. Below are the details from the Plan:

### **Redevelop 2nd Street as a green street corridor.**

2nd Street connects the expanded library, core downtown, proposed park, and Steve J. Miller Park. This street can be redeveloped with significant landscaping, art installations, traffic calming, and other bicycle and pedestrian improvements to tie these resources together. The green corridor can be an incentive to promote eventual redevelopment of public and private properties along West 2nd Street.

- a) Develop a design for the corridor, incorporating street calming measures, bicycle and pedestrian accommodations, significant vegetative landscaping, street amenities, and art installations.
- b) Based on the adopted design, identify a timeline for improvements. Many features can be added incrementally as nearby development occurs. Features such as sculpture, murals, or other art installations can be added annually to create a continually evolving street scene.

Even with all the feedback we've collected, there is still little consensus on what to do with the 2<sup>nd</sup> Street Corridor. There has been a broad range of answers from

“do nothing” to “make it a pedestrian corridor and close it to vehicle traffic”. The purpose of this discussion is to share the public feedback that has been submitted and ask that the Board of Public Works provide direction in the final design.

### Online Survey Results

One of the questions on the survey asked the respondents to rank the concepts. There were 154 responses to this question out of 197 respondents that took the survey.

Please rank the following concepts in order of favorite (1) to least favorite (3).			
Answer Options	1	2	3
Concept A - Maximize parking with one way street.	54	13	84
Concept B - Parking one side with 4' bike lane.	44	89	9
Concept C - Parking one side for 1/2 block with 4 foot bike lane.	49	41	55

The concept that had the most 1<sup>st</sup> place votes was Concept A. However, it also had the most 3<sup>rd</sup> place votes as well. Concept A maximized parking, had the one-way streets and the angled parking. Overall, it didn't really fit the green street corridor concept.

The concept that had the most 1<sup>st</sup> and 2<sup>nd</sup> place votes was Concept B. This concept included bike lanes and parallel parking on the south side with landscape features to the north. This plan seemed more closely resembled the green street corridor concept.

Concept C had a pretty even split among 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place votes. Although this adds even more green to 2<sup>nd</sup> Street, the biggest concern with this concept, was the lack of parking. Even those that voted this as the preferred concept often noted a concern about the lack of parking.

Based on the rating average from SurveyMonkey, Concept B had the best rating average with 1.75. Concept C had the second best with an average of 2.04. and Concept A had the worst with an average of 2.20.

Aside from rating the concepts, staff poured through the individual comments to determine what components of the designs were liked and disliked. Below is a breakdown of those comments (the percentages below are based on the number of responses for each topic and not based on the total number of those taking the survey):

- Like one-way traffic?
  - 17 (27%) said yes
  - 46 (73%) said no
- Like angled parking?

- 11 (58%) said yes
- 8 (42%) said no
- Like bike lanes?
  - 40 (67%) said yes
  - 20 (33%) said no
- Like an increase in landscape?
  - 46 (87%) said yes
  - 7 (13%) said no
- Like to maximize parking?
  - 24 (50%) said yes
  - 24 (50%) said no
- Okay with reducing parking?
  - 12 (24%) said yes
  - 38 (76%) said no
- Like outdoor dining?
  - 29 (74%) said yes
  - 10 (26%) said no
- Like public art?
  - 17 (94%) said yes
  - 1 (6%) said no
- Colored pavement?
  - 3 (60%) said yes
  - 2 (50%) said no
- Midblock crossing?
  - 6 (86%) said yes
  - 1 (14%) said no
- Like wider sidewalks?
  - 8 (100%) said yes

Other comments included removing stoplight on 2<sup>nd</sup> (4 mentions), prohibiting vehicles and making it a true pedestrian corridor (5 mentions), and do nothing (9 mentions).

Staff has also included the general comments (last questions) from the survey in the packet.

## Business and Property Owner Meetings

Staff tried to meet with all the property and business owners along this corridor. We were able to meet with most businesses and property owners, however, some did not respond or didn't feel it was necessary to meet with us.

The concept that received the most favorable responses was Concept B, although some were concerned about the lack of parking shown on the north side of the street. Most were opposed to creating a one-way street. The two businesses with on street loading zones want to keep them (Custom Aerial Photography and Charles Apartments). Both businesses that rely on their dock off the alley require access to those docks (Custom Aerial Photography and Mittens). Some really like the idea of greenspace and public art, but only two were okay with losing a parking stall or two. The three biggest concerns that were brought up were the potential loss of parking, traffic circulation, and safety. Many stated that they rely on the side street parking because people don't want to park on Central. They said loss of parking on the side streets would hurt their business.

Comments from the business owners are included in the packet.

## Open House Meetings

We held two open house meetings and had 4 people show up for each meeting. There were no written comments submitted at the meetings and attendees mainly had questions about the project.

## Parking Survey

Going into this project, staff was aware that parking would be a major factor when deciding the final design. To get a better handle on the parking situation, staff conducted a survey on the usage of on-street and municipal parking spaces in the Downtown in early April. We counted parked cars three times a day, Monday through Friday, at 9:00 am, 12:00 pm, and 3:00 pm. A survey such as this certainly has its limitations as it only gives a snapshot of the parking situation and should not be the only factor considered in determining parking needs. Below is a table that shows the average and the peak number of stalls from the survey on each side of the street per block along 2<sup>nd</sup> Street.

Block-Street-Side	Available Spaces	Average	Percent	Peak	Percent
<b>100 Block</b>	<b>35</b>	<b>10.5</b>	<b>30%</b>	<b>20</b>	<b>57%</b>
<b>E 2nd St</b>	<b>17</b>	<b>3.9</b>	<b>23%</b>	<b>9</b>	<b>53%</b>
(north)	9	2.3	26%	6	67%
(south)	8	1.5	19%	3	38%
<b>W 2nd St</b>	<b>18</b>	<b>6.7</b>	<b>37%</b>	<b>11</b>	<b>61%</b>
(north)	9	4.6	51%	6	67%
(south)	9	2.1	23%	5	56%
<b>200 Block</b>	<b>29</b>	<b>10.8</b>	<b>37%</b>	<b>16</b>	<b>55%</b>
<b>W 2nd St</b>	<b>20</b>	<b>9.9</b>	<b>49%</b>	<b>13</b>	<b>65%</b>
(north)	8	6.4	80%	8	100%
(south)	12	3.5	29%	5	42%
<b>Grand Total</b>	<b>64</b>	<b>21.3</b>	<b>33%</b>	<b>36</b>	<b>56%</b>

On average, the 100 block of East 2<sup>nd</sup> Street the available parking stalls were occupied 30% of the time. The 100 block of West 2<sup>nd</sup> Street had a 33% occupancy rate. The peak rate numbers show a number of blocks having approximately 2/3 of the parking spaces being used. During the interviews with business and property owners, we discovered that a number of business owners and employees are parking on the street, taking up valuable parking spaces. If that habit could change and they would park in the municipal lots, that would likely free up some additional parking spaces and bring down the parking occupancy levels. Main Street has noted this and will look and sending out information on the parking situation downtown (utilizing the municipal lots, time limits on parking, parking permits, etc.).

The 200 block of East 2<sup>nd</sup> Street isn't part of redesign area, so it is not included in the table above. We also did not include the 300 block of west 2<sup>nd</sup> Street in the table, but we did observe the parking situation for that block. Essentially, the south side of the street was full (Weinbrenner) and the north side of the street was mostly vacant (Drivers Academy) as there is an unused loading zone that prohibits parking on most of that block.

### **Board Recommendations**

The Economic Development Board reviewed the concepts at their May meeting and although they liked Concept C, they felt that proposal may be reducing parking too significantly for the downtown businesses. Overall, they recommended that the final plan provide additional greenspace and pedestrian accommodations.

The Main Street Marshfield Board also reviewed the concepts. The Main Street Marshfield Board recommended that 2nd Street retain the existing traffic flow in both directions and the amount of parking spots in order to provide to the current business needs on that street. The Board also recommended that safety and traffic flow remain a top priority with this project. Vegetation where appropriate is appealing and welcome. Since increased pedestrian crossing at Central Avenue could be a possible result of these improvements, additional effort needs to be done to remove non- local heavy truck traffic from Central Avenue and reduce the speed of the through traffic. Additional enforcement or signage may assist in these efforts.

We also presented the concepts to other groups, such as the MACCI Board and the Marshfield Business Roundtable. No formal action was taken by either group, but overall we received positive feedback on the effort.

Staff will be presenting this item at the Board of Public Works meeting on Monday, May 18<sup>th</sup>. Staff will be updating the Plan Commission on the direction of the final design from the Board of Public Works.

## **Summary**

Overall, there is not a clear consensus for how to redesign the 2<sup>nd</sup> Street corridor. Based on all of the public comment the following design concepts have the most support:

- Two-way traffic
- More greenspace
- No significant reduction in parking
- Bike lanes
- Outdoor dining options
- Public art
- Safety

The other two components that seem to be critical to some of the businesses is to maintain existing on-street loading zones and make sure the loading docks are accessible for semis with 53' trailers.

Staff also sent out a link to a concept from another community last week. If there are any design elements from that concept that the Board would like to consider in the final design for 2<sup>nd</sup> Street, please let staff know.

## **Recommendation**

Provide additional feedback for the 2<sup>nd</sup> Street Green Street Corridor.

## **Attachments**

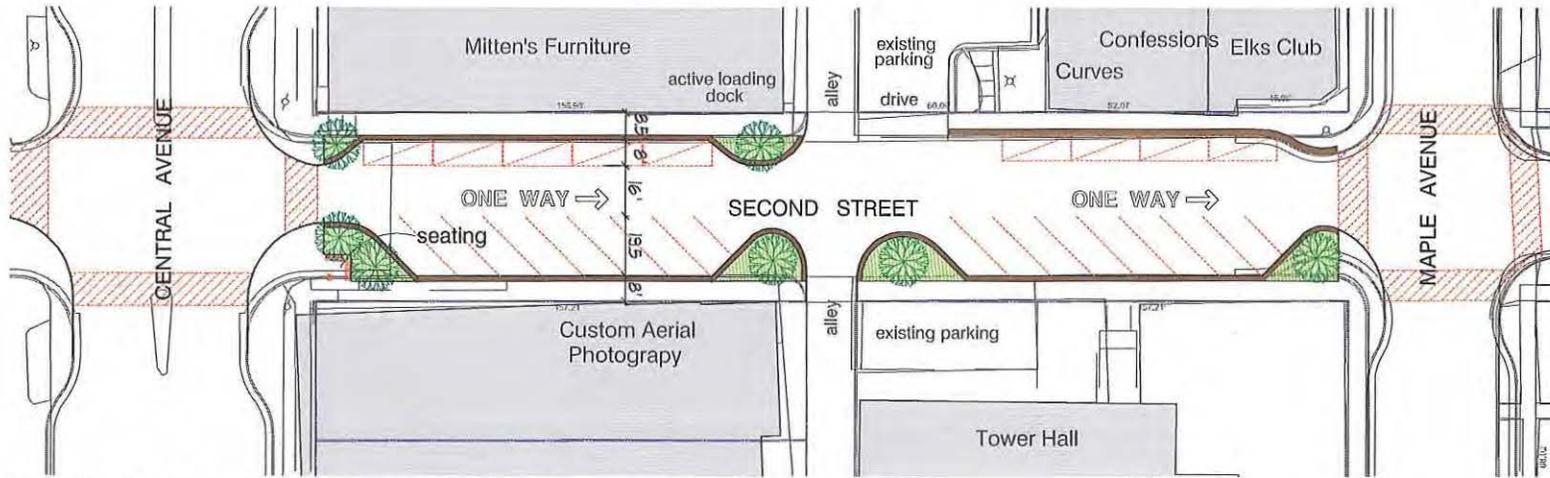
1. Concepts
2. Survey and Property/Business Owner Comments

Concurrence:



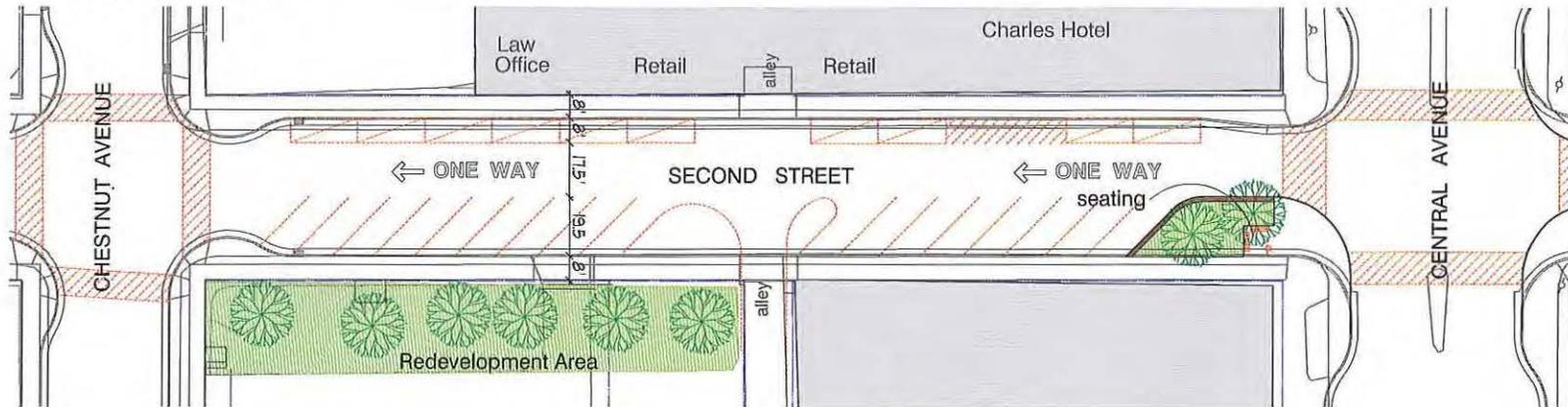
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Jason Angell  
Planning and Economic Development Director



**Maple to Central** existing spaces = 17 proposed spaces = 25

- one way traffic east bound
- maintain access to existing loading dock
- relocate Tower Hall parking to street
- colored paving band for design continuity
- corner seating areas



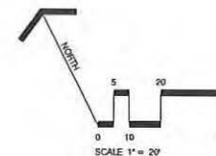
**Central to Chestnut** existing spaces = 18 proposed spaces = 27

- one way traffic west bound
- minimize impact on new existing paving
- borrow greenplace enhancement from redevelopment area
- corner seating areas



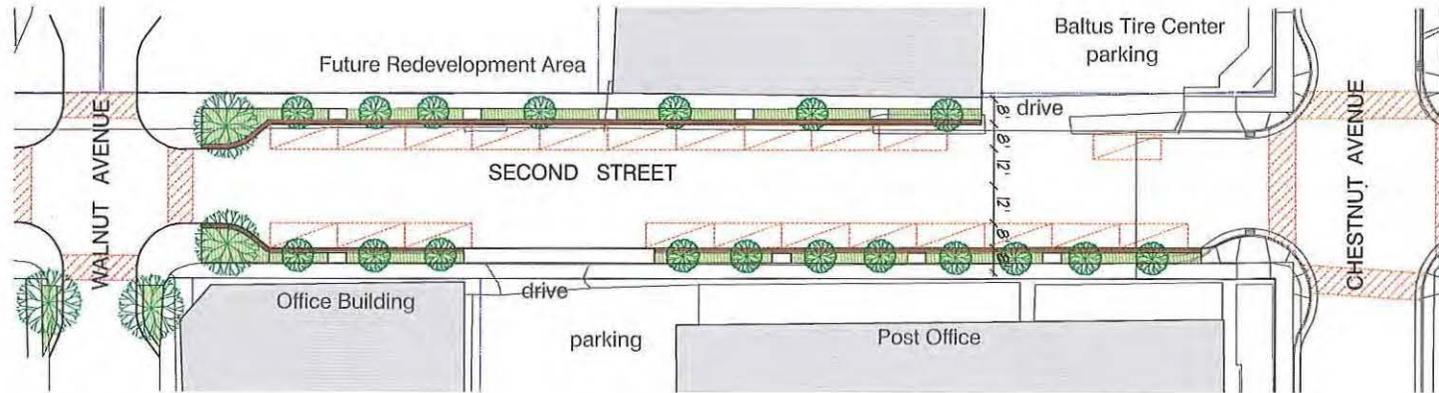
## Concept A - maximize parking

### Second Street Design Study, Marshfield, WI



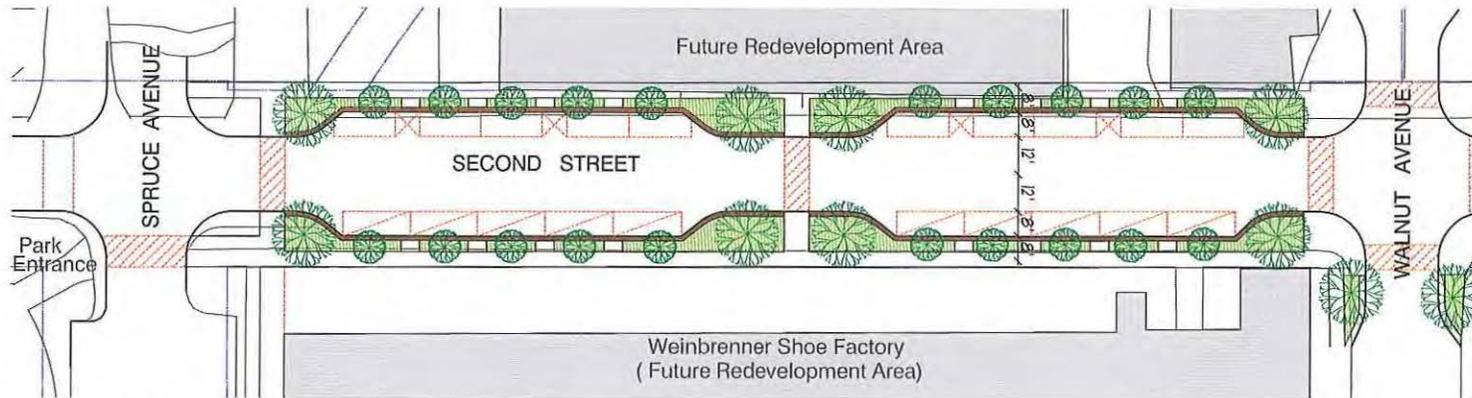
Public Art  
Site Design  
Master Planning  
Recreation Design

**RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.**  
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Project: #21550.00 April 8, 2015



**Chestnut to Walnut** existing spaces = 17 proposed spaces = 22

- shade trees at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity

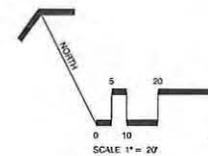


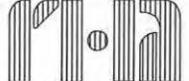
**Walnut to Spruce** existing spaces = 17 proposed spaces = 20

- mid-block crossing for park access
- shade trees mid-block and at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity



typical color band





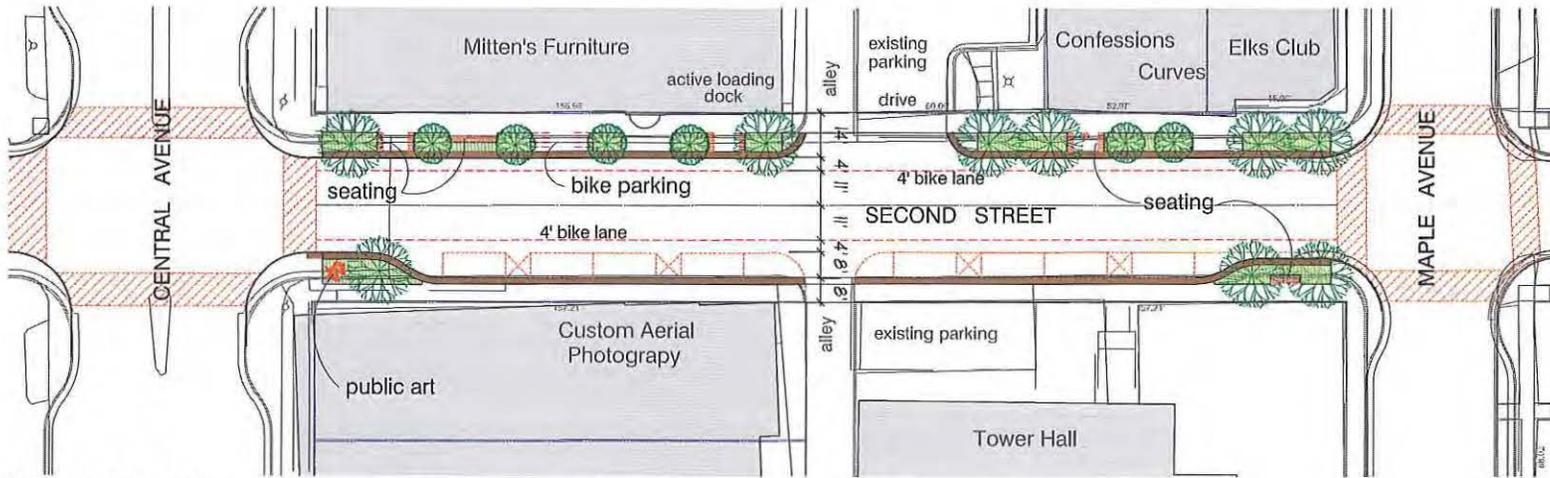
Public Art  
Site Design  
Master Planning  
Recreation Design

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Project: #21559/00      April 8, 2015

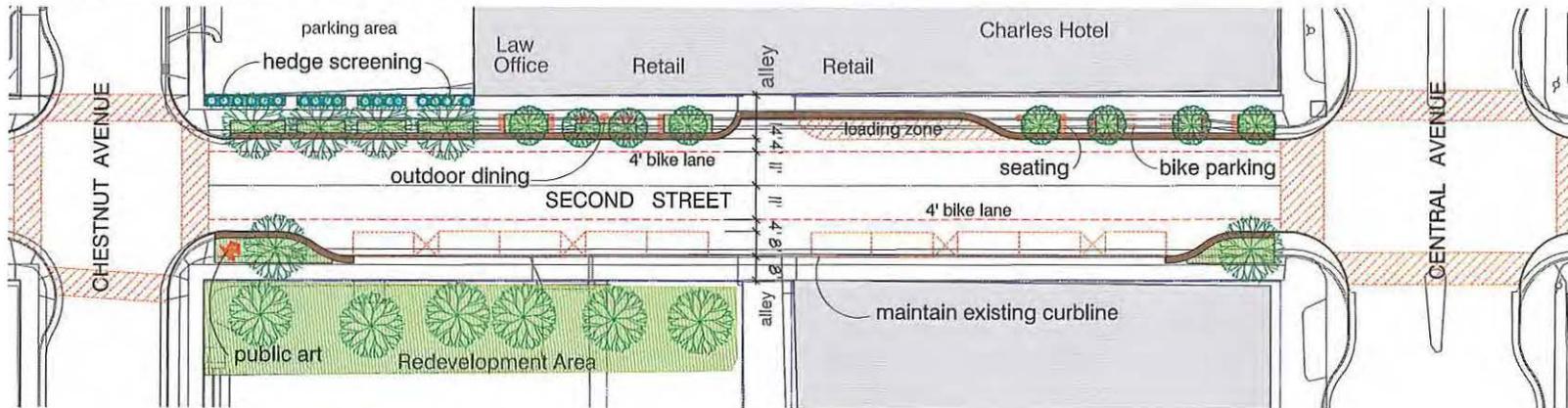


**Concept A** - maximize parking  
**Second Street Design Study, Marshfield, WI**



**Maple to Central** existing spaces = 17 proposed spaces = 8

- 4' bike lanes, bike parking area
- maintain access to existing loading dock
- relocate Tower Hall parking to street
- colored paving band for design continuity
- opportunities for seating & public art

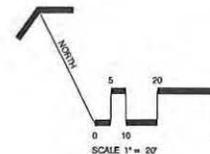


**Central to Chestnut** existing spaces = 18 proposed spaces = 10

- 4' bike lanes, bike parking area
- minimal impact on new existing paving on south side
- borrow greenplace enhancement from redevelopment area
- corner planting area
- opportunities for outdoor dining
- opportunities for seating & public art
- colored paving band for design continuity
- screen parking area from streetscape



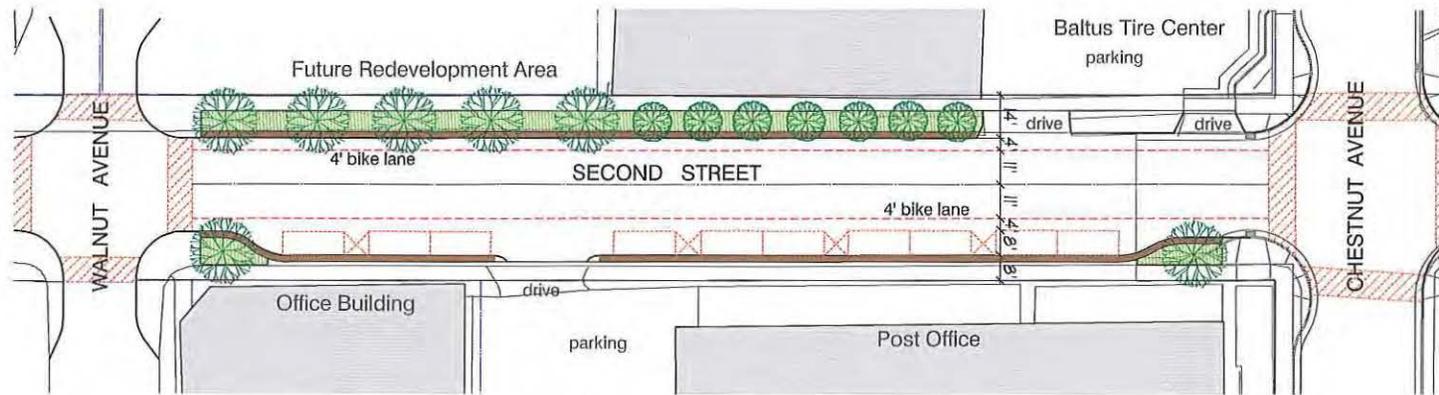
**Concept B** - parking one side with 4' bike lanes  
**Second Street Design Study, Marshfield, WI**



Public Art  
 Site Design  
 Master Planning  
 Recreation Design

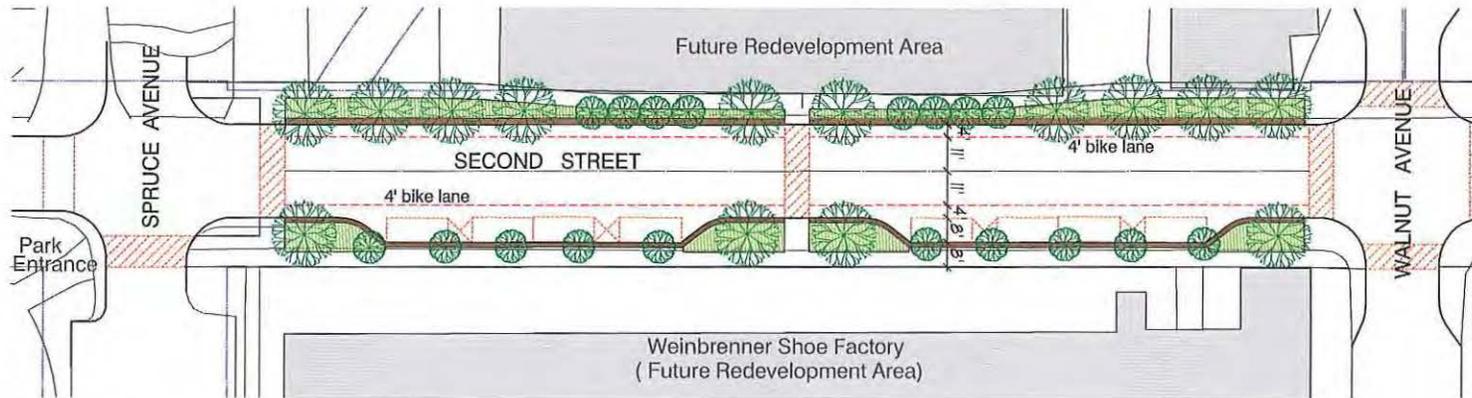
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Project: #21550.00 April 8, 2015



**Chestnut to Walnut** existing spaces = 17 proposed spaces = 10

- shade trees at intersections
- ornamental trees, turf & shrubs northside
- colored paving band for design continuity

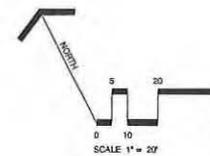


**Walnut to Spruce** existing spaces = 17 proposed spaces = 8

- mid-block crossing for park access
- shade trees mid-block and at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity



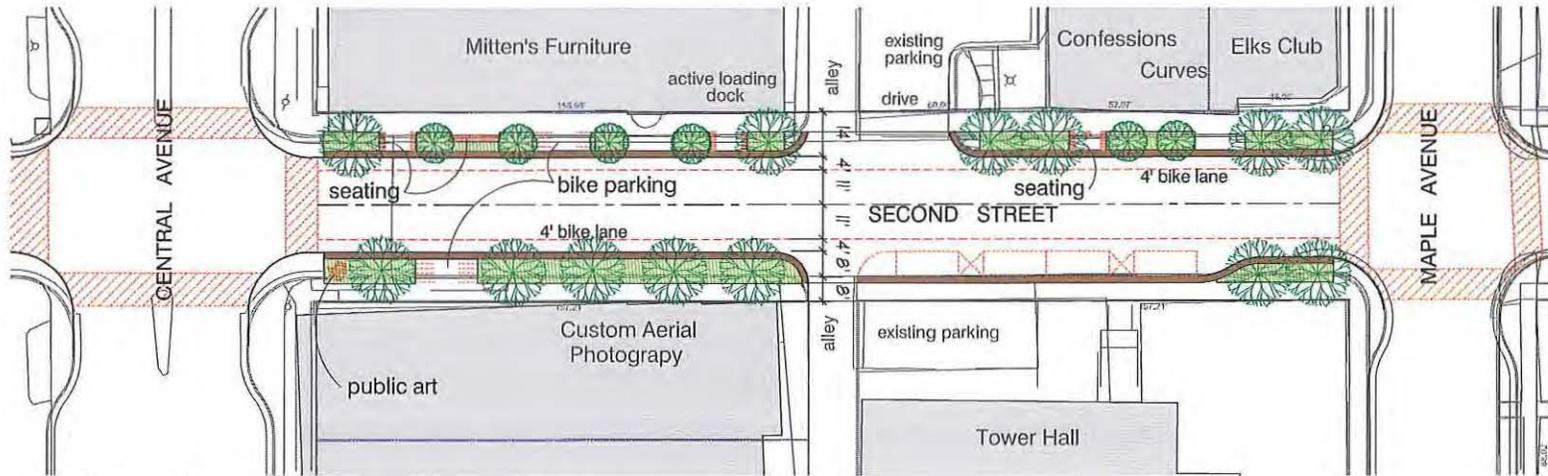
**Concept B** - parking one side with 4' bike lanes  
**Second Street Design Study, Marshfield, WI**



Public Art  
 Site Design  
 Master Planning  
 Recreation Design

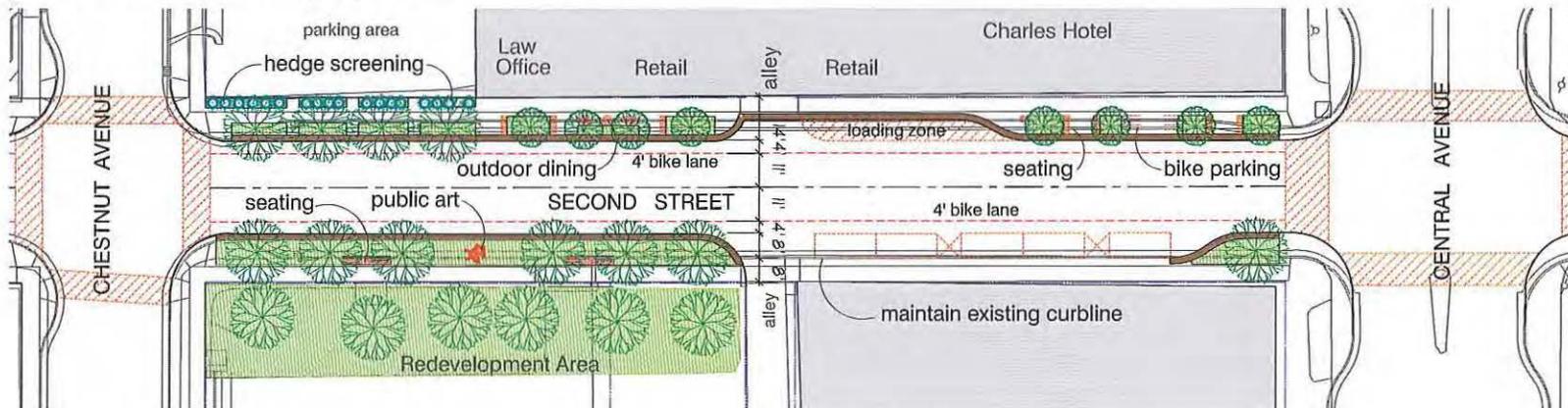
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Project: #21550309 April 8, 2015



**Maple to Central** existing spaces = 17 proposed spaces = 4

- 4' bike lanes, bike parking area
- maintain access to existing loading dock
- relocate Tower Hall parking to street
- colored paving band for design continuity
- opportunities for seating & public art

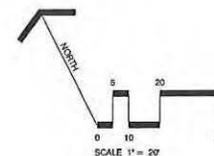


**Central to Chestnut** existing spaces = 18 proposed spaces = 5

- 4' bike lanes, bike parking area
- expand greenspace of redevelopment area into streetscape
- corner planting area
- opportunities for outdoor dining
- opportunities for seating & public art
- colored paving band for design continuity
- screen parking area from streetscape



**Concept C** - parking one side for 1/2 block with 4' bike lanes  
**Second Street Design Study, Marshfield, WI**

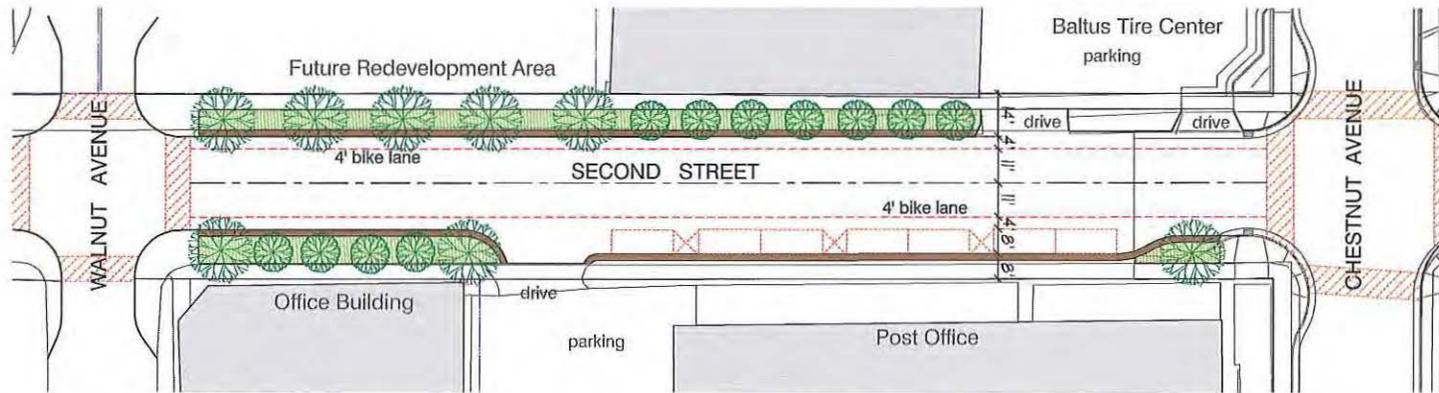


Public Art  
 Site Design  
 Master Planning  
 Recreation Design

**RLA**

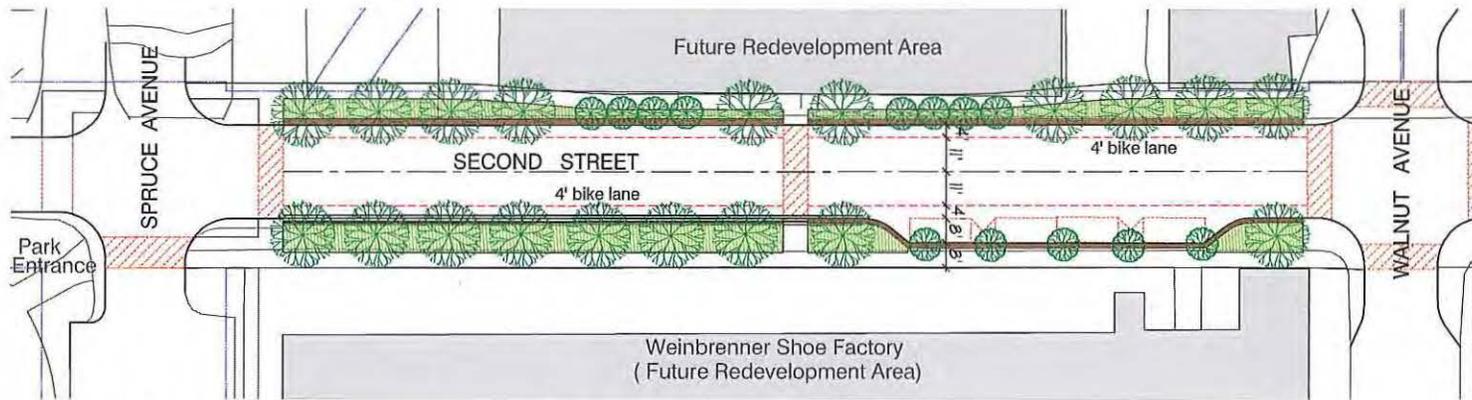
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Project: #21550.00 April 8, 2015



**Chestnut to Walnut** existing spaces = 17 proposed spaces = 7

- shade trees at intersections
- ornamental trees, turf & shrubs northside
- colored paving band for design continuity

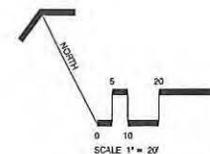


**Walnut to Spruce** existing spaces = 17 proposed spaces = 4

- mid-block crossing for park access
- shade trees mid-block and at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity



**Concept C** - parking one side per 1/2 block with 4' bike lanes  
**Second Street Design Study, Marshfield, WI**



Public Art  
 Site Design  
 Master Planning  
 Recreation Design

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Project: #21550.00  
 April 8, 2015

	Comments
1	<p>New idea.....In 100 block of West 3rd street completely close off street just west of alley to intersection with Chestnut which is left open. No traffic at all on 100 block of W. 3rd from Alley to Chestnut. Use this as an enhance area park attached to the new parking lot area north of 3rd St. Could be used by tenants of Aster Units and also the Arts Center just Northwest of Chestnut and 3rd street.</p> <p>From 3rd and Chestnut to Jack Hackman Field West have one way traffic for cars and two way traffic for bicycles with walking paths on both sides. This is an ideal area for such a subdued tree lined area. One it is already a Historically listed area with Gov. Upham Mansion and the Arts Building along the street. Very little commerce would be disrupted if any. The arts Center and Upham Mansion could hold events along this street. New idea so have at it.</p>
2	<p>Please consider including bike lanes, if you want the down town area to be more pedestrian friendly, this is a must.</p>
3	<p>The city seems to be pretty free with taxpayer money especially when it comes to tearing up and reconfiguring a street that is only two years old. Why would you want seating for outdoor dining a long stretch of road where there are absolutely no restaurants? Generally speaking these is all seem like poor choices.</p>
4	<p>I think you are imagining this will bring people downtown. It won't for me.</p>
5	<p>Of the three options, I believe Concept B is a nice mix of plantings and pedestrian amenities, while trying to maintain sufficient parking.</p>
6	<p>I wouldn't rank any of the above as number 1 or 2...I want to rank all of them a 3 but it won't allow it.</p> <p>The city needs to maximize parking and still maintain traffic flow (two way traffic). 4' bike lane isn't necessary Parking on one side is not beneficial</p> <p>I don't know why 2nd stree can't be left alone the way it is currently. Things have been good for the businesses on this street for the last 100 years. You start changing stuff and the downtown will change as well and not for the good of the city!!</p>
7	<p>Close 2nd Street, make it a total park/green space, much more is needed in Marshfield</p>
8	<p>Close the street to cars</p>
9	<p>Is there any plan to build a second pedestrian bridge closer to the library. Its a nice concept to connect the oak street park to the new library area, but we already have the bike trail that does that. Most people, whether walking or riding a bike, are going to want to cross Veterans Parkway closer to the library and not have to go all the way down to the Oak Street bridge. We need a second bridge between Maple and Vine. I am a pedestrian (I do not drive) and i have a hard time crossing Veteran's Parkway even when passing the crosswalk button. it always starts flashing "Do Not Walk" when I get to the middle. There will be more walkers and bikers on Central, Maple and Vine coming to the library, and I know for me it seems a bit far to go all the way down to the current pedestrian bridge. Please consider putting another bridge closer to the library. Thanks.</p>
10	<p>I would like to see something more. For example more art like the existing turtles and cat tails we have in the city to be incorporated into some of the designs. I do like the additional trees and outdoor seating.</p>
11	<p>As an owner of a business in the downtown, I feel you should leave the parking the way it is. Nobody will visit downtown if they can't find a spot to park. Ppl do not drive downtown to sit on a bench, they come downtown to get their hair done, shop or eat. Sure you can make it prettier but without parking nobody will come... Even if you are trying to attract more pedestrians they still need somewhere to park their car before they can walk around. We are already having many complaints about the parking issues.</p>
12	<p>I think you could get the bike path in the first design as well. Need to draw food places down town so a person could enjoy a drink a summer day.</p>
13	<p>I'm always disappointed in the actual street we get with these plans. We always end up with less visual change, and more regulation on usage. Trees and landscaping are the first to be cut. Parking is made more difficult and sidewalks can't be used for anything regarding business comfortably.</p>
14	<p>Concept C is great!</p>
15	<p>We love Concept C!</p> <p>I honestly cannot remember the last time I walked down 2nd street.</p> <p>Concept C would be so fun and it would definitely bring us into that area more often!</p>
16	<p>You do not go far enough, 2nd street should be closed entirely from Maple to Walnut to all motor vehicle traffic! Great Job</p>
17	<p>The city continues to do things to the revitalize the downtown and then assessing the churches and businesses along these routes. I know one business for sure that will more than likely have to close the doors due to these "assessments" .</p> <p>What good is revitalizing the down town if you won't have any businesses left in them and they sit vacant with no occupants to pay your assessments.</p>
18	<p>Is it possible to leave it in the current layout? 2 Lanes of traffic w/parking on both sides. It seems to work fine the way it is. Why change it?</p>
19	<p>I think the A concept is nice but don't like how the streets for two different "one" ways.</p>

20	<p>The one-way street design is by far my favorite, although, why not continue the one-way design all the way to the park? I believe this would allow for more of a green corridor from downtown to the park, which I believe is one of the main goals of this project. Also, a bike path could be set on the opposite side from the parked cars.</p> <p>One of the main reasons I did not like Plan B or Plan C was because of the bike lane. Bike lanes located next to parked cars seems like a bad idea. If a bike lane were to be installed, it should be separate from the road and parked cars. Also, these plans seem crowded. I don't think trying to fit two-way traffic, parking, and a bike lane is going to work effectively in the amount of space provided.</p> <p>Another suggestion is to convert the corridor into a pedestrian/bike only corridor from Central Ave. to the park. This street only has a handful of businesses that would need parking close by and two major city parking lots could provide for that need. A pedestrian corridor would also be a great place to hold the handful of events that take place over the summer. Pedestrian only corridors make a downtown extremely inviting in my opinion.</p>
21	<p>Waste of \$6,600 to design a pipe dream. What the downtown needs is parking for future office occupancies. Retail will never return to downtown because of the lack of good paying jobs in Marshfield. The locals who have disposable income go to Eau Claire, Plover, Wausau &amp; Rib Mountain or even Appleton. There is more choice at these locations with competitive pricing.</p> <p>None of the concepts meet the real needs of the downtown. I refuse to rank any of the concepts.</p>
22	<p>There are many "rental" apartments in the downtown area. Could you designate (1) parking lot for only tenant parking in the downtown area without the tenants having to purchase parking permits. Parking permits are costly on top of rent paid.</p> <p>There is not enough bicycle traffic in the downtown area to give up vehicle parking spaces for bike parking. Wasted space.</p> <p>If Central to 2nd is only one-way for the one block to Maple that would be fine. There are many trains coming through the city at all times of day and night and 2nd Street is a main thoroughfare used to get to Peach Avenue to travel under the underpass to bypass trains.</p>
23	I don't like the idea of having one way streets in Marshfield - they are too confusing and think it would be a disaster!
24	I like the aesthetic looks of angle parking and how it maximizes parking opportunity. However, to encourage healthy and safe bicycle traffic, I would like to see the angle parking incorporated with dedicated bike lanes. How about angle parking on the south as shown, with bike paths on the north?
25	We don't like any of these options.
26	I love the idea of sprucing up the street with trees and shrubs. The bike lane is a great way to link many wonderful assets of our community together.
27	I believe that 4th St. would be a much better St. for the corridor. It is a true corridor not a St. that is just a couple of blocks long and it would provide better access to the ball diamond.
28	2nd St, Central to Maple definitely needs to maximize parking.
29	totally unnecessary, why don't you work on cleaning up the slum rental houses on W. Arnold St and 4th St and So. Peach? Arnold St used to be a very nice family street and the city has allowed to become a rent-a-dump slum area. those streets need much more work than 2nd St. Sections of 4th street have been allowed to deteriorate along with parts of So. Peach St.
30	No one has complained how the traffic moves with the current design. The only complaint is the way the traffic signals operate.
31	Get real. Why discriminate against our aging population? Why waste precious tax dollars? We have a beautiful downtown compared to most cities.
32	Parking is going to be a major concern for this area.
33	In my opinion, no revisions needed from chestnut to spruce.
34	I think money would be better spent bringing in more restaurants, shopping, etc.
35	I would like a combination of 1 and 2...diagonal parking, with a bike lane instead of parallel parking on the opposite side.
36	Two words - 'road diet'. There are plenty of parking spaces available already, there aren't any shops
37	We don't need a green space in this area. We have parks for that, this is downtown and we need parking available.
38	<p>Parking is an issue downtown, but there must be other opportunities to increase parking spaces. Seeing more green space, trees, public art, seating, etc. on this corridor makes the most sense to me to truly differentiate downtown Marshfield. Even closing the street to vehicle traffic, or only having one way, one lane traffic with green space, fountains, sculptures, etc. occupying the remainder of what was pavement would be nice. I'm thinking more along the lines of downtown Denver. I don't live in the Marshfield area, so take my comments in that regard, but as a regular visitor and commuter to the sitting, more opportunities to relax downtown are needed.</p>
39	None of these redevelopment concepts make any sense. The number one issue I hear all the time is the lack of parking in the downtown area and you are looking to take away parking spots on a street that is normally parked full of vehicles. The city just spent a ton of money redoing 2nd street to the way it is now, and now you are looking to redo it again. It just seems like a blatant waste of money.
40	I really think the City needs to look at better options. This section of road is one that runs from basically Peach (East) to the Street Department (West). It is a dead end road on both ends. Why would people want to pay for something that leads nowhere? If there were access (including parking) to the ball fields I would be in favor of it but to spend this much \$\$ on a road that goes nowhere is ridiculous to me.
41	are there better pictures of the different designs? i am not good at seeing floorplans.
42	<p>The entire concept is flawed for 2nd Street. It is a major access from Peach Street to the Post Office.</p> <p>I have heard no favorable comments on any of the designs. Leave it alone!! There are other locations for green spaces. We have winter from November to April. What customer is going to stroll 2nd St. to shop during these months. Let's be realistic and not carried away by some designer from out of town. I saw Marshfield back in the '80's. We do not want another "ghost town."</p>
43	I think we need the most green space and the opportunity for a very pedestrian friendly environment to encourage people to go to downtown, eat outside, ride bikes, and spend money at Main Street businesses to keep them viable and attract other businesses. I think this will help downtown thrive and be a place people want to go to.
44	don't remove so much parking, but the added trees are definitely a plus

45	<p>Do away with the bike lane. Shifting parking to one side will cause extra crossing of the street, and more pedestrian activity on the roadway mingled with bikers seems like an added risk for the drivers.</p> <p>A city would be wise in planting fruit bearing trees, or community vegetable gardens along those spaces. The people will have a purpose, and care for these sections of the community.</p> <p>*Concept A is my final choice.</p>
46	<p>I like the idea of making that street more lively with living things and plants. It's wonderful. At Christmas I expect all the trees lit with lights!</p>
47	<p>it's a nice idea, but would slapping some large potted trees on the sidewalks be cheaper?</p>
48	<p>the trees are nice. too much parking in downtown anyway and nobody really uses it. a couple take away too many spaces though. watch out for that.</p>
49	<p>While I understand the concept of wanting to tie the new library and community center to the west side parks the physical geography and space available makes me wonder if the effort is worth it or practical. None of the concepts strike me as being enough of a "tie" between the two spaces to really make them feel connected. I think regardless of the amenities, trees or other additions it is and will remain a downtown, commercial and industrial strip. My thought would be to make the Maple to Chestnut strip consistent with the Central Avenue look and feel and, if anything, work on extending that look and "feel" west along second. That alone would make Second Street a better corridor going to the west.</p> <p>I rated concept A the lowest as I do not like the idea of one way streets in that area.</p>
50	<p>It will look great, but who really uses 2nd Street that much?</p>
51	<p>My concern is what is the cost to build each concept?</p>
52	<p>I think it is important to promote walking and bicycling in the downtown area. I prefer the designs with bike lanes over the design that provides additional parking.</p>
53	<p>very interesting designs!</p>
54	<p>not sure how having just one oneway street would work, and it goes in weird directions? what's that about?</p>
55	<p>it's a lot of trouble for not much improvement. do the park first.</p>
56	<p>more shade, more seating and dining, bike friendly, lots of parking. that would be great.</p>
57	<p>Please make this make .i believe it will make a wonderful addition to our great town.</p>
58	<p>Concept b and c take away way to much parking. Businesses can't afford to lose that much parking.</p>
59	<p>In brief, I prefer two-way streets and lots of trees &amp; shrubbery if this is to be a green corridor.</p>
60	<p>From my perspective, I feel that downtown does not have enough parking and often find myself parking on side streets when visiting businesses in this area. Concept A seems to expand parking while the other options seem eliminate more of it in favor of bike lanes. I consider myself a fairly avid biker and have not once considered using downtown as an option for my route nor do I recall many other bikers being downtown. I feel that most bikers try to avoid areas similar to downtown to avoid the traffic, the lights, and congestion as these are the areas where accidents are most likely to occur. We already have the walking/biking path that connects to oak and is on 13, I feel most bikers would use this even if there was a designated bike lane as it is still the safer option so I think to eliminate parking for bike lane would be a poor choice.</p>
61	<p>Trees=Good, quit cutting 'em down in the first place. Fix high traffic roads, would like to keep the suspension in the car a while longer. Also, quit making half attempts at fixing potholes and rough patches, ie; have the workers pack the blacktop down, instead of just piling it on there and waiting for people to drive over it, it makes a mess.</p>
62	<p>I like the added landscaping, and I do think that a one way street is a good idea, but I just don't think that Marshfield drivers are capable enough to handle them. I also think that a bike lane is not a good idea for these side streets. The only roads where a bike lane would make sense to me in Marshfield would be Central and Veterans.</p>
63	<p>I like the compromise with parking, bike paths and green/art features between B and C. I think we need to address the lack of parking now that the News Herald and Postal parking lot according to the long term plan will become a park area.</p> <p>I don't like Concept A because backing out of angled parking is very difficult. Basically you have to back into traffic and hope no one hits you until you have a clear view.</p>
64	<p>These are wonderful plans!</p>
65	<p>Concept A will really confuse people. A one-way street that goes both directions is a recipe for disaster. Concept B is the least intrusive, but I'd lose the bike lanes. Who's biking through that section of town, and what for? Where are they going? There's no destinations. If you had little restaurants or fun shops or something, you might get some bike traffic. You could say the ball park is a destination, but nobody rides their bikes there. They drive or are dropped off. 2nd street traffic is going to the post office. Since the ballpark ended convenient access to downtown from the west end, 2nd street has become overflow parking for main street. No need to try to make it into a destination.</p> <p>This whole idea looks like an investment with no payback. If you want to spruce up the town, spend money making the bypass look nicer. Anyone entering Marshfield through that corridor is looking at the back of 100 year old industrial complexes. It looks awful. First impressions matter.</p>
66	<p>I would like to see 2nd street become a more drivable area. With the alleyway in the north east side so hard to see oncoming traffic, both pedestrian and motorized, is there a way to increase the visibility of the exit? If there is going to be a one-way street implemented continue it on both sides of Central.</p>
67	<p>Increasing pedestrian and bicycle access throughout Marshfield will have numerous benefits to our community members.</p>
68	<p>I really think you need to consider businesses in this redesign. Think about scenarios that would increase foot traffic in these businesses and not hurt the parking much. I mean, if we have a bunch of trees, but nowhere to sit, then it's not going to benefit anyone beyond aesthetically. Whereas, if we have seating, and some trees, and some parking, and some bike racks, it's really the best of all worlds &amp; we're catering to most of the citizens, while also giving people reason to head up that way.</p>

69	I do not feel that our weather accomodates enough bike lane time. Adding any bike lane is a poor use of space and resources. We need to ensure that the downtown businesses are supported by customers who are intentionally DRIVING downtown to shop/eat, etc. Bikers are usually students and / or those biking for leisure or health reasons. They would not usually be intentionally shopping downtown. They will not be prepared to purchased a package and bring it home on their bikes. Again, lack of parking is a constant deterrent to shopping downtown.
70	These concepts are all about parking, not about the "green corridor" as was described in the "master plan" running (roughly) between the library and the old herald building space/Chestnut Arts Center. Forget about parking (for a moment) There's plenty of "derelict" spaces that can be converted to extra downtown parking if we are that desperate - Founders Square/Hudsons, the old Walgreens, etc. etc.  What are the creative possibilities of a green space linking the new library/community center and Chestnut Arts Center? Sculpture gardens? Memorial walks? Scented gardens? Something human-scale linking community center, coffee shops, city services. post office, Not just cars!
71	I think anything that can encourage walking and biking is going to be a great addition to Marshfield. Parking is already plentiful, and removing one street's worth of parking will not have a large impact on the parking situation as a whole. If possible, I think it would be great to make 2nd Street completely off limits to cars.
72	I like the idea of bike lanes and outdoor dining. What about a one way with a bike lane? One ways with parallel parking, a bike lane and wide sidewalks for outdoor dining, and/or an outdoor farmers market on the sidewalk? I think a couple blocks that foot traffic is put before car traffic would be nice.
73	Marshfield is a great area to bike but there is always room to make the area more bike friendly. I would feel much safer having a street that was primarily designed with bikers in mind.
74	Not a fan of the one way street concept especially since they run in opposite directions on either side of Central. The Bike lanes would be a nice addition allowing for safer movement from the park to the library. Taking away the parking in option 3 might be a bit much for some businesses.
75	I think it would be a huge waste of taxpayers money to change 2nd street. There are so many other road areas in this town that need repairs for a better day to day driving experience, not only for our residents, but for everyone passing through our town. I have heard many comments from people that say we have some of the worst roads for a city our size.
76	I think the one way streets are going to confuse people and it's always annoying to deal with them.
77	I really appreciate the idea of more bike parking. We bike downtown quite frequently in the summer, and we have trouble sometimes finding spots. We would also appreciate taller bike racks- the current ones downtown aren't friendly with U-locks.
78	Questions to ponder: The the cost justify the usage? Will those downtown businesses really benefit from this?
79	One way traffic is a great idea. Should eliminate the stoplight at intersection and free up traffic flow.
80	I think concept B is a nice combination of the three plans to allow for bike lanes and adequate parking.
81	What is safety of parallel vs. diagonal parking? Consider drivers, pedestrians and bikers. If we want downtown to be more pedestrian and biker friendly that needs to be considered.  Definitely more trees and public art! Especially after the ugly, unused buildings are removed.  Can the public works/ city trucks, etc. be moved somewhere to the outskirts of town?
82	I love the idea of incorporating bicycle lanes/parking
83	I really think the bike lanes are important. Some parking is good, but the focus should be pedestrian friendly.
84	Concept A, I think would work if you would just leave the current parking by Tower hall. It is the best option to keep parking spots for our customers. Keep in mind the room that we need for the semi trucks to back up to our loading dock from the alley. American Images Custom Aerial Photography 104 E 2nd Street
85	This will only work for us if you leave the existing parking spots behind Tower Hall.
86	My comments are included here--- given the issue with reduced parking at the Library/Community Center, I see the main issue with B and C being even more reduced parking. My choice of A is strictly because it offers additional parking.  My concern with A is the one way traffic flowing in opposite directions off of Central. I think this will be very confusing to drivers, especially those from out of town.
87	Fix the potholes in the main ones first
88	Don't do one way! Will cause confusion and accidents. Drivers are so used to two ways if change they will forget or not see signs and hit someone! Thing I hate most of driving in Wausau is the one way don't bring it to Marshfield! Worst idea ever!
89	Looks to me like the city just wants to waste more money where its not needed. What they should be concerned with is getting better stores in the down town area.
90	Would like to see something similar to the 400 block in Wausau.
91	Anything to get rid of the stoplights at 2nd & Central would be appreciated.  One-way street would make more sense as one direction throughout the street.
92	I like the trees. We need more trees. But not those nasty little scraggly ones that get planted along highways. Big elegant shady trees. We need those.
93	I do not like the one way streets off of Central Avenue. I feel the designs are more for walkers and bikers and not car/driver friendly or handicapped friendly. If people have to park several blocks away from the businesses, they will not shop there.
94	Three words: MORE STREET ART!!!  Everything else seems like a great idea. We need to liven up this town a lot. I think once people see the plans there will be a lot less people huffing and puffing over the idea. I used to live in Wausau and when they re-vamped the downtown 400 block - man did surrounding business boom and the community loved it. I'm all for the change to that area!

95	Having lived in cities with horrible parking situations I don't feel like Marshfield is in need of more or better parking. There are plenty of lots and they usually aren't full. I would like to see more pedestrian/bicycle friendly areas though!
96	I think it is ridiculous to spend money on adding parking in these areas when additional parking is not needed now or anytime in the future. By the time this parking would be utilized the street will need to be rebuilt again and parking can be added at that time. Limiting peoples access to areas by making one way streets is frustrating to drivers - like driving in Wausau is frustrating - you cannot get where you need to go without extra driving, extra gas spent, extra time spent. It will make you not want to go to those places any longer. There is no traffic issue in these areas. Leave it alone.
97	I like this one the best as this does not give the option on one way. We have one way alleys forever and there are still so many people confused.
98	<p>Successful downtowns across America are built upon pedestrian foot traffic, and I believe this is the one area that Downtown Marshfield is really lacking. All 3 of the designs presented are a step in the right direction to making our downtown more pedestrian friendly.</p> <p>I really hope the City makes the right choice in a design that encourages people to get out and walk the downtown. Our business owners are always asking for more foot traffic, but then they turn around and expect parking to be right at their front door. They can't have it both ways.</p> <p>The City has done a great job investing in our downtown for the past 5 years, and has made some great improvements to the streets and buildings. It would be a shame to see the momentum come to a halt because a few business owners don't want to see change.</p>
99	The blighted area between Chestnut and spruce must be addressed. Without any work in the this area the visual will be destructive to the rest of the project.
100	How are people going to go there to enjoy the street and the possible green space, when you are removing most of the parking? Why are you trying to make it harder to access the post office (PO)? This is a very busy place, and business people don't want to spend a lot of time getting in and out of the PO, because time is money. Also, losing parking in the immediate area of the PO causing hardships on those of use who are not technically handicap, but use walkers or canes. The big selling point of the city getting the Professional Building was to increase the available parking - not relocate it farther away from the businesses that most need it where it is.
101	How is all this getting pay? I would comment I think there are better updates that need to be done in the City of Marshfield. The biggest is the streets in the City of Marshfield. The streets are in horrible shape. What happen to our street crew? Do we have a street Crew.
102	<p>I don't think creating one way streets is an effective tool for communities. It tends to make me avoid the area so I don't have to deal with the inconvenience.</p> <p>Concept C is really pretty, but it really inhibits the function of a street. If you go with Concept C it would be better to make the whole thing pedestrian/bike only.</p> <p>Is there really enough traffic from Chestnut to Miller Park to warrant this? I have lived in town over 20 years and I think I have been back that direction 4 or 5 times.</p>
103	<p>Remember the goal is PLACE MAKING....that is, creating a "place" where people can and will gather...the string consequence of this is...more people downtown = more opportunity for businesses to take advantage of the traffic = more desirable the spaces downtown = more businesses = more tax base = more growth...</p> <p>The design concept C does all of this.</p>
104	It is exciting that the City is looking at ways to revitalize an area of the downtown. I hope that we don't loose sight of the priority (what problem are we trying to solve). Is there a parking space shortage in the area? I don't think so. Could the City benefit from providing it's citizens more public outdoor shopping/gathering spaces. I certainly think so. Please try to create a pedestrian friendly downtown area! This town needs it!
105	I would like to see a combination of A and C. But I don't like the idea of a one-way street. It reduces my ability to get around downtown. Maybe keep the street 2-way, angled parking on one side all the way down, then a bike lane and trees/wide sidewalks on the opposite side all the way down. And whatever happened to that park idea? We can get rid of that lot in front of the USPS anytime if there's enough street parking. It makes sense.
106	bikes are overrunning this town
107	build a city-like urban park in front of the post office if you're going to maximize the parking. That would be the nicest compromise to me.
108	Parking is important. So are bike lanes and trees. Can bike lanes be incorporated into Concept A?
109	I like the idea of combining some of these ideas. Really appreciate the bike lanes, greenspace, and outdoor seating.

Business	Likes	Dislikes	Comments
Street Department	The general idea.	Midblock could be problem for plowing.	Prefers this idea on 3rd Street.
			With bump outs snow is stored in parking lane.
	1 Would like 4 parking stalls out front.	Don't want outdoor dining directly outside - noise.	Would like 1 handicapped stall on street.
	Likes sculptures and public art.		
	Prefers Concept C.		
Fire Department		Doesn't like angled parking.	Need minimum of 24 feet wide for ladder truck.
Police Department	Not concerned about one-way.	Divergent one-ways don't make sense.	Should be one-way all the way to Peach.
	2 One-ways would be fine if deliveries work out.	Don't like bike lanes.	Narrow sidewalk on south side of street would be fine.
		Still need loading zone on south side of the street.	Don't want seating on south side of street.
		Concept C isn't an option.	No customer access in back.
		Bump out on alleys won't work.	Need to get a 53' trailer in for deliveries.
		Need the parking area at Tower Hall to remain.	Elks Club events take up a lot of parking.
			Customers need close parking for hair doesn't get messed up.
			4-6 spaces are needed.

Business	Likes	Dislikes	Comments
3	Need access to the loading dock.	Don't like one-way.	70% of business comes from side door.
	Colored concrete.	Traffic speed is bad.	There have been bad accidents on 2nd & Central.
		Safety of angled parking is a big concern.	Semis will block one-way when loading.
		Snow removal would be difficult with landscaping.	Currently have 6 stalls on their side - would like to keep.
		One-ways confuse people.	There is plenty of foot traffic already.
		One-way traffic hurts businesses on Dairyfest and Hub City Days .	50% of elderly come through front door.
			Should have included an existing conditions design on survey.
			Wausau businesses have gone out of business with changes.
4	Loading zone must be 36 feet.	Doesn't like one-way.	The Central Lot is more full now than it has been. Not sure what changed.
	Maximize parking.	Doesn't like green space.	Charles Apt. has 11 reserved spots; 36 apartments.
		Doesn't like the bike lanes.	He buys \$1800 in parking permits every year.
		Central Lot is too full.	
5	Likes the greenery.		Need parking next to building.
			Prefer maximizing parking.
			Post Office and Weinbrenner take up much of the on street parking.
			Because of operations, need parking on 2nd St.

Business	Likes	Dislikes	Comments
6	Wouldn't be opposed to one-way.		Clients come 50/50 from front and side.
	Prefers Concept B.		Students park on street and in back parking lot.
	Likes the additional green space.		Been there 15 years.
	Bench is used out front.		
7	Likes Concept A	Against Concepts B and C.	Don't want to lose any parking.
	Fine with one-way.		No access to back parking lot.
			Greenspace further down towards Chestnut.
			Can have up to 5 customers at a time.
8	Likes the greenspace in Concept B and C.	Don't like one-way.	Would like to see a downtown park.
	Likes outdoor seating and walkability.	Don't see the signs on the stores with one-way.	
	Need some parking downtown.	Parking spots next to parking lot.	
9	Likes Concept B.	Not sure about one-way street.	Not worried about parking.
	Likes the trees.		Would like to see a downtown park.
10	Like one-way street.	Don't like Concept C.	Would like two additional parking spots for customers.
	Take up three parking spots for staff.		
11	Prefers Concept B.	Doesn't like one-way.	
	Needs 3-4 parking stalls.		
	Parking is a priority.		