

Village of Port Edwards

Comprehensive Plan - 2035

Wood County, Wisconsin



Village of Port Edwards Comprehensive Plan

Planning Commission

Ed Saylor
Jonathan Smith
Lisa Miller
Doug Berryman
Bob Kroll
Sue Mitchell
Joe Terry

Planning and Legislative Committee

Ed Saylor
Jonathan Smith
Roland Hawk
Scott Machotka
Joe Terry

Village President

Ed Saylor

Village Trustees

Jonathan Smith
Scott Machotka
Tim Jensen
Glenn Saeger
Roland Hawk
Gary Allworden (Pre 2015)
Erik Saylor (current)

Adopted June 23, 2015

Prepared under the provisions of Wisconsin Statutes, Chapter 66.1001 Comprehensive Planning
Public Hearing Date: February 23, 2015
with assistance from the

Wood County Planning & Zoning Office
Jason R. Grueneberg
Director of Planning & Zoning

TABLE OF CONTENTS

1. ISSUES AND OPPORTUNITIES	7
Statutory Requirement of Element.....	7
Population Growth and Distribution	7
Population Forecasts	8
Age Distribution	10
Educational Levels	11
Income & Poverty	11
Households and Household Size	12
Household Forecasts.....	12
Employment Characteristics	13
2. HOUSING	14
Statutory Requirement of Element.....	14
Housing Availability and Condition	14
Age of Housing Stock	14
Structural Value	15
Occupancy Characteristics	16
Affordable Housing	17
Housing Choices	17
Future Housing Need	18
Why Residents Choose to Live in Port Edwards	18
Goals and Objectives	19
3. TRANSPORTATION	21
Statutory Requirement of Element.....	21
Road Network	21
Functional Classifications	21
Airports	23
Bicycle/Pedestrian Trails	26
Snowmobile Trails	27
Railroad	27
Public Transportation.....	28
STP Urban & Rural Systems Planning	28

Current & Future Changes to the Transportation System.....	29
East Arterial Bypass and Bridge	29
Relationship of Transportation System to Other Comprehensive Plan Elements	30
Goals and Objectives	31
4. UTILITIES & COMMUNITY FACILITIES	33
Statutory Requirement of Element.....	33
Introduction	33
Natural Gas	33
Electricity.....	33
Water Supply	33
Wastewater Treatment	35
Stormwater Management	36
Village Pool.....	37
Solid Waste Disposal/Recycling	38
Emergency Services.....	39
Village Facilities.....	40
Parks.....	41
Universities and Technical Schools	41
Child Care.....	43
Library Service.....	43
Schools	43
Health Care Facilities.....	44
Telecommunications Facilities	45
Religious Institutions and Cemeteries	45
Goals and Objectives	46
Statutory Requirement of Element.....	48
Topography	48
Productive Agricultural Areas	48
Soils: Limitations for Dwellings.....	48
Water Resources.....	49
Groundwater.....	50
Surface Water	51
Dams	53

Wetlands	53
Wildlife Habitat	54
Invasive Species.....	55
Parks, Open Spaces and Recreational Resources.....	56
Historical and Cultural Resources	57
Goals and Objectives	59
6. ECONOMIC DEVELOPMENT	61
Statutory Requirement of Element.....	61
Impact of Economic Development	61
Local Economic Development Efforts	61
Commuting Patterns	63
Worker Age Structure	63
Employment Trends	65
Employment Projections	66
Area Business & Industrial Parks.....	66
Economic Development Organizational Framework.....	67
Goals and Objectives	68
7. INTERGOVERNMENTAL COOPERATION	69
Statutory Requirement of Element.....	69
Land Use and Zoning	69
Boundary Agreements.....	70
Options for Intergovernmental Cooperation.....	70
Statutes Pertaining to Intergovernmental Cooperation	71
Current Intergovernmental Agreements.....	71
Possible Future Intergovernmental Agreements.....	74
Goals and Objectives	74
8. LAND USE	76
Statutory Requirement of Element.....	76
Introduction.....	76
Historical Land Use Pattern	76
Current Land Use	79
Residential (LBCS Code 1000).....	79
Commercial (LBCS Code 2000)	80

Industrial (LBCS Code 3000)	80
Social, institutional or infrastructure-related (LBCS Code 4000).....	80
Travel or Movement Activities (LBCS Code 5000)	80
Mass Assembly of People (LBCS Code 6000)	80
Leisure activities (LBCS Code 7000)	80
Agricultural and Natural Resources-Related (LBCS Code 8000)	81
Port Edwards Bridge Crossing	81
Annexations	82
Boundary Agreements	82
Impact of Utilities and Services	84
Impact of Economic Development	85
Mill Property Redevelopment	86
Future Land Use Map	87
Residential Development	87
Commercial and Industrial Development	88
Natural Resources Related Activities	88
Goals and Objectives	88
9. IMPLEMENTATION.....	91
Statutory Requirement of Element	91
Introduction	91
Plan Adoption	91
Zoning Ordinance	92
Subdivision Ordinance	92
Capital Improvement Program	93
Official Map	93
Building Code	93
Shoreland and Floodplain Zoning Code	93
Other Ordinances	94
Village of Port Edwards Planning Administration	94
Plan Amendments, Monitoring & Update	95

1. ISSUES AND OPPORTUNITIES

Statutory Requirement of Element

Background information on the local government unit and a statement of overall objectives, policies, goals and programs of the local government unit to guide the future development and redevelopment of the local government unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local unit of government uses in developing its comprehensive plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.

Population Growth and Distribution

The Village of Port Edwards has experienced a decline in population in the last 30 years. The only other area municipality to see a population decrease over that time is the town of Seneca. Between 2000 and 2010 all of the municipalities listed in Table 1-2 saw a population decline.

The reason for the population decrease is likely attributed to a variety of factors including a decrease in household size, an increase in the median age, relatively low amount of new residential construction, and the closing of the Domtar Mill in 2008.

It is helpful for officials to know how their

Table 1-1 Village of Port Edwards Census Counts 1980 - 2010			
Year	Population	Number Change	Percent Change
1980	2077		
1990	1848	-229	-11.03%
2000	1944	96	5.2%
2010	1818	-126	-6.48%
Source: U.S. Census			

Table 1-2 Population Growth Trends Port Edwards and Surrounding Communities 1980 – 2010						
COMMUNITY	1980 POP.	1990 POP.	2000 POP.	2010 POP.	Pct. CHG. 2000-2010	MEDIAN AGE YEAR 2010
Biron V.	698	794	915	839	-8.31%	47
Grand Rapids T.	7,319	7071	7801	7646	-1.99%	44.8
Nekoosa C.	2,519	2557	2590	2580	-0.39%	39.4
Port Edwards T.	1,387	1351	1446	1427	-1.31%	44.1
Port Edwards V.	2,077	1848	1944	1818	-6.48%	43.5
Saratoga T.	4,363	4775	5383	5142	-4.48%	46.6
Seneca T.	1,245	1133	1202	1120	-6.82	43.2
Wisconsin Rapids C.	17,995	18245	18435	18367	-0.37	41.1
AREA TOTAL	37,603	37774	39,716	38,939	-1.96	43.7
Wood County	72,799	73,605	75,555	74,749	-1.07	42.6
Source: U.S. Census						

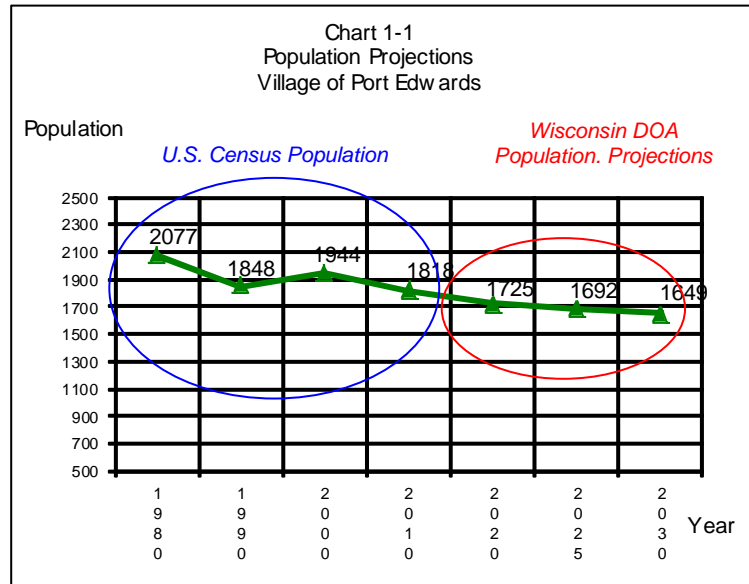
community compares to neighbors. Table 1-2 presents a comparison of the village's population to area communities. The cumulative population for the area decreased from 2000 to 2010 by 1.96% or 777 people, although all of the communities saw a population decrease, the decrease for the towns of Grand Rapids and Port Edwards, and the cities of Nekoosa and Wisconsin Rapids were below 2%. The population decrease was more noticeable in the villages of Biron and Port Edwards, and the towns of Saratoga and Seneca where it was above 4.5%.

Wood County has seen an increase in population since 1980, however, there was a 1.07% decrease between 2000 and 2010 of 806. Worth noting is the fact that the total decline of population of the South Wood County communities listed in Table 1-2 accounts for a loss of 777 people. What this means is that the population for the remainder of Wood County has remained relatively constant from 2000 to 2010.

Population Forecasts

To properly plan for future services in Port Edwards, officials must have a sense of the changing age structure of the population and of the numbers that are expected to live in the village in the future. State agencies study future population expectations for anticipated funding levels of their programs and the village must do the same. Population projections are speculative and no person can forecast a community's future perfectly because of such things as changing economics, physical demands on the environment, and changing political climate at all levels. By using historic data from the community, one can foresee, with some accuracy, what the near future holds with regard to expected demographics.

The Wisconsin Department of Administration's Demographic Services



Center is the agency that prepares the official population and housing projections for the State of Wisconsin. Projections by that agency are often required when a municipality is applying for various state-funded programs. The Center uses several projection methods in an attempt to get the most accurate numbers. Those projections are illustrated in Chart 1-1. According to projections, the Village of Port Edwards population will experience a gradual decrease in population until 2040. The aforementioned projections are based off of historic numbers and do not consider the impact of local factors such as economic development efforts, proposed land use changes, and the availability of utilities to accommodate new development.

The Village Plan Commission has been actively involved with the planning of the transition of large amounts of village land to residential use, and efforts to promote economic development. Based on their local

Table 1-3
Age Groups
Village of Port Edwards

Age Cohort	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010
<5	141	116	94	111	-17.73	-18.97	18.09%
5 to 9	122	130	161	109	6.56	23.85	-32.30%
10 to 14	196	137	159	123	-30.10	16.06	-22.64%
15 to 19	193	114	160	135	-40.93	40.35	-15.63%
20 to 24	135	72	64	81	-46.67	-11.11	26.56%
25 to 34	220	224	193	174	1.82	-13.84	-9.85%
35 to 44	247	229	278	220	-7.29	21.40	-20.86%
45 to 54	262	244	227	249	-6.87	-6.97	9.69%
55 to 59	96	100	111	114	4.17	11.00	2.70%
60 to 64	85	114	72	102	34.12	-36.84	41.67%
65 to 74	158	154	188	176	-2.53	22.08	-6.38%
75 to 84	153	123	148	145	-19.61	20.33	-2.03%
85 & older	69	91	89	79	31.89	-2.20	-11.24%

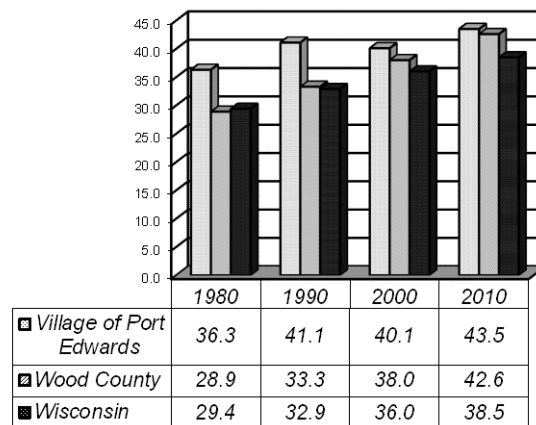
Source: U.S. Census and Wood County Planning & Zoning Office.

knowledge and considering the following factors, the Village Plan Commission is predicting the population to grow to 2168 by 2040.

Factors that the Village is basing a consistent population increase in the future include:

- Overall cost of living in Village is fair and reasonable when compared to other communities in the area.
- The Village has almost no debt and is generally fiscally conservative.
- There is optimism about the reuse of the former Domtar mill property that is now owned by DMI Acquisitions, LLC. Reuse and development of this site could create 800 future employment opportunities.
- There is an assumption that the Village will be able to continue to provide a good quality education through the Port Edwards School District.
- The Village offers a variety of housing options for different life stages and will draw population from communities that do not provide

Chart 1-2
Median Age Trends
Village of Port Edwards, Wood County & Wisconsin

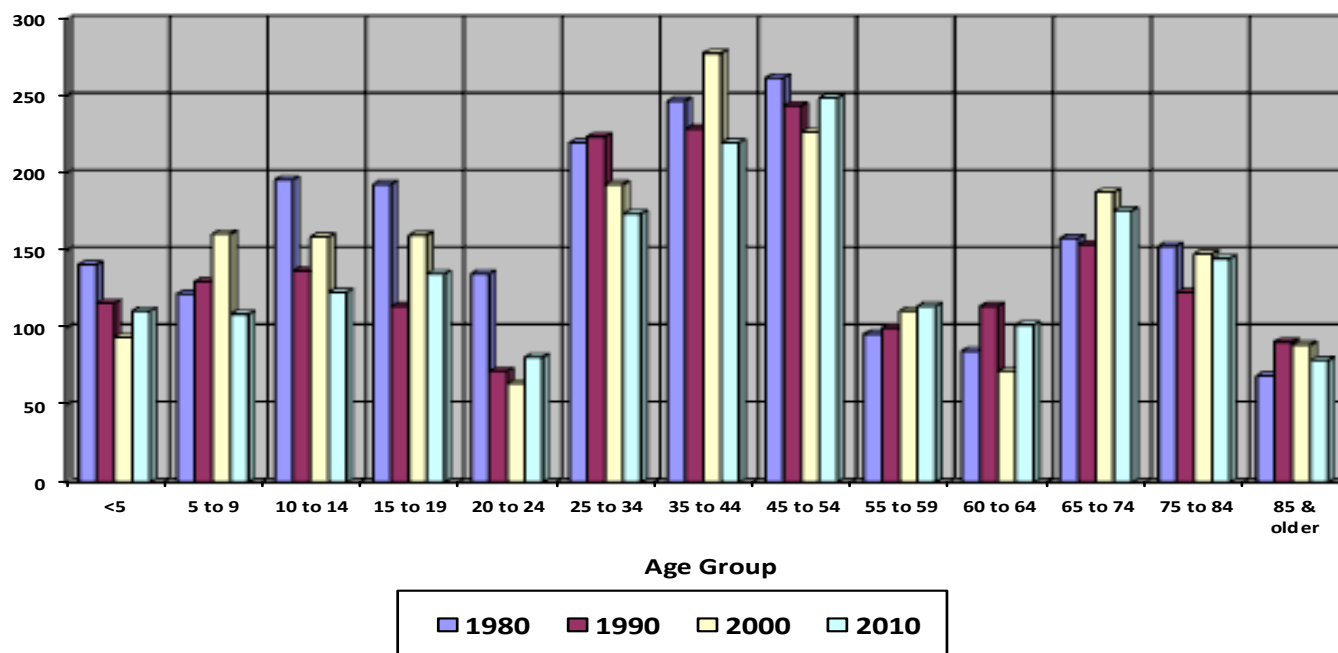


Source: U.S. Census

these options.

- Pavloski Development on the east side of the river will develop approximately 250 residential lots

Chart 1-3



with lakefront access over the next 10 years.

- *There is land available for infill residential development on the west side of the village, as well as land available for new development to take place.*
- *The boundary agreement with the Town of Saratoga will promote residential development in affected areas and reduce the mill rate for the entire village beginning in 2024.*

Age Distribution

Charts 1-2 and 1-3 illustrate the aging of population in the Village of Port Edwards, Wood County and Wisconsin since 1980. Port Edward's 2010 median age of 43.5 is 7.2 years older than the 1980 median age. Over the last 30 years the village median age has been consistently higher than that of the county and state. As a result the change in the median age has not been as dramatic as it has been for the county and state over that time. A contributing factor to the gradual increase of the median age at all levels is the general decrease in the number of children that families are having. In the future the median age will likely continue to rise due to increased longevity. As age distribution shifts over time, the village may need to consider

how to meet the changing needs of the population.

Table 1-3 provides some detail about the population of various age groups from 1980 to 2010.

Since 1980 only one age group as seen a consistent trend of an increase. This is the 55 to 59 age group that experienced an increase of 18 people. All of the other age groups experienced increases *and* decreases in population since 1980.

From 2000 to 2010 of the 13 age groups, 5 experienced an increase. The most significant percentage increases were seen in the 0 to 5 age group with 18.09%, 20 to 24 with 26.56%, and 60 to 64 with 41.67%. The most significant decreases were seen in the 5 to 9 age group with -32.30%, 10 to 14 with -22.64%, and 35 to 44 with -20.86%.

When reviewing these numbers and trying to determine how the age distribution has changed over recent years, we need to be aware of the overall population changes that can be seen in Table 1-1. Changes in some of the age groups over time may be a result of overall population change, rather than the sole result of age group shifts.

As the median age continues to rise and average household sizes decline, village services and facilities may need to be adjusted to meet the needs of the residents. Table 1-3 shows the actual numeric and percent change in each age cohort. The increase in the younger age groups could have an impact on schools and the types of recreation facilities that are needed in the future. In addition, the increase in the older age groups could impact community service needs and facilities.

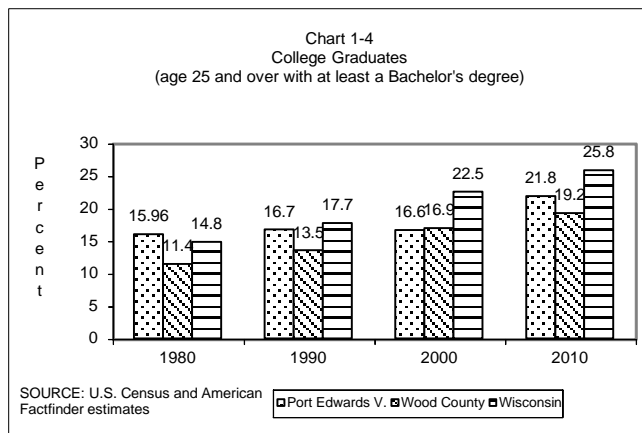


Table 1-4 Median Income - 2010			
2010 Income	Port Edwards	Wood County	Wisconsin
Household	\$53,000	\$47,204	\$51,598
Family	\$70,873	\$58,294	\$64,869
Per Capita	\$24,315	\$24,893	\$26,624
Source: 2006-2010 American Community Survey 5-Year Estimates			

Educational Levels

In the past, the proportion of high school graduates in Port Edwards has been at levels comparable or greater than the state and county (Chart 1-4).

In 1980 Port Edwards and Wood County had 67.9% high school graduates, while the state had 69.6%. Since 1980, Port Edwards has surpassed both the county and state high school graduation rates, and is now at 95.6%.

Chart 1-4 shows the proportion of population, age 25 and over, that has at least a bachelor's degree from college. In 1980, 15.96% of Port Edwards' population had obtained a bachelor's degree. As a comparison, countywide, 11.4% had received bachelors or higher college degrees and 14.8% had received those degrees at the state level. From 1980 to 1990 the percent of college graduates increased from 15.96% to 16.7%. During that same period of time, county and state percentage of college

graduates increased to 13.5% and 17.7% respectively. From 1990 to 2000 the percent of college graduates increased by 8.6%, more than the county increase of 3.4% and the state increase of 4.8%.

From 2000 to 2010 while Wood County and Wisconsin saw only an increase of 2.3% and 3.3% respectively, Port Edwards saw an increase of 5.2%. Port Edwards now has 21.8% of residents age 25 and over with at least a bachelor's degree which is slightly more than Wood County, but less than the state.

Technical college programs are very important in Wood County. The proportion of the population that has associate degrees is not reflected in Chart 1-6, but should be noted. Statewide, 9% of the population, age 25 and over, have obtained two-year degrees from colleges or the technical college system. In Wood County the figure is somewhat higher at 10.9%, and in Port Edwards, 10.7% of the population has earned an associate degree.

Income & Poverty

Table 1-4 lists the median income levels in Port Edwards, Wood County and Wisconsin. It is interesting to note that Port Edwards' household and family income levels are

Table 1-5 Population and Household Trends Village of Port Edwards 1980 – 2013					
	Year	Population Change	Population	Households	Population/ Household
U.S. Census Population	1980	-----	2077	684	3.04
	1990	-229	1848	689	2.68
	2000	96	1944	706	2.58
	2010	-126	1818	711	2.45
Wisconsin DOA Estimate	2013	-37	1781	NA	NA
Source: U.S. Census and Wisconsin Department(DOA) of Administration					

Table 1-6
Population Projections
Village of Port Edwards

	2010	2015	2020	2025	2030	2035	2040
Population Projection by Wisconsin DOA	1818	1,760	1,720	1,665	1,610	1,555	1,465
Population Change		-58	-40	-55	-55	-55	-90
Households	711	701	694	679	662	644	610
Population Projection by Village of Port Edwards	1818	1843	1,918	2,018	2,068	2,118	2,168
Population Change		+25	+75	+100	+50	+50	+50
Households	711	765	809	862	895	933	968

Source: WI Department of Administration (DOA) and Village of Port Edwards

significantly higher than the county and state, while the per capita income is lower than the county and state. Port Edward's median household income is \$5796 more than that of Wood County, and \$1402 more than that of Wisconsin.

Poverty figures are also reported by the U.S. Census. According to estimates provided by the American Community Survey, 7.4% of Port Edward's residents were below the poverty level during the time of 2006 to 2010, while in Wood County it was 5.8%, and in Wisconsin 7.7%. The poverty level for Port Edwards has shown a slight increase from 1999 where it was 5.5%.

Households¹ and Household Size

Table 1-5 illustrates two trends for households in Port Edwards, trends that have been found to be common among Wood County communities. First, the number of households continues to increase. In 1980 there were 684, and in 2010 there were 711. The second trend is a decline in the average number of persons per household since 1980. In 1980, the average household size in Port Edwards was 3.04 persons. By 2010, the size had gone down to 2.45 persons per household. The trend for more households and smaller households is likely to continue throughout the planning period, although it

will probably be at a slower rate than in past years.

Household Forecasts

The number of households is generally a function of population and population per household. Factors to consider in determining the number of households to expect during the planning period include future population levels. In the year 2010, there were 711 households in Port Edwards. The population per household figure declined from 3.04 in 1980 to 2.45 in 2010 (Table 1-5). What makes linking future population, household size, and number of households particularly difficult, is the fact that many of the new residences east of the river will be seasonal or weekend homes. It currently is predicted by Pavloski Development that as many as 2/3 of the 250 residences projected to be constructed by 2023 will be seasonal or weekend homes, and the people that own these homes will not be included in the population count in the village.

The Department of Administration is predicting a population decrease for the village until 2040. Along with that they are predicting that the household size will continue to decrease, and the number of households will decrease from 711 in 2010 to 610 in 2040. The village believes that based on their local knowledge, their future population forecasts are logical and reasonable, and for that reason will use those numbers for planning purposes. Village population projections show a projected

¹ A household and a housing unit are different. A housing unit is a structure, i.e., single-family home, duplex, four-plex, etc. A housing unit may house more than one household, i.e., two households in a duplex, etc.

population of 2168 by 2040, and an increase to 968 households.

Employment Characteristics

The Village of Port Edwards does provide employment opportunities for its residents, however, many residents work outside of the village.

Average travel time to work is 20 minutes according to the American Community Survey 2006-2010 estimates. Ninety-four percent travel by car, truck or van, and the remainder walk, bike, travel by taxicab or motorcycle, or work from home.

The village does provide some employment opportunities, with the majority of residents of working age commuting on average 20 minutes each day to work. By looking at the average commute time of 20 minutes, one can assume that much of the Port Edwards workforce is employed in the South Wood County area. This commute time is less than the state at 21.3 minutes, but higher than the County at 18.5 minutes.

There are a total of 777 residents or 43% of the 2010 population in Port Edwards over the age of 16 that are in the labor force. Table 1-7 shows the occupation breakdown of the labor force. Although the 5 categories are general, they are useful in showing the diversity of the community workforce. The workforce is spread out among the occupation categories, with a noticeably low number of 57 workers in the “natural resources, construction, and maintenance occupations” category. The “management, business, science, and arts occupations” and “sales & office occupations” categories showed the greatest number of workers with a combined total of 443 or 57% of the total workforce.

Table 1-7 Village of Port Edwards Occupation Types – 2010		
OCCUPATION TYPE	NUMBER	PERCENT
Management, business, science, and arts occupations	231	30%
Service occupations	116	15%
Sales & office occupations	212	27%
Natural resources, construction, and maintenance occupations	57	7%
Production, transportation & material moving occupations	161	21%
Total	777	100%
Source: 2006-2010 American Community Survey 5-Year Estimates		

2. HOUSING

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local government's jurisdiction. The element shall assess the age, structural value and occupancy characteristics of the local government's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

Housing Availability and Condition

In the 2012, Community Survey, the residents of the Village of Port Edwards expressed the opinion that the overall appearance and quality of housing was average to very good due to the fact that most homes are well-maintained with well-kept yards.

The housing stock in the village is primarily single-family residential. In 2010 there were 750 owner-occupied units. There are 128 rental units making up 17% of total households. The number of vacant homes has historically been, and still is very low at 39 units or 5.2%.

Of single-family homes there is a good variety valued between \$50,000 and \$299,999. The housing stock in the village is generally older with almost 70% being constructed before 1970. The 2010 American Community Survey (ACS) figures indicate that 88.3% of owner-occupied units fall in the range of \$0 to \$149,999. Houses in this range are considered affordable in Wood County in relation to the median annual household income.

In the village there is land that is currently farmed, or open space, that could be sold for residential lots. Some of this land is better suited for residential development based on location in proximity to existing roads and utilities. A determining factor in the potential residential growth is the land owners' willingness to sell the property.

There is sufficient land that is currently being used for agriculture that could be sold and developed for residential use. The availability is dependent on the owners' willingness to part with land that is important to their farming operations. If and when the demand for residential property in the village increases, owners of agricultural land and open space may be more willing to sell for residential development.

Age of Housing Stock

According to the 2010 ACS, there are 775 total housing units in the village (Table 2-2). Of the 775 units, 580 are owner-occupied units. A factor that historically impacted housing construction in the village was the growing local paper economy. As the number of employees increased at the mill, so did the number of residents and the number of homes in the village.

Table 2-1 Subdivision Plats Village of Port Edwards		
Plat Name	Year	# of lots
Townsite of Port Edwards	1896	94
First Addition to the Townsite of the Village of Port Edwards	1906	114
Townsite of Port Edwards Second Addition	1923	14
Third Addition to the Village of Port Edwards	1927	194
Fourth Addition to the Village of Port Edwards	1932	87
Fifth Addition to Village of Port Edwards	1946	10
Sixth Addition to Village of Port Edwards	1950	165
Baer Addition	1953	27
Eight Addition to Village of Port Edwards	1962	29
Replat of Parts of Blocks 64,65,67,68 7 th Addition to Village of Port Edwards	1963	33
Ripple Creek Heights	1963	22
West Port Heights	1974	22
West Meadow Heights	1978	20
West Port Heights First Addition	1979	9
Moica Meadow	1997	7
West Port Heights Second Addition	1997	11
Ripple Creek Heights First Addition	1998	9
Seventh Addition to the Village of Port Edwards	1998	107
West Meadow Heights First Addition	2008	7
South Shore at NEPCO	2011	15
Total		996
Source: Wood County Register of Deeds		

Another factor that has influenced housing growth is the incremental land subdivision of large tracts of land. Table 2-1 shows the subdivision plats that have been recorded in the village, and the number of lots created by each. Worth mentioning is the fact that some of the subdivision plats are replats of a prior subdivision plat which means that some lots may be counted multiple times in the lot total.

Structural Value

In 2010 the median value of houses was \$96,700, with 52 houses valued at less than \$50,000, 370 homes valued between \$50,000 and \$99,999, 90 homes in the \$100,000 to \$149,999 range, 48 homes in the \$150,000 to \$199,999 range, and 20 homes over \$200,000. The housing values

from the 2010 ACS serves as a way to compare median value of residences to Wood County and the State, and are in line with current assessed values that are on record with the Wood County Treasurer's Office.

By looking at the value of owner-occupied residences in table 2-3 we can see that the median value of an owner-occupied home in Port Edwards of \$96,700 is lower than Wood County and the State median value. In the past 10 years the median value has increased by \$13,200 or 15.8%².

² Census 2000 Summary File 3 (SF 3) –Sample Data.

Table 2-2
Age of Housing Structures
Village of Port Edwards

YEAR BUILT	HOUSING UNITS	PERCENT OF TOTAL
2005 or later	3	.39
2000 – 2004	12	1.55
1990 – 1999	73	9.42
1980 – 1989	55	7.10
1970 – 1979	96	12.39
1960 – 1969	76	9.81
1950 – 1959	210	27.10
1940 – 1949	99	12.77
1939 or earlier	151	19.48
TOTAL HOUSING UNITS	775	100.0

Source: 2006-2010 American Community Survey 5-Year Estimates.

Occupancy Characteristics

In the past 20 years owner-occupied units have increased by 21 units, while renter-occupied units have increased by 30 (Table 2-4). Port Edwards has a slightly lower percentage of rental units than the county

Table 2-3
Owner-Occupied Housing Units Value - 2010
Village of Port Edwards

VALUE	NUMBER OF UNITS	PERCENT OF TOTAL
Less than \$50,000 -	52	8.97
\$50,000 - \$99,999	370	63.79
\$100,000 - \$149,999	90	15.52
\$150,000 - \$199,999	48	8.28
\$200,000 – 299,999	16	2.76
\$300,000 - \$499,999	4	.69
Median – Port Edwards	\$96,700	-
Median – Wood Co.	\$116,500	-
Median- Wisconsin	\$169,000	-

Source: 2006-2010 American Community Survey 5-Year Estimates.

Table 2-4
Housing Occupancy Characteristics
Village of Port Edwards
1990 – 2010

Year	Owner Occupied	Renter Occupied	Vacant	Total House-holds
*2010	583; 82%	128; 18%	39; 5.2%	750
2000	599; 81.3%	107; 14.5%	31; 4.2%	737
1990	562; 81.57%	98; 14.22%	4; .58%	689

Source: U.S. Census 2000, Table DP-1.

* 2006-2010 American Community Survey 5-Year Estimates.

with 18% while Wood County had a total of 7,560 renter-occupied units making up 23.6% of all housing units. Vacant housing units have increased over the last 20 years in the village and in 2010 an estimated 39 households were vacant.

It is interesting to analyze the tenure of householders, or how long they have lived in their homes, in communities. Table 2-5 shows this data for Port Edwards and Wood County up until the year 2010. Of the occupied housing units, 39.5% moved into their current home since 2000. This compares to 48.8% for Wood County for that same time period. The time frame that saw the greatest number of residents move into their current homes in the village was from 1990 to 1999 with 28.5%. Prior to 1990 32% of residents moved into their current home.

Table 2-5
Tenure by Year Householder Moved into Unit
Village of Port Edwards & Wood County

YEARS	PERCENT OF TOTAL	
	VILLAGE OF PORT EDWARDS	WOOD COUNTY
2005 or later	11.4	28.1
2000 – 2004	28.1	20.7
1990 – 1999	28.5	21.7
1980 – 1989	14.8	10.8
1970 – 1979	8.7	9.6
1969 or earlier	8.5	9.2

Source: 2006-2009 American Community Survey 5-Year Estimates.

Table 2-7
Home Ownership Mortgage Scenarios

Home Cost	\$125,000	\$150,000	\$175,000	\$200,000
20% down	\$25,000	\$30,000	\$35,000	\$40,000
Loan Amount	\$100,000	\$120,000	\$140,000	\$160,000
Monthly Payment 30 year mortgage at 5% interest	\$536.82	\$644.19	\$751.55	\$858.91
Annual mortgage cost	\$6441.84	\$7730.28	\$9018.60	\$10,306.92
% of Median Family Income \$61,800	10.4%	12.5%	14.6%	16.7%
Source: Wood County Planning & Zoning				

Affordable Housing

The U.S. Department of Housing and Urban Development (HUD) annually estimates the median household income for counties for the purpose of determining housing affordability. In 2011-2012 the median household income is estimated to be \$61,800. In addition HUD defines low, very low, and 30% of median income in relation to the median household income. Table 2-8 shows the HUD breakdown for individuals to households of 8 people.

HUD uses a commonly accepted standard that affordable housing should not cost more than 30% of household income. Applying HUD definitions and standards related to affordable housing in Port Edwards to single family residences indicates that there are a good number of homes that can be considered affordable to households that are within the median family income range of \$61,800.

Together table 2-7 and 2-8 can be used to compare income levels with the cost of purchasing a home ranging in value from \$125,000 to \$200,000. One scenario in table

2-7 shows that purchasing a \$150,000 home with 20% down costs equal approximately \$7,730.28 annually. When determining the annual cost of home ownership, other expenses such as utility cost, taxes and regular maintenance should be considered. With 560 houses valued under \$199,999, and considering the median value of \$96,700, Port Edwards does provide an adequate amount of housing that could be considered affordable.

Beyond single family homes, affordable housing many times is found through renting. Table 2-4 shows that in 2010, 128 households or 18% of households in the village were rentals.

Housing Choices

As individuals and families go through different life stages, their wants and needs in regards to housing may change. Newlyweds may start off by renting an apartment, and during that time save for a home down payment. When they purchase their first home they may realize over time that they need a bigger home with more storage space and more bedrooms for a growing family. When they purchase their second home they

Table 2-8
HUD Income Limits - 2011[illegible]

may find they have all of the space they need to raise their growing family. When the kids are on their own, they may consider downsizing to a smaller home with less maintenance. As health concerns arise as they transition to the “golden years”, a condominium or some kind of assisted living may be the next step.

The preceding scenario shows that although a family may call one community home for most of their life, they may want to have different housing options to meet their changing needs. Housing options give residents the chance to stay in the community they call home, rather than having to relocate to a different community to accommodate their housing needs.

Future Housing Need

The Issues and Opportunities Element provides some insight on what to expect in the future regarding demographics. Understanding demographic trends will help the village know what to expect in the future in regards to housing needs. In general, the population is expected to increase, the median age is expected to increase, and the persons-per-household is expected to continue to decrease.

In many cases determining future housing needs is based off of population projections. In communities where most of the homes are utilized as primary residences there is a clear connection between population and the number of housing units. In the Issues and Opportunities Element, table 1-6 shows the projected population for the village. The table shows both the Wisconsin DOA projections, as well as projections made by the Village Planning Committee. The village believes that the number of households will increase to accommodate a population of 1918 by 2020 and a population of 2168 by 2040. It is difficult to determine the total number of housing units that will be constructed by 2040, due to the nature of many of the units being constructed in proximity to Lake Nepco being utilized as seasonal or weekend

homes. Many people that own these housing units will not be counted towards the village population number. They will be part of the population number in the community where their primary residence is located. To accommodate a 2020 population of 1918 it is estimated that the village will need 809 households. Worth noting is the likelihood that many of these housing units will change from primary residences to seasonal or weekend homes, or vice versa, over time. It is estimated that the about one-third of the housing units constructed east of the river in proximity to Lake Nepco will be occupied year round as primary residents. Housing units constructed west of the river will be predominantly primary residences.

In the 2012 Community Survey 39% of respondents indicated that residents feel that the community should encourage more housing developments. 34% of responses indicated that the community should not encourage more housing while 27% did not have an opinion.

Why Residents Choose to Live in Port Edwards

The reasons that individuals and families choose to reside in a particular community is not always clear. It is a worthwhile exercise to try and determine why individuals choose to live in a particular community. Although the 2012 Community Survey served the broader purpose of gathering public opinions for the comprehensive plan, it also provides some insight on why residents choose to live in Port Edwards. In the Community Survey when residents were asked in question 19 why they like living in the Village of Port Edwards, there were a wide variety of responses, and also some responses that were very common. Common responses included:

- Quiet
- Small community
- Safe community
- Clean

- Schools
- Municipal Services
- Friendly neighbors/people
- Location
- Beauty

The complete survey is included in Appendix A and can be referenced for a listing of all of the responses on why residents like living in Port Edwards.

The survey results indicate that people are generally very satisfied with most if not all aspects of living in Port Edwards. Even though this is encouraging, and sends the message that the village is doing many things right, the more critical responses of residents should not be ignored. Question 20 of the survey asked residents what they would like to change about the village and common responses included the following:

- More local business
- More employment opportunities
- Reuse of Domtar/Mill property
- Taxes too high
- Water or sewer charge too high
- Less train whistle noise
- Bridge or better access to Wisconsin Rapids
- Winter road conditions

Many of the issues that residents would like to see addressed will be discussed in the appropriate elements of this plan.

Goals and Objectives

Goal: Provide a range of housing choices that meet the needs of persons of all income levels, all age groups and special needs.

Objective: Promote housing options that meet the needs of families and individuals through different life stages.

Goal: Maintain the quality and appearance of the existing housing stock.

Objective: Encourage homeowners to participate in paint-up/fix-up events.

Objective: Encourage volunteers or civic organizations to help those who are physically unable to maintain their property.

Objective: Educate property owners about the village zoning ordinance and comprehensive plan and other ordinances that may affect them, including activities that may require permits.

Objective: Make residents aware of grant opportunities or low-interest loans that are available to homeowners for household repairs.

Goal: Recognize the importance of the “character” that defines the Village of Port Edwards and makes it a desirable place to reside.

Objective: Encourage events that promote a strong sense of community pride such as street dances, harvest festivals, fireworks, and outdoor movies.

Objective: Recognize the importance that friendly people, quiet, and village size play in defining the local character of Port Edwards when making local decisions.

Goal: In the 2012 Community Survey 84% of residents rated the quality of life “good” to “very good”. Continue to recognize the high quality of life that residents enjoy in the village and work to maintain it.

Objective: Continue to provide a high level and variety of community facilities and services.

Objective: Consider the following top reasons that residents like living in the village when making major decisions that have the potential of impacting the quality of life of residents.

- Quiet
- Small community
- Safe community
- Clean
- Schools
- Municipal Services
- Friendly neighbors/people
- Location
- Beauty

(Appendix A, Community Survey 2012, Q. 23)

Goal: Continue to provide community facilities and services efficiently and in a cost-effective manner.

Objective: Consider inter-governmental cooperative efforts to provide community facilities and services.

Objective: Limit development and land use changes that could necessitate costly upgrades to local utilities and possibly cause utility costs for residents to increase.

Objective: Consider the impact of utility improvements on the village mill rate.

Objective: Continue to maintain a Capital Improvements Program to plan for costly community facility and utility improvements.

Objective: Map future streets and utility corridors in the community so that development can take place over time in an orderly fashion, and so that utilities and services can efficiently and cost-effectively be provided. By identifying future streets and utility corridors, funding for improvements can be included in a capital improvements program, and have the potential of being put in place with future residential developments.

3. TRANSPORTATION

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation. This element shall compare the local governmental unit's objectives, policies goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and will incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban and rural area transportation plans, airport master plans, and rail plans that apply in the local governmental unit.

Road Network

The most obvious and most used component of the village's transportation system is the network of streets and highways that serve the community (Map 3-2). Different roads are designed to serve different functions and, with good planning, those functions can be carried out and protected.

To get an idea of the number of vehicles that use the village roads, Map 3-1 can be referenced that shows traffic counts on select village streets. The traffic counts are recorded by the Wisconsin Department of Transportation to track trends, and are used for transportation planning.

There are a total of 25.58 miles of road in the village of which 3.74 miles is state highway, 1.84 miles is county highway, and the remaining 20 miles in local road. The

village is responsible for the cost of maintaining local roads, while state highway is maintained by the state and county roads by the county. Port Edwards is faced with the challenge of budgeting for the maintenance of 20 miles of local roads as the cost of projects increase and budgets seem to get tighter year-after-year. Village officials are very aware of the challenge that they face and in recent years have been focusing on maintenance that will prolong the lifespan of roads and hopefully reduce the need for completely rebuilding roads on a more frequent basis. Most of the roads in the village have been designed for a 20-year life span, however, with preventative maintenance some are lasting as long as 40 to 50 years before they require reconstruction.

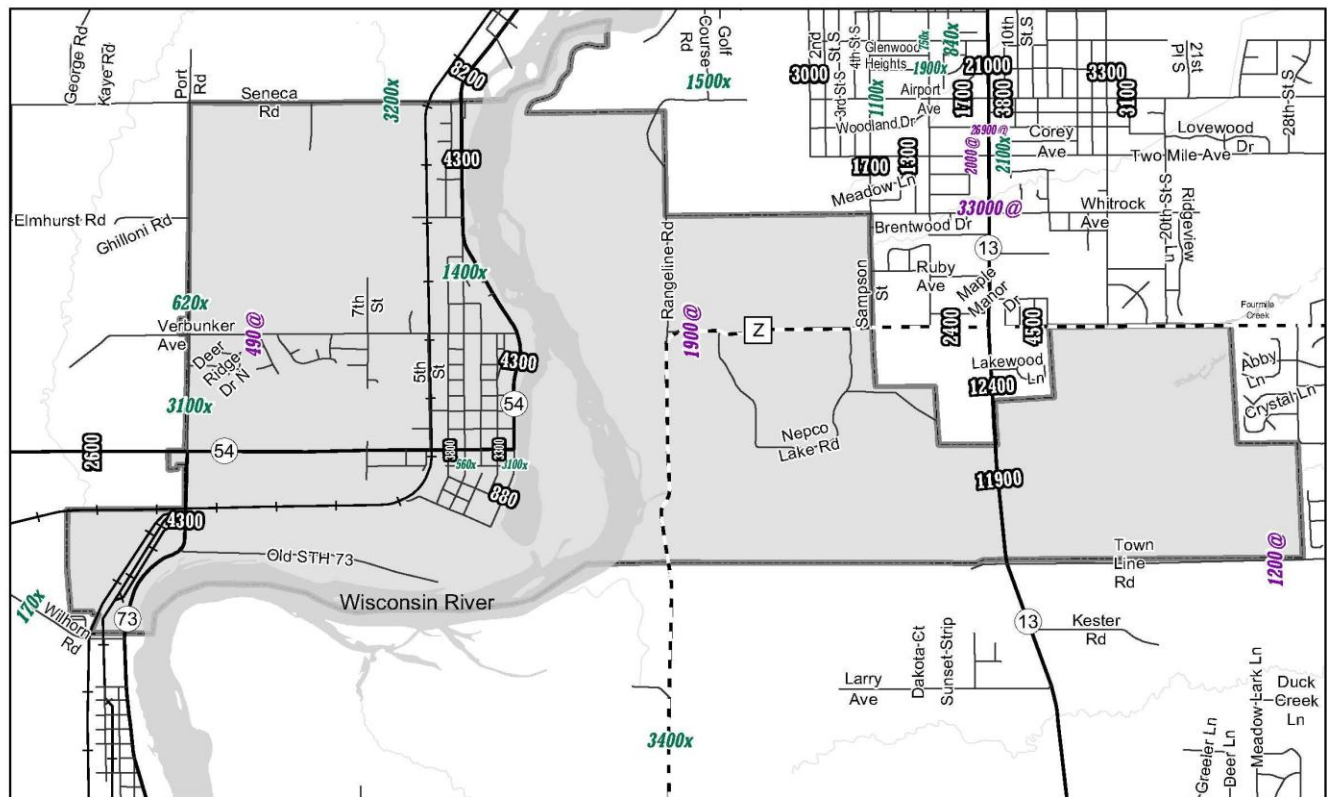
Port Edwards is somewhat unique in the fact that it is a municipality that is divided by the Wisconsin River, without a bridge connection. The closest bridges are found to the north in the city of Wisconsin Rapids and to the south in the city of Nekoosa. The absence of a bridge in Port Edwards connecting both sides of the village results in increased travel times and cost to provide services to Port Edwards residents east of the River.

Functional Classifications

It is important to understand the function of different categories of streets and highways so you can plan your street system to be efficient and to maintain its efficiency by protecting the function of the road network. Streets and highways are grouped into different classes according to the type of service they provide, ranging from a high degree of travel mobility, which is moving vehicles across a community, region, state or country, to a low level of mobility of providing access to land or individual lots. The functional classifications, from the lowest function to the highest, are generally as defined in the following paragraphs. The functional classification of Port Edwards streets and other area communities are

PORT EDWARDS

Map 3-1



2008
INSETS
WOOD County
Annual Average Daily Traffic

9999 - AADT - 2008

9999# - AADT - 2007 9999^ - AADT - 2004
9999* - AADT - 2006 9999~ - AADT - 2003
9999@ - AADT - 2005 9999x - AADT - 2002 or older
- Character following AADT on map designates year
- AADT for RAMPS lie parallel to road
- AADT for Roads lie perpendicular to road

Legend

— IH
— USH
— STH
- - - CTH
— Local Roads
— Railroads

shown on Map 3-3. The map also shows the classification of routes based on the construction of the STH 54 East Arterial Bypass and the planned Port Edwards bridge crossing.

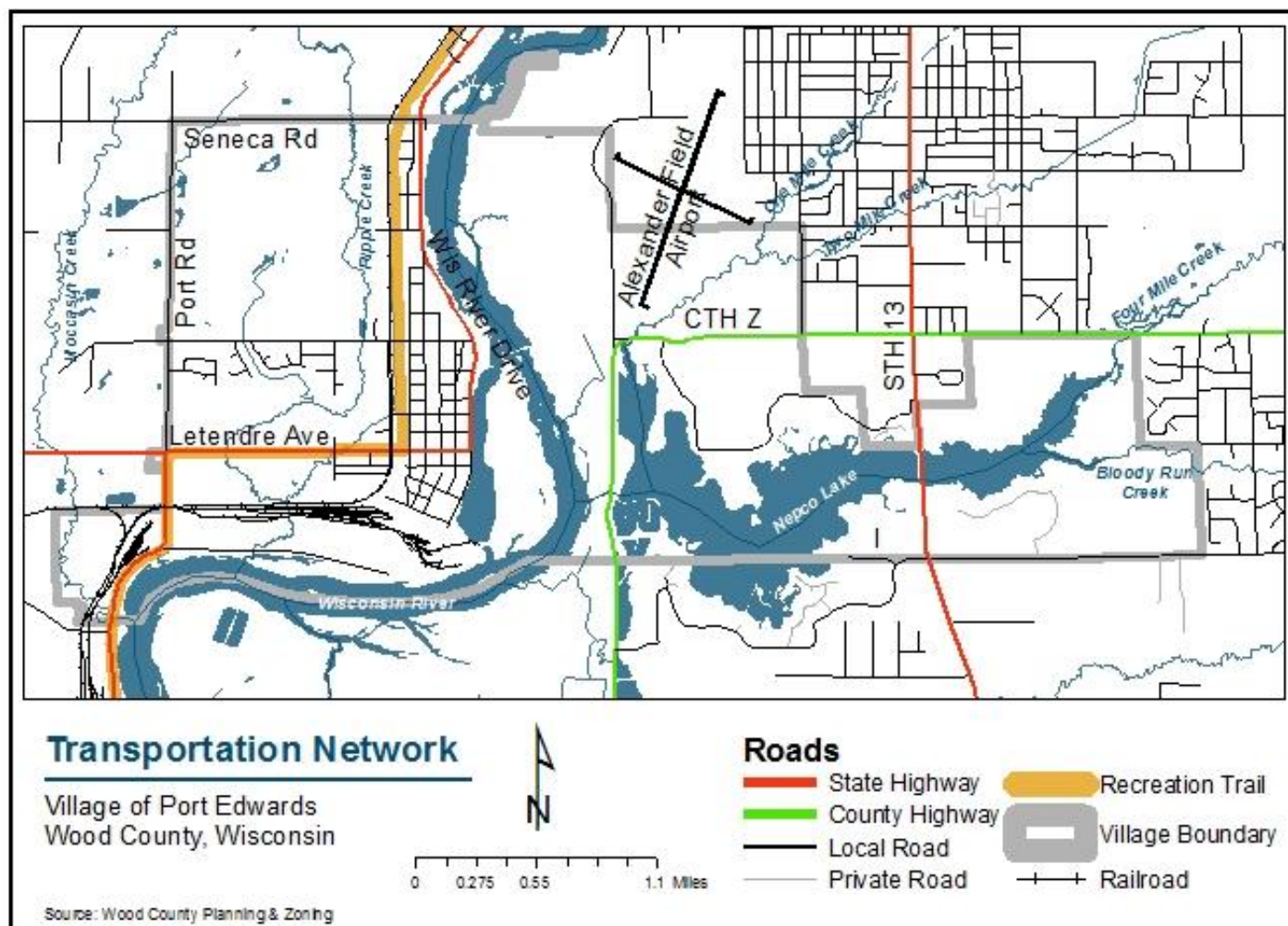
Local Streets

The primary function of local streets is to provide access to individual parcels of land. They typically offer the lowest level of mobility of all the functionally-classified streets. They are designed to serve residential lots, typically have a 25 mph or lower speed limit, may have a curvilinear design to “calm” traffic or may be a cul de sac to prevent through traffic. Once you leave these streets, you may turn onto a collector street.

Collector Streets

The function of collector streets is to carry a higher volume of traffic than local streets, provide through traffic in residential, commercial and industrial neighborhoods, and distribute traffic to even higher function highways. Collector streets may be of a straighter design, often have wider pavement widths with fewer access points (driveways) and may have higher speed limits (i.e. 35 to 45 mph). Collector streets are categorized as “major collectors” or “minor collectors” based on the volume of traffic they serve.

Map 3-2



Arterials

Traffic from collector streets may move onto even higher volume roads called “arterials.” Arterials have faster speed limits and often have more lanes for travel. Like collector streets, arterials are classified as either “minor arterials” or “principal arterials,” depending on the volume of traffic they serve. Minor arterials may have speeds up to 55 mph and principal arterials, like some state highways and interstate highways, will have speeds up to 65 mph. Minor arterials are designed to take the higher volumes of traffic from the collector streets and move that traffic to and from major traffic generators, such as business districts, employment centers and places of large

public gatherings, like university campuses, stadiums, or something of that magnitude. They also provide a connection between communities. Principal arterials serve urban areas with a population of greater than 5,000, usually have multiple lanes, typically carry very high traffic volumes and move traffic on longer trips. Minor arterials should have even fewer access points than collectors, but still provide land access.

Airports

The Village of Port Edwards is served by two airports; Alexander Field/South Wood County Airport (ISW) and the Central Wisconsin Airport (CWA) in Mosinee. CWA is a regional non-hub airport owned by

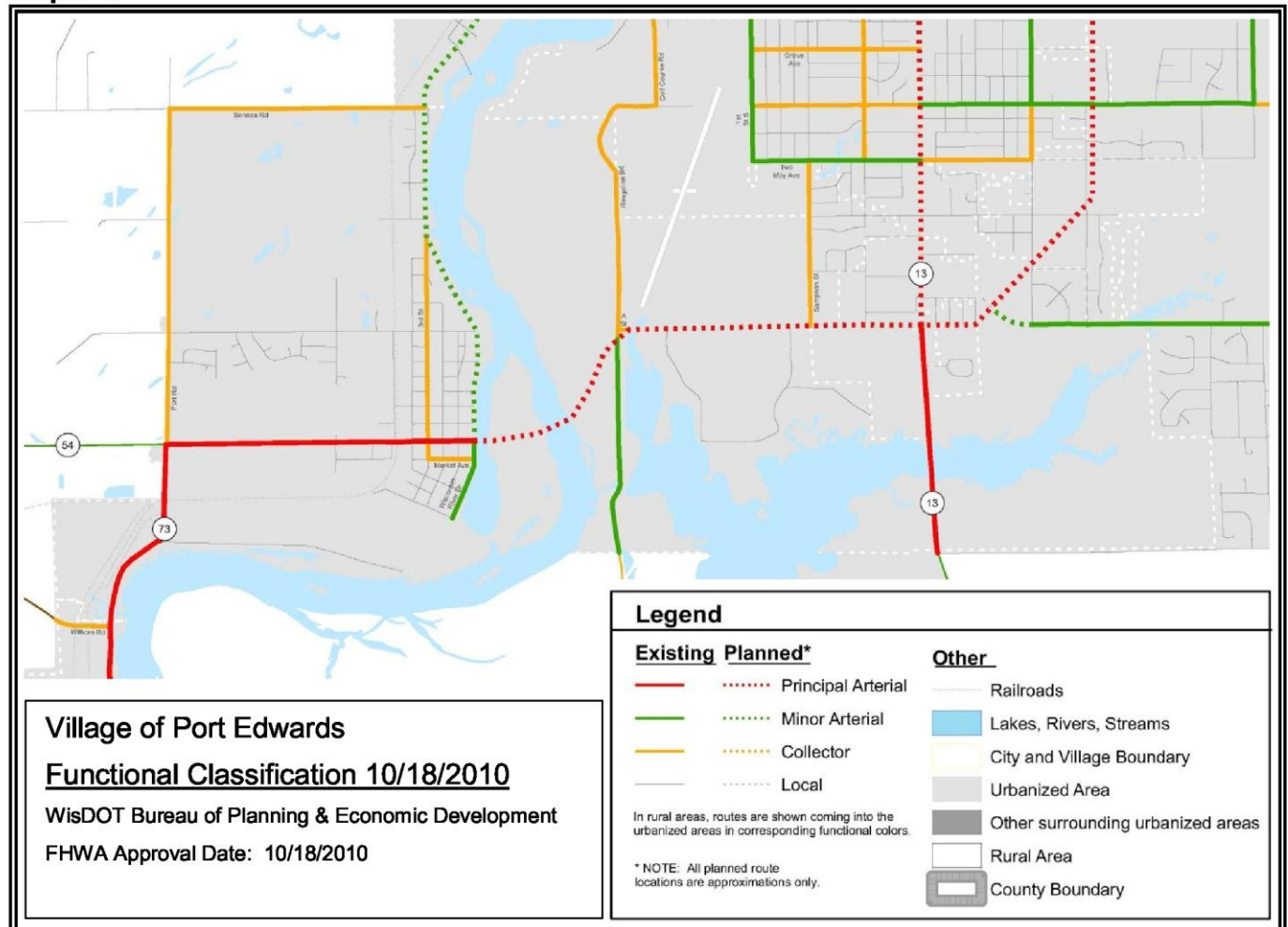
Marathon and Portage Counties and is governed by the Central Wisconsin Joint Airport Board. It is currently served by three airlines, Delta, American and United Airlines, and operates nine daily departures. CWA first opened in 1969 with 39,000 departing passengers annually. The airport expects to see an estimated 130,000 departing passengers in 2015.

Alexander Field is a local general aviation airport that has two paved runways, including a 5,500-foot concrete runway that will accommodate business jets and other private aircraft. The cross runway is 3,640 feet in length. They also offer aircraft maintenance, aircraft and jet fuel, a S.D.F. landing system, flying lessons and charter service. The airport is located on the

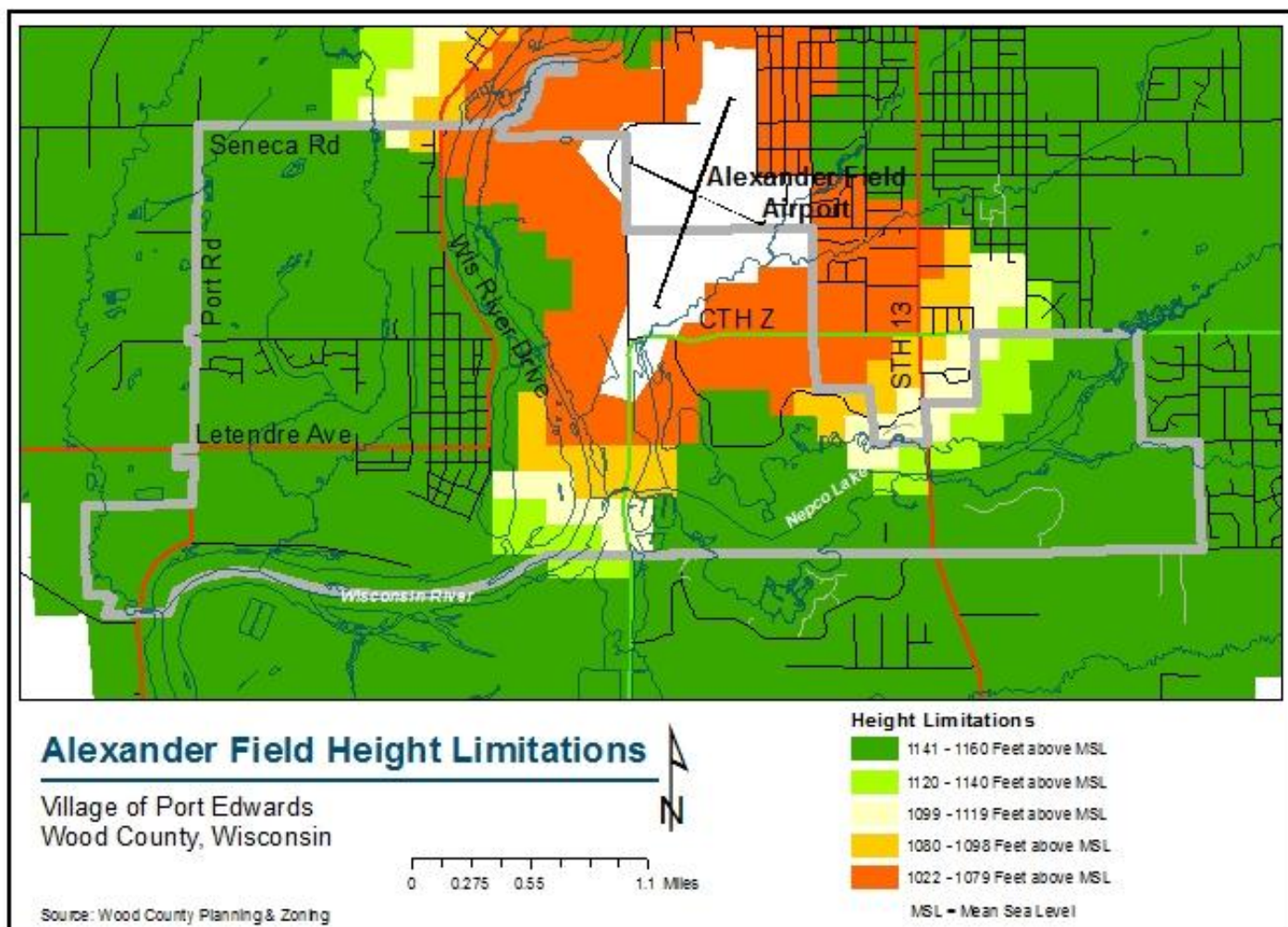
southeast side of Wisconsin Rapids and is situated on land that is in Wisconsin Rapids, Grand Rapids and the Village of Port Edwards. Each of these three communities, the City of Nekoosa and Wood County contribute to the costs of operating and maintaining the airport. Wisconsin Rapids, Grand Rapids, and the Village of Port Edwards contribute annually based on equalized value of the communities. The County annually budgets approximately \$4500 to be applied towards Alexander Field.

The Airport Commission has identified the need for a 500 foot extension of Runway 2002. The airport is hemmed in at its current location with residential

Map 3-3



Map 3-4



neighborhoods to the east, the Wisconsin Rapids sewage treatment plant to the north, Nepco Lake to the south and private lands to the west. To accommodate the runway expansions, the main runway would have to be turned slightly, a major expenditure. Currently, expansion plans are not being pursued.

Like most airports, Alexander Field has both direct and indirect impacts on the area's quality of life and economy. Convenient access to air transportation allows businesses to quickly move key personnel from one site to another, saving valuable time and increasing their productivity.

Direct economic impacts include jobs at the airport and sales of airport products and services. Indirect impacts include spending by visitors who arrive in the Wisconsin Rapids area via the airport. That spending includes such things as lodging, meals, recreation, ground transportation and retail purchases. In addition, there are induced economic impacts which include the activities of suppliers to the businesses at the airport. Some might include the following: Electricity, office supplies, aircraft parts, and fuel for resale and suppliers to the businesses that serve visitors. It also includes activity generated by the airport workers re-spending their income on clothing, housing, groceries, entertainment, etc. The total economic impact of

Alexander Field on the area was estimated to be over \$3 million dollars per year, including 53 local jobs with annual wages of nearly \$1 million and another 11 jobs statewide pushing the wages to over \$1.3 million (2000 dollars).³

Airports, by their very nature, create planning issues and opportunities for communities. Uses near airports will differ depending on the size and function of the airport. Noise is a factor to consider, along with safety issues related to low-flying aircraft, including clear zones at the end of runway approaches and height restrictions. The Federal Aviation Administration regulates heights of structures. Much of Port Edward's land area is under some Federal Aviation Agency (FAA) building height restrictions because of the proximity of the airport. Building height restrictions are more restrictive on properties that are in the direct line of the two runways. These areas should be included in local plans and zoning ordinances as overlay zones. Map 3-4 is a generalized look at the height limitations. Looking at the map, it is obvious that the closer you get to the end of the runway, the lower the allowable height. The height restrictions have not hindered development in the village in the past and, with the possible exception of wireless communication towers, it is not anticipated that height restrictions will have a negative impact in the village's future. Special attention should be given to proposals for communications towers and similar structures.

The areas of Port Edwards most affected by the airport zoning building height limitations are those areas in close proximity to the airport property, and areas at the end of runway approaches.

The airport also provides facilities for

emergency medical flights, law enforcement, agricultural spraying, pilot training, and recreational flying, all adding to the economy and quality of life in the area.

Bicycle/Pedestrian Trails

The Village of Port Edwards is well connected to other River Cities communities by bicycle and pedestrian trails. Trail users can travel on surfaced trails from Wisconsin Rapids through the village, to the city of Nekoosa on the Ahdawagam Trail. The village trail is signed as the *Recreation Trail*, but connects up with the *Ahdawagam Trail* network of the city of Wisconsin Rapids. In the future area communities should continue to plan to grow and improve the trail network, and settle on a commonly accepted name of the trail network such as the *Ahdawagam Trail*.

This trail provides an alternative means of transportation for residents and also is used for recreational purposes. The trail network is the result of collaboration among area communities and the County, utilizing local funding, in-kind contributions, volunteer time, donations, and grant funding.

About 3.5 miles of the *Recreation Trail* travels through the village. The trail alignment can be seen in Map 3-2. From Seneca Rd. to Letendre Ave. the trail is constructed on a strip of right-of-way that is owned by Domtar. This strip of right-of-way was previously used for rail transportation, but is currently used as a utility corridor for underground utilities that connect to the Centralia Dam. Trail use of the corridor is secured by a long-term easement with Domtar. The village has in the past expressed to Domtar interest in acquiring the corridor through a donation or purchase.

The remainder of the *Recreation Trail* that travels through the village runs along the alignment of Letendre Ave. then southerly along STH 73 to the city of Nekoosa. From where the trail intersects Letendre Ave.

³ Wisconsin Bureau of Aeronautics, "The Economic Significance of Alexander Field/South Wood County Airport to the Local Economy – Draft," October 2001.

west to 7th St. the trail consists of the paved shoulder. The rest of the trail that runs to Nekoosa is a paved off-street trail located on public street right-of-way.

The segment of the *Recreation Trail* that runs through the village is reaching a point where maintenance will be required. In 1999 the section from Seneca Rd. to Letendre Ave. was constructed, and the stretch along Letendre to STH 73 to the city of Nekoosa was completed in 2004. The village has not experienced any significant safety issues along the trail that would require design enhancements. A long term concept that has been considered is the realignment of the trail segment that currently runs along Letendre, to the south along Filtration Plant Rd.

The trail head for the *Recreation Trail* is located on the north side of Letendre. This gravel parking lot provides vehicle parking and includes a map kiosk that displays a map of the area. A possible location for an additional trail head is where the trail intersects Seneca Rd.

The county will consider updating the County Bicycle and Pedestrian Plan to incorporate any local plans or projects. The current plan was adopted in 1996. Due to the age of the plan and the amount of trails that have been constructed since its adoption, the plan is in need of an update. This plan serves the purpose of coordinating municipal bicycle and pedestrian routes and connecting municipalities in the County.

In addition to the *Recreation Trail* there are a variety of other bicycle and pedestrian trails that can be found in Ripple Creek Park, and Nepco Lake County Park. These trails are recreation focused and will be discussed in the Agricultural, Cultural and Natural Resources Element of the Comprehensive Plan.

Snowmobile Trails

Wood County has a total of 257.4 miles of developed snowmobile trails. The trail network provides recreation opportunities not only for residents, but for visitors who make Wood County a snowmobiling destination. There are no trails in the village, but Wood County trails can be accessed in the town of Seneca, about 1¾ miles west of the village.

The village has adopted traffic code pertaining to use of snowmobiles. Identified access routes to Wood County snowmobile trails include VerBunker Ave., Seneca Rd., and the abandoned railroad right-of-way west of the bike trail between Letendre Avenue and Seneca Road. Other village streets may be used as access routes by the most direct route from the person's residence or fueling station to one of the above-designated major routes.

Railroad

The railroad has played a major role in the history of Port Edwards. In 1873 the village had its first railroad connection established by Wisconsin Valley Railroad. This rail connection provided passenger and freight service for the community. Passenger service made it possible for residents to go to places like Chicago, Milwaukee and Marshfield without having to travel to get a train connection in another city. Passenger service ended in 1970 due to declining ridership and an increase in popularity of automobile travel. Freight service made it possible to move lumber year round, rather than waiting for peak river flow in the spring of the year.

Although there currently is no passenger service anymore, the Village of Port Edwards continues to depend on the railroad connection it provides to local businesses for freight hauling. The Canadian National mainline runs through the village and has numerous spurs off the

mainline that serve ERCO and the old Domtar Mill site. In addition, the mainline through the village is a very important component of the regional economy and rail transportation network.

The presence of the railroad intersecting the community does provide challenges in planning the road network and bicycle and pedestrian trails. Crossing the rail lines requires coordination and approval of railroad officials. Crossings pose safety issues that need to be considered not only for the sake of travelers, but also for the sake of residents that are in need of police, fire, or EMT services. There are currently 5 road crossings in the village. Some of the trains that travel through the village block the at-grade crossings causing increases in travel times for vehicular traffic, and potentially delaying emergency service providers from reaching their destination. Currently some residents estimate that 5 trains travel through the village each day. In the past it has generally been challenging working with the railroad to adequately repair, maintain and improve railroad crossings. The railroad also prefers having less crossings to maintain, however, the village has strongly argued the need to maintain the existing crossings to provide transportation options for emergency service providers.

Public Transportation

Another element of the village's transportation system is public transportation. Providing for the needs of those who are not able to transport themselves has been made possible through programs of the county, with the assistance of state and federal grants. The village's interest should be in maintaining communications with the appropriate agencies to ensure that whatever programs are available through those agencies, be made available to Port Edward's residents.

No public transit service for the general public exists in the Village of Port Edwards.

River City Cab, a shared ride taxi company, offers transportation to the public for a fee.

The Wood County Elderly and Disabled Transportation Program provides bus service throughout the county. This service is wheelchair accessible and is prioritized by medical, nutrition, shopping and social purposes. Volunteer driver service is also available from the Wood County Elderly and Disabled Transportation Program. This non-emergency service is for Wood County seniors, age 60 and over. Priorities are for medical and nutritional purposes. Riders must be ambulatory or accompanied and are billed a percentage of the cost of the trip.

Official Street Map

Port Edwards has a map that identifies current streets as well as some future streets. State Statutes 62.23 allows villages to adopt an "official map" that shows existing and planned streets, historic districts, parkways, playgrounds, railroad right-of-way, waterway and public transit facilities. No building permits may be issued for development within the limits of these mapped areas. It is especially important for the village to adopt an official map to ensure that no development takes place in the path of the planned East Arterial Bypass and the Port Edwards Bridge. This comprehensive plan will also serve to preserve the corridor for future construction as well.

STP Urban & Rural Systems Planning

Port Edwards has actively participated with neighboring communities in the area's urban group.⁴ That group considers projects to be funded with federal Surface Transportation

⁴ Includes the towns of Grand Rapids, Seneca and Port Edwards, the Village of Port Edwards, the cities of Nekoosa and Wisconsin Rapids and the Wood County Highway Department. This group is eligible for funding for municipalities with a population of 20,000 to 50,000.

Projects (STP) Urban Program dollars that are channeled to local governments through the Wisconsin Department of Transportation. The urban group consolidates the funding and uses it for agreed upon urban area projects. Projects are submitted by participating communities, and the urban group reviews and scores the projects, and the highest scoring projects are selected. Although Port Edwards does not get projects funded every year, participation in the urban group has allowed them to get funding for substantial projects that would be difficult to fund otherwise. In 2005, Port Rd. from Verbunker to Seneca Rd. was resurfaced, and in 1999 Seneca Rd. from West River Drive to Port Rd. was resurfaced.

The urban group has been encouraging the Village of Biron to become a member the past few years. With the Village of Biron as a part of the group they would have more transportation funds to work with and the transportation network of the area would benefit.

Current & Future Changes to the Transportation System

Future changes to Port Edward's transportation system have been discussed throughout this chapter, specifically with regard to the reconstruction/relocation of streets. A 5-year Capital Improvement Plan for roads is maintained as a planning tool to prioritize and fund necessary future improvements or maintenance projects. The particular projects that are completed on an annual basis are dependent on the amount of money available through the village budgeting process. Annually the plan is updated and many times uncompleted projects are rolled into the updated plan. The complete Capital Improvements Plan is included in Appendix B.

Every two years the village submits an inventory of pavement ratings for roads to the Wisconsin Department of Transportation

as required by State Statute 86.302(2). The PASER rating system that is used rates the quality of roads. The village references the PASER inventory when identifying future road resurfacing or maintenance priorities that are included in the 5-Year Capital Improvement Plan. When identifying future road maintenance projects, the maintenance of other utilities in the right-of-way are also a consideration. In many cases the best time to repair, replace, or upgrade utilities in the road right-of-way is when the road is being rebuilt.

East Arterial Bypass and Bridge

The vision of developing a STH 54 East Arterial bypass and a Wisconsin River bridge to Port Edwards goes back to at least the mid-70s when the Wisconsin Rapids Area which includes Port Edwards, worked with the WisDOT, the Federal Highway Administration, and other local units of government to establish the Wisconsin Rapids Urban Area Federal Aid Urban System and Boundary Agreement. The proposed project extended STH 54 from Letendre Avenue in Port Edwards across the Wisconsin River and along CTH Z was classified as part of the urban system at that time, however, the north-south part that followed the 20th Street corridor in Wisconsin Rapids was not included. Many residents that are familiar with history of the River Cities can site other historic documents that refer to past planning efforts to build a Port Edwards bridge that go back to the early years of the village. The most recent effort to move the idea forward was the 2009 Wisconsin Rapids Area East Arterial Feasibility Study.

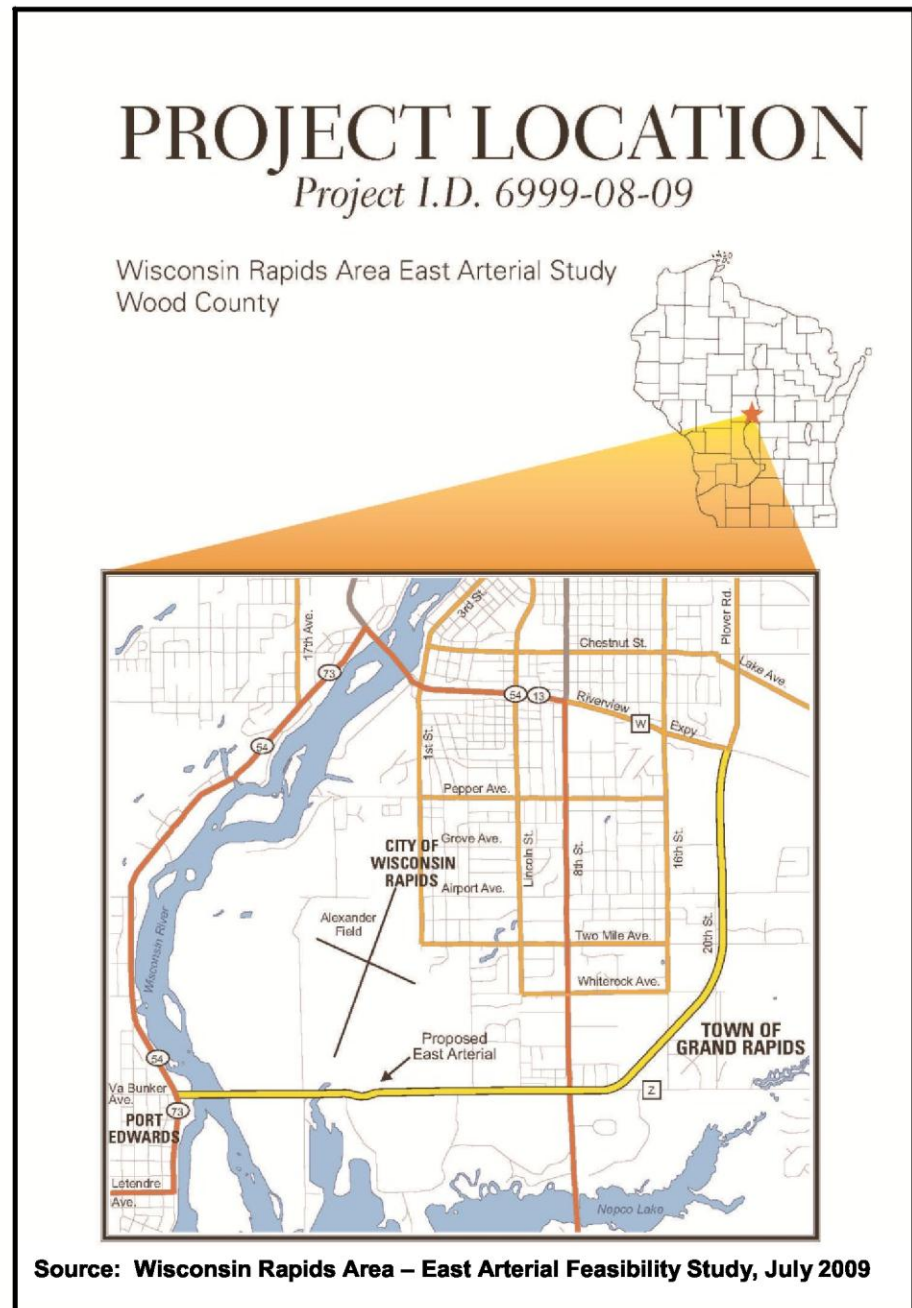
Map 3-5 shows the possible alignment of the East Arterial Bypass and possible location of the bridge. This project is explained in more detail in the Land Use Element of the Comprehensive Plan.

Relationship of Transportation System to Other Comprehensive Plan Elements

Transportation has historically shaped the Village of Port Edwards. Port Edwards was established at the Wisconsin Rapids location to utilize the river to transport logs to and from lumber mills and paper mills. In later years the railroad that runs through the village provided the means to transport goods to and from the community, and the local economy depended on it, and still depends on it today. In addition the rail lines provided efficient passenger service to other communities up until about 1970. Port Edwards has a rich transportation history and still provides a variety of transportation choices that included bussing through the Tri-City Bus line and passenger rail through the Interurban electric rail line.

The transportation network of a community is tied to every other element of this comprehensive plan. Generally a change in the transportation network will affect local utilities and community facilities, housing, natural resources, economic development,

Map 3-5



and land use. So as changes are considered in a community that involves transportation, the total impact of the changes should be considered.

Transportation system changes can directly impact certain community facilities. As more streets are constructed, the demand increases for more road maintenance, and

consequently, more annual maintenance planning and funding. Depending on the linking of new to existing streets, or the lack of linking them, costs to provide street maintenance, school bussing and other services that use the streets, could increase. It is less expensive to continue driving through a subdivision, for example, than it is to maneuver a snowplow through a development with cul-de-sacs.

New streets can impact natural resources and agricultural lands. New development may consume land that is currently used for agriculture, provided that owners of agricultural lands are willing to sell their property for development. As development occurs streets may need to be planned and constructed. With development, drainage patterns will be impacted and increased the amount of impermeable surfaces.

Intergovernmental cooperation is essential to the development and maintenance of a transportation system. If, for example, the Village of Port Edwards decides to add or widen streets near the village boundary, the village should be aware of those plans so that they can plan infrastructure improvements accordingly. In addition to coordinating planning of new facilities, communities should look into the possibility of cost savings in maintaining their street network by working together.

Goals and Objectives

It is an overall goal of the Village of Port Edwards to move people as efficiently as possible, to provide residents with safe, efficient, cost-effective access between their homes and places of work, schools, parks, shopping and other destination points and to provide a means for travelers to traverse the village with minimal conflict with local land uses.

Goal: To provide transportation choices for village residents.

Objective: Continue to meet with Wood County and the neighboring municipalities to plan and provide for cost-effective facilities and coordinate planning of roads and trails.

Objective: Maintain contact with the Wood County Highway Department to encourage continued improvements to the highways as necessary in the interest of the safety of highway users and efficiency in coordinating local road improvements with those of the county.

Goal: To provide interconnection of transportation systems between municipalities.

Objective: Create an official Street Map of the Village of Port Edwards, coordinating with the adjacent towns, Wood County and the Wisconsin Department of Transportation on street alignments and trail development.

Objective: Identify future transportation corridors so that they can be protected from any development that may obstruct planned future roads or trails.

Objective: Continue to work towards the funding and construction of the East Arterial Bypass and the Port Edwards Bridge.

Goal: To provide safe transportation throughout the village.

Objective: Coordinate local street improvements with work on county, state, and federal highways.

Objective: Carefully review land subdivision proposals to assure that proposed streets and trails line up with existing facilities.

Objective: Encourage pedestrian-friendly design of new subdivisions, residential or commercial, to

encourage/accommodate alternate modes of transportation in the community.

Objective: Minimize conflicts with local land uses by monitoring the number of access points from subdivisions and higher density residential areas to higher function county, state, and federal highways.

Objective: Through local zoning and the plat review process, monitor the location of access points to assure clear visibility for motorists and bicyclists and to allow sufficient maneuvering space for speed changes and turning.

Goal: Provide safe routes for bicyclists and pedestrians in Port Edwards.

Objective: Identify existing routes and facilities that can serve as bicycle and pedestrian routes.

Objective: Develop a maintenance schedule for existing bicycle and pedestrian trails.

Objective: Consider improvements such as paved shoulders and bicycle lanes when road maintenance or upgrades are being planned.

4. UTILITIES & COMMUNITY FACILITIES

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, power-generating plants and transmission lines, cemeteries, health care facilities, child care facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. This element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an appropriate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

Introduction

The Village of Port Edwards is relatively small in both population and land area, but provides many of the utilities and services that larger communities offer. Residents are fortunate to have access to these services and in general, satisfaction of services rates from “about average” to “very satisfied.” The challenge in the future will be to maintain or improve the quality of services, while maintaining affordable charges to the residents. The challenge of providing utilities and community facilities is not unique to Port Edwards, but something that other villages, towns, cities, and the county are currently facing. The Wisconsin River runs through the village and there is no bridge connection in Port Edwards.

Furthermore, the high cost of running water and wastewater utilities to the east side of the village makes it uncertain if and when it will ever be connected to these utilities.

Natural Gas

Natural gas service is provided to residents by WE Energies. WE Energies is the trademark name of Wisconsin Electric Power Company, the principal utility subsidiary of Wisconsin. ANR Pipeline supplies natural gas to WE Energies for distribution.

Electricity

Electrical service is provided to Port Edwards by Alliant Energy. Alliant Energy is an energy holding company providing electric and natural gas service to more than 1.4 million customers in Iowa, Minnesota and Wisconsin.

Water Supply

The Village of Port Edwards Water Utility provides water to most residents west of the Wisconsin River. There are homes along Port Rd. and Seneca Rd. that are not connected to Village water. Properties east of the Wisconsin River are served by private wells. The water utility is supplied with groundwater through 4 wells. These wells are located west of the Village of Port



In 1969 the 500,000 gallon tank at the corner of VerBunker and 7th Street was constructed.

Edwards. One of the 4 wells is located on a property that holds the potential for an additional well in the future, however, groundwater from this general area requires treatment through a filtering process to reduce the high iron levels. The current well on this property is run only 1 time per week for filtering. The wells are connected to a 500,000 gallon water tower located at Ripple Creek Park, and a 60,000 gallon tank located at the intersection of Jefferson Ave. and 2nd St. adjacent to the John Edwards High School grounds.

The Village of Port Edwards has historically faced challenges with providing potable water for residential use, and also the needs of local businesses. From 1949 to 1982 the village was using water from Nepco Lake, treating it at a treatment plant, and then making it available to residents. The process was effective in providing potable water, however the treatment process was cost-prohibitive, especially when compared to the cost of tapping into groundwater resources. One of the challenges that the village has encountered in the past is finding groundwater that is both good quality and plentiful.

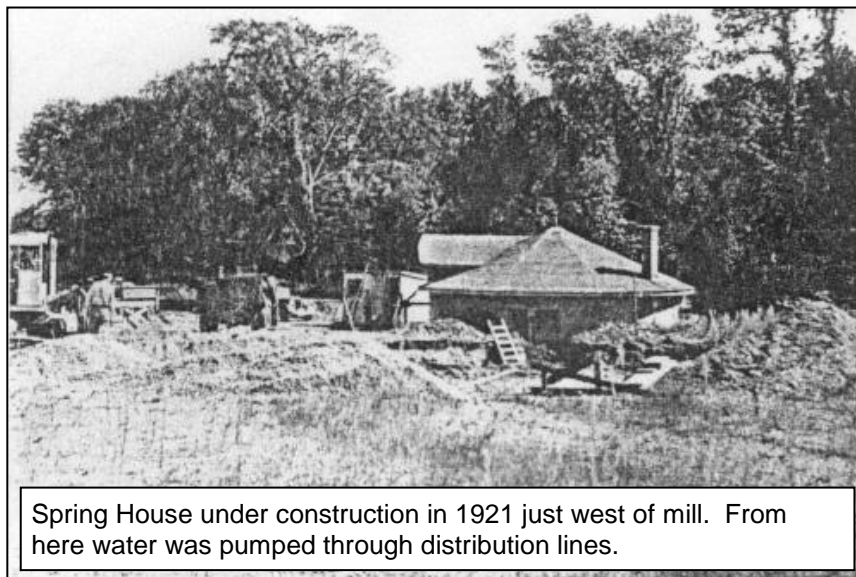
The 4 current wells are meeting demand for water use, however, the existing capacity has the potential of limiting certain types of industrial or commercial growth in the village based on the type of business. The village has been somewhat proactive in regards to meeting current and future needs by having a Water System Hydraulic Model developed in 2011 by AECOM, a private consulting firm. The project took a look at the capacity of 4 current wells that provide water to the utility. Through flow and pressure testing assessed the functioning of the system, and established peak hour pressure locations throughout the utility. If a business would like to locate to the village in the future, the anticipated water use can be run through the model to determine the impacts of the new business on the water utility as a whole.

When looking at water use in the village, it is important to have an understanding of who the biggest utility customers are. ERCO is by far the largest utility customer with an average demand of 248 gallons per minute. The majority of the water that is used by ERCO is used for product that they sell. Although the Domtar Mill site is currently idle, historic use of this site was calculated in the model at 27 gallons per minute.

Water usage in the village typically peaks annually in the month of July. This peak is the result of yard sprinkling. Many residents use municipal water to water their grass and gardens. Yard sprinkling is limited to the hours of 6pm to 10am.

There are about 40 residents that have private wells that they use to water their grass and gardens. The private wells are required to be licensed by the village every 5 years. The licensing requirement is not unique to the village, but rather a DNR requirement. Private wells are licensed because they can serve as a direct conduit to channel contaminated water to the groundwater. Unused or improperly abandoned wells are a significant threat to groundwater quality also. The purpose of the village's well program is to allow residents to keep their wells provided they are deemed structurally compliant through inspection and licensing. There is no cost to have private wells licensed in the village, and they must be properly abandoned by a licensed plumber if they are no longer being used.

Future improvements to the water utility are limited at this time to routine maintenance. Many of the utility improvements are implemented as the result of other road or infrastructure projects. When a road is being rebuilt, this is often the best possible time to replace aging and deficient water utility, or storm water utility infrastructure.



Spring House under construction in 1921 just west of mill. From here water was pumped through distribution lines.

A challenge that the Port Edwards Water Utility faces in the future is maintaining the infrastructure, while maintaining competitive utility rates. Water Utility rates in the future should be adequate to cover the cost of regular utility maintenance and more substantial improvements. One future challenge will be to fund the operating cost and maintenance of the water utility as the general trend of household water consumption generally decreases.

The village has considered how it might serve its customers if the utility is no longer able to function due to groundwater contamination or a failing well. The village has an emergency water agreement with the city of Wisconsin Rapids. Under this agreement the city of Wisconsin Rapids would provide water to the village if needed, and the village would provide water to Wisconsin Rapids if needed. A similar agreement between the village and the city of Nekoosa is pending. Although the agreements are in place, investments in infrastructure have not been made to physically connect the water systems.

Wellhead Protection is a preventative program designed to protect public water supply wells. The village does not have any wellhead protection measures in place, but should consider developing a wellhead

protection strategy. Steps to create a wellhead protection plan include forming a planning committee, delineating the wellhead protection area, inventorying potential contamination sources, and managing the wellhead protection area.

Preservation of groundwater quality is an ongoing challenge and residents interested in preserving groundwater quality may want look to the Groundwater Guardian program for assistance. The

Groundwater Guardian program is sponsored by the National Groundwater Foundation, a private non-profit educational organization that informs and motivates people to care about and for water.

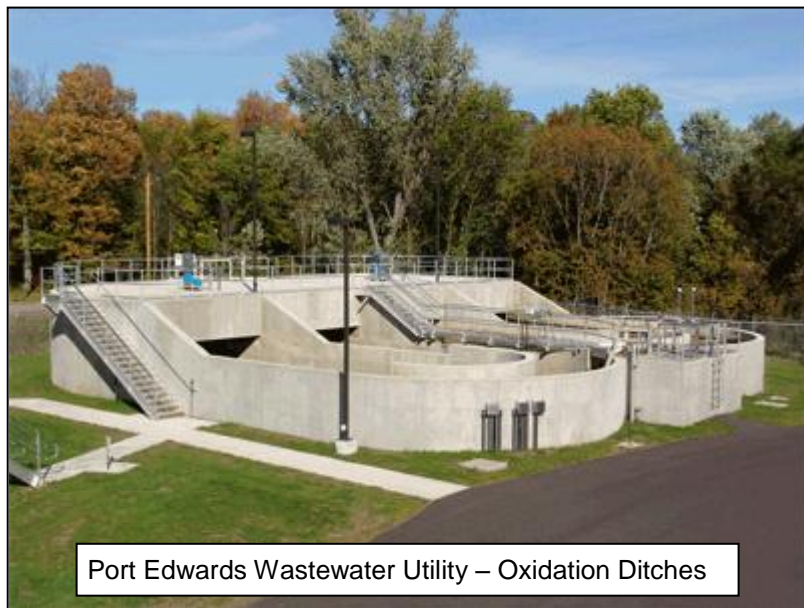
Wastewater Treatment

In 2005 the village built a new wastewater treatment facility on the same site as the plant that it was replacing. The site is located on the south side of the old State Highway 54, just west of the Domtar Mill property. The prior plant was constructed in 1968 and was still functioning well until it was replaced. The plant was replaced because many of the water quality standards have changed over time and it was not designed to efficiently and cost-effectively meet those standards. Also, it was not built with any redundancy to allow for down time to complete regular maintenance.

The replacement facility was designed and constructed for a 20-year life span. The plant is built with redundancy and future expansion in mind. The plant is running at about 30% of full capacity at this time, with the majority of waste being treated originating from residences. Prior to construction of the plant, options of connecting to Nekoosa or Wisconsin Rapids

utilities was considered, but it was more cost effective to replace the village treatment plan.

As with the water utility, the wastewater utility only serves the residences west of the Wisconsin River. Due to the infrastructure



Port Edwards Wastewater Utility – Oxidation Ditches

costs of crossing the river, and the low density of residences on the east side of the river, the wastewater utility has not been connected to the east side of the village. East side residents rely on Private Onsite Waste Treatments Systems (POWTS) for wastewater treatment.

Many homes in the village have foundation drains that feed into the wastewater utility. When wastewater utilities are being reconstructed and these connections are identified, they are not allowed to continue. Many of these connections are difficult to identify until utility work is being completed in the immediate area. The problem that these drains pose on the wastewater utility is that during rain events or seasonally wet times, they introduce a large volume of water into the utility. The Port Edwards wastewater treatment facility, like many other facilities, is not designed to treat wastewater with such a low proportion of solids. Over time as more floor drains are

disconnected, the impacts of floor drains on the utility will diminish. Sump pumps that are plumbed to the wastewater utility also are problematic. Sump pumps are easier to spot than foundation drains, and are not permitted to be connected to the utility.

Stormwater Management

Stormwater runoff is water from rainstorms or snowmelt that flows over the land rather than evaporating or soaking into the ground. The village has stormwater infrastructure but also relies on ditches and culverts to move and disperse water by gravity flow. Other practices used to manage stormwater include grass swales, vegetative filter strips, ditch maintenance, and wet ponds. Much of the village's stormwater is channeled to the Wisconsin River by gravity flow. The stormwater is not treated before it enters the river.

Future projects for the stormwater system consist of regular maintenance. Maintenance consists of annually cleaning the catch basins and sweeping all of the village streets. Keeping catch basins clean allows them to function properly to trap debris and sediment so that the amount that discharges to the river is reduced. Sweeping the streets reduces the amount of sediment that ends up in catch basins and the river. Storm sewer improvements many times are incorporated into road construction projects or other utility projects if needed.

There are wetlands and vegetative buffers that effectively serve to manage stormwater in the village. Two locations in the village are in close proximity to higher density residential and commercial areas. The first area extends from Seneca Rd. south to Letendre Ave. adjacent to the rail line. The second area is along Filtration Plant Rd.

Both areas have vegetative cover and contain some wetlands. These areas serve as holding areas for stormwater and allow it slowly permeate through the soil. As the stormwater permeates through the soil many of the pollutants such as oil and grease, sediment, and chemicals are filtered out. Allowing this type of stormwater management can lead to better quality groundwater and cleaner rivers and lakes. The aforementioned areas are not village owned property, but their future use as stormwater retention areas should be preserved for the overall benefit that they provide to the community.

East of the Wisconsin River there is no storm sewer system. Due to less impervious service and lower density residential development, it is managed effectively through practices such as ditching and culverts.

Residents experiencing moisture problems in their homes and yards, may consider some relatively low-cost solutions to moisture and drainage problems. By installing rain gutters, they can direct water away from the foundation of their homes and reduce the impact of water seeping into their basements. Through landscaping they can make sure that the ground around their home slopes away from the house reducing the permeation of water along the basement foundation. If there are cracks in basement floors and walls they could be filled to prevent water leakage.

As development occurs, consideration of how the development will impact drainage should be considered. The management of stormwater is an engineering issue where large expanses of land are going to be covered with roofs, parking lots and streets.

Construction projects that disturb 1 acre or more of land through, clearing, grading, excavating, or stockpiling of fill material need a stormwater management permit from the Wisconsin Department of Natural

Resources under chapter NR 216, Wis. Administrative Code. The stormwater management plans detail how sediment and other pollutants will be controlled until the construction project is completed and the site is stabilized from erosion. Practices include sediment ponds, tracking pads, silt fences, temporary seeding, mulching and more. To control runoff when the site is complete, plans will include best management practices such as wet ponds, infiltration structures, grass swales, vegetative filter strips and vegetative structures.

A stormwater management ordinance may be a way for the village to accommodate residential, commercial, and light industrial growth without worsening existing drainage problems or creating new ones. As new developments are proposed, the village could require management plans to be prepared that calculate the amount of impermeable surface of the new development, determine the impact of grading, and incorporate retention ponds and swales to manage the runoff. When the village reviews new land subdivisions, they may be able to require the developer to provide details on how stormwater will be handled in the new development.

Village Pool

One of the most prominent features of the Village of Port Edwards is the municipal pool. The pool was originally constructed in 1949 on park land that was donated by the L.M. Alexander estate. Prior to the donation of this four-city-block area, it was the L.M. Alexander family estate. The pool that was constructed at this site was originally planned as a natatorium, an indoor year-round pool. The high cost estimate of the natatorium resulted in modifying the plans and the current village pool was the outcome.



The pool was generously paid for by the Alexander Foundation and the NEPCO Foundation. Since the pool was constructed, generations of community residents have learned to swim, cooled off, and relaxed at the municipal pool. Many residents have fond memories of the time they spent there with friends and family and have a hard time imagining the village without a municipal pool.

The fact that a pool was constructed in 1949 and operated through 2014 is a testament to the quality construction of the pool and the maintenance that has been performed on it over the years. The condition of the pool, however, required it to be closed after the 2014 season and is cause for discussion on what to do for the future of aquatic services and recreation.

What has happened in nearby South Wood County communities in recent years, has led to talk of a shared regional aquatic center. In the last 20 years Wisconsin Rapids closed its East Side Pool, Nekoosa closed its pool due to high maintenance costs that made it cost prohibitive to keep open, and the village of Biron closed its municipal pool due to deteriorating conditions and cost of maintenance. The Mead Pool on the west side of Wisconsin Rapids is near its end. If nothing is done to build a new aquatic facility there is the chance that South Wood County may be without an outdoor pool. The only remaining pools in South Wood County will be the indoor pool at Lincoln High School in

Wisconsin Rapids, and the indoor pool at the YMCA in the village.

YMCA

The YMCA of South Wood County has two locations to conveniently serve area residents; one in Port Edwards and the other in Wisconsin Rapids. The Port Edwards facility was constructed in 1957 on the former L.M. Alexander estate and funded by John Alexander. The Port Edwards location has a state-of-the-art wellness center, drop-in childcare center, fitness studio, racquetball courts, locker rooms with saunas, two pools, a gymnasium, a three story indoor playground, whirlpool, walking/running track, steam rooms and more. The YMCA offers a wide variety of programs for youth of all ages.

The YMCA also has a camp located on Nepco Lake where 9 weeks of day Camp and 2 weeks of resident camp are offered. The camp is called Camp Alexander and the beautiful 33 acre property includes 2 lodges, 5 year-round cabins, a roped-in swimming area, cross country skiing and hiking trails, athletic fields and fishing. The camp is a great place for conferences, weddings, reunions, retreats or events.

Solid Waste Disposal/Recycling

The village contracts with Veolia Environmental Services for garbage and recyclables pickup. Garbage pickup is provided on a weekly basis and comingled recyclables are picked up biweekly.

The village provides brush and yard waste pick-up on a biweekly basis during the growing season, on the same weeks that recyclables are picked up. Very few communities provide brush and yard waste pickup this frequently. This service is offered in the village instead of providing a compost site where residents can drop off their yard waste.

Village residents take advantage of a variety of programs offered by other area municipalities, Wood County, and area businesses to dispose of large items such as appliances, construction materials, scrap metal, and tires. There are also many options for residents to dispose of computer equipment/electronics, printer cartridges, batteries, prescription drugs, chemicals, and CFL light bulbs.

Building Permits

Permits are required for projects that cost over \$500, involve any building construction or removal, any structural changes, electrical additions, or plumbing replacement. Heating and air conditioning installations, including fireplaces and wood stoves, bathroom remodeling, and deck construction all require permits. Permit fees double and citations may be issued if permits are not issued prior to work beginning. Some small remodel projects may not require a permit as determined by the Village Engineer. All residential projects must follow the Wisconsin Uniform Dwelling Code, Wisconsin Plumbing Code, and National Electric Code. Complete plans are required in order for permits to be issued.

Municipal Court

Two times a month the village holds municipal court for cases of alleged violations of municipal ordinances. The village has a part-time elected judge that conducts hearings and trials in the village Municipal Building.

Emergency Services

Law Enforcement.

Police patrolling of the village and investigation of law enforcement problems

are provided by the Port Edwards Police Department, the Wood County Sheriff's Department and Wisconsin State Patrol. The village has full-time police department staffed with a police chief, three full-time officers, and several part time officers. The village police station is located adjacent to the municipal offices.

The Wood County Sheriff's Department is located in the Wood County Courthouse at 400 Market Street in Wisconsin Rapids. The Department has one Sheriff, 42 full-time officers, 21 part-time reserved deputies, 4 patrol sergeants, 3 lieutenants, and 3 secretaries.

Fire Department

The fire department is located at 431 Letendre Ave. and is staffed by 27 volunteers. The fire department participates in mutual aid agreements with area fire departments. The fire department serves the entire village and has contracts to serve the southern part of Seneca, most of Cranmoor, and the northern part of the town of Port Edwards. Many of the volunteer fire fighters are first responders certified in providing pre-hospital care for medical emergencies.

Ambulance Service

Ambulance service is provided by Nekoosa Ambulance on a contract basis.

Shared Dispatch

When Port Edwards residents dial 9-1-1 for emergency services, the call is routed to the Wood County Shared Dispatch Center in the County Courthouse in Wisconsin Rapids. The center dispatches for all emergency responders in Wood County. The location of land-line and cell phone calls is mapped by the dispatch center to expedite emergency response.

Figure 4-1**Questions that United Way's 2-1-1 program can answer.**

- Where can I find an in-patient drug rehab program for my son?
- I would like to volunteer my time, what organizations need help?
- Where is there an AA meeting tonight?
- Where is there a food pantry in the Marshfield area?
- My house is going to be foreclosed on and I don't know what to do?

United Way 2-1-1

United Way's 2-1-1 is an information referral program that maintains a database of community resources and connects callers with questions to the proper service or organization to meet their human, social and information needs. The program is available free-of-charge, 24/7 and is a partnership of United Way of Inner Wisconsin (Wisconsin Rapids) and the Marshfield Area United Way. Figure 4-1 shows some of the questions that 2-1-1 can answer.

Village Facilities**Municipal Building**

Regular village government/department meetings are held at the Municipal Building that is located at 201 Market Ave. Due to limited meeting space, some meetings where more space is needed are held at the Edwards-Alexander building at 210 Second St. The offices of the Village Administrator/Engineer, Village Clerk, and Village Secretary are located at the Municipal building.

Adjacent to the aforementioned office is the Village of Port Edwards Police Department. The location of the Police Department in close proximity to the Village Administrator/Engineer, Village Clerk, and

Village Secretary makes sharing resources possible.

1120 Port Rd. Property

The 10 acre property on the east side of Port Rd. has 2 buildings that are used for cold storage of public works equipment and materials. The buildings that are on the site were already on the property when it was purchased in 2000. This property also provides outdoor storage of aggregate, equipment, and materials such as pipe castings and block.

691 Old State Highway 54

The primary use of this 2.59 acre property is the village wastewater treatment plant. In 1968 when the original waste treatment plant was built on this property, the contractor constructed a 2 bay garage to use during the construction process. On completion of the project the garage was left in place, and the village has maintained and used this structure for storage. One appealing feature of this structure is that it is has heated offices.

431 Letendre Ave

This building was constructed in 1987 to serve a dual purpose as the village fire station and garage. The fire department stores all of their apparatus at this location and conducts meetings and training for volunteer firefighters. The fire department meeting room is also the polling place for elections. The garage portion of the building is heated and includes a shop and storage area, a truck wash bay, a tool room, a water utility meter room, and the garage foreman's office. A road salt storage building is also located on this property, along with a municipal vehicle fueling station.

Future Village Facility Needs

Overall the aforementioned village facilities are adequately serving their intended purposes. In the future the village will need to consider if, when and how upgrades or newly constructed facilities will serve staff



and residents. In general, buildings used by staff and public are aging and were not designed with their current use in mind, with the exception of the wastewater treatment facility that was constructed in 2005. The municipal building for example was constructed in 1949, is where most of the village board and committee meetings are held, and in many cases due to limited space there is standing room only. Also, the fire department and municipal garage is limited on space and there have been ideas of possibly building an annex to this building to alleviate some of the current space needs.

At this time the future facility needs of the village have not been addressed comprehensively. Much of the focus has been on maintenance to existing buildings and making do with what is currently there. In the future the village should address the long term facility needs and look at possible ways to implement any necessary changes and improvements.

Parks

The Village of Port Edwards provides a wide variety of activities for residents through its park system. Table 4-1 shows all of the parks that are in the village, along with

facilities at the park. Most residents are within a short walk or bike ride from facilities. The public works department maintains all of the parks that are owned by the village, the County maintains Nepco Lake County Park, and the Port Edwards School District maintains the school forest and outdoor classroom. The village does not have any plans at this time to acquire additional land for parks, or plans for new facilities in the parks. The parks seem to be meeting the needs of the residents, and much of the work in the parks will consist of

maintaining the facilities that are in place, and being responsive to changing recreation trends.

Many of the improvements to the parks are a result of collaborative efforts among the village, school district, and nonprofit groups such as the Port Edwards Baseball Association. This collaborative approach is a model that will be encouraged to maintain the high quality of parks that the village is proud to have.

In addition to the parks in Table 4-1, there are many acres of riverfront land that is owned by Domtar Wisconsin Dam Corporation. This land is subject to Federal Energy Regulatory Commission (FERC) requirements. FERC issues licenses for new dam construction projects, and reissues licenses for the continuance of existing dam projects. One of the requirements for FERC licensing is to allow public access to water. Through Domtar's FERC licensing the public is allowed to use riverfront property for passive uses such as hiking and picnicking, and for accessing the water for activities such as fishing or canoeing.

Universities and Technical Schools

**Table 4-1
Parks & Recreation Facilities
Village of Port Edwards**

		Size	Location	Ownership	
A	School Forest	39.93 acres	Adjacent to Ripple Creek Park	Port Edwards School District	
	Outdoor classroom				
B	Ripple Creek Park	28.3	Intersection of VerBunker Ave. and 7 th St.	Village	
	1 tennis court, 1 basketball court, 3 baseball fields and dugouts, 1 open shelter, concession stand, 1 enclosed shelter with restrooms and running water, nature/hiking trails, bicycle/pedestrian trail, 2 playground equipment areas				
C	Port Edwards Elementary School	28.3 acres		Port Edwards School District	
	baseball field, playground equipment				
D	Aubey Memorial Park	1.43 acres	1550 Fourth St.	Village	
	grills, basketball court, open picnic shelter, playground equipment				
E	John Edwards Middle School/High School	10.35 acres		Port Edwards School District	
	playground equipment, football field, running track				
F	Unnamed park	.49 acres	Madison Ave. and 1 st St.	Village	
	playground equipment, benches, grass play area				
G	Edwards Alexander Memorial Park	2.93 acres	210 2 nd St.	Village	
	horseshoes, play equipment, sand volleyball, gazebo, municipal pool, wading pool Edwards Alexander enclosed shelter with kitchen and restrooms and attached open shelter				
H	South Wood County YMCA	5.14 acres	211 Wisconsin River Dr.	YMCA	
	Indoor Pool, gymnasium, childcare, fitness center,				
I	South Wood County YMCA Camp Alexander	24.32 acres, 8.63 in Saratoga	6410 STH 13 South	YMCA	
	Day camp, facility rental, ball field				
J	Nepco Lake County Park	125 acres	1410 Griffith Ave.	County	
	swimming, boat landing, fishing, fireplace/grills, picnic area, playground equipment, enclosed shelter, open shelter, nature/hiking trail, cross country skiing, toilets, wells				

Mid-State Technical College (MSTC) is a leader in providing higher education in more than 50 career opportunities through associate degrees, technical diplomas and certificates. Student-focused and community-based, MSTC serves over 11,000 individuals annually. In addition to Wisconsin Rapids, MSTC has campuses in Stevens Point, Marshfield, and a learning center in Adams.

The University of Wisconsin-Marshfield/Wood County is one of 13 campuses of the UW Colleges. The 114-acre campus is located just west of the downtown in the city of Marshfield and offers two-year Associate of Arts and Sciences degrees with other colleges on limited four-year programs. UW-Marshfield/Wood County also offers a variety of non-credit programming that promotes intellectual stimulation, personal and professional growth, and cultural

enrichment through a variety of non-credit seminars, workshops and short courses.

Child Care

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

CCR&R agencies assist parents in selecting quality childcare, help to increase the supply of childcare in areas that may be lacking sufficient care, offer information and technical support to potential childcare providers and give technical assistance and support to existing childcare programs. Each agency manages a database of existing childcare providers and programs, collects data about childcare rates, provider and teacher salaries, the number of parents and children using their services, the type of care requested and the children's ages.

The community-based CCR&R agency that provides services to Wood County is the Child Care Resources & Referral of Central Wisconsin.⁵

Library Service

The Village of Port Edwards does not have a library. Communities without libraries of their own pay for these services through a county assessment. That assessment is based on the village's equalized valuation. It is calculated on the basis of the non-library municipalities paying 70% of the costs associated with circulation to non-library-community users. Port Edwards residents have access to all libraries in the county but the closest and most convenient libraries are the Charles and JoAnn Lester Library in Nekoosa, and the McMillan Library located in Wisconsin Rapids.

⁵ Child Care Resources & Referral of Central Wisconsin, 210 East Jackson Street, Wisconsin Rapids, WI serves Wood, Clark and Adams counties. Contact information, in addition to the address listed here is: Phone 1-800-628-8534; email - ccrcw@tznet.com; website - www.ccrw.org.

The John Edwards Middle School/High School library is open to village residents on a limited basis. Residents are able to access all of the library resources during the time that it is open to the public. The library also provides a variety of adult education courses for village residents.

Little Free Libraries seem to be appearing in many communities across the state and country. Little free libraries are creatively designed containers that contain books for members of the community. The general use policy is to leave a book, when taking a book. The libraries promote literacy and the love of reading, and help build a sense of community. The village of Port Edwards has a Little Free Library located at Ripple Creek Park.

Schools

The Village of Port Edwards is located entirely in the Port Edwards School District. The district covers 60 square miles, and includes the Village of Port Edwards, the town of Cranmoor, the southern portion of the town of Seneca, and the northern part of the town of Port Edwards. The Port Edwards School District served approximately 378 students for the 2014-2015 school year. In 2013-2014 the Wisconsin Department of Public Instruction reported that the district employed 2.1 administrators, 12.3 aides/support staff/other, and 32.7 licensed staff. The early childhood/kindergarten through twelfth grade structure involves the Port Edwards Elementary School, the John Edwards Middle School/High School. The school district also has a school forest and an outdoor class room.

There are no private schools in the Port Edwards School District, however, school aged residents from Port Edwards may attend private schools in nearby communities.

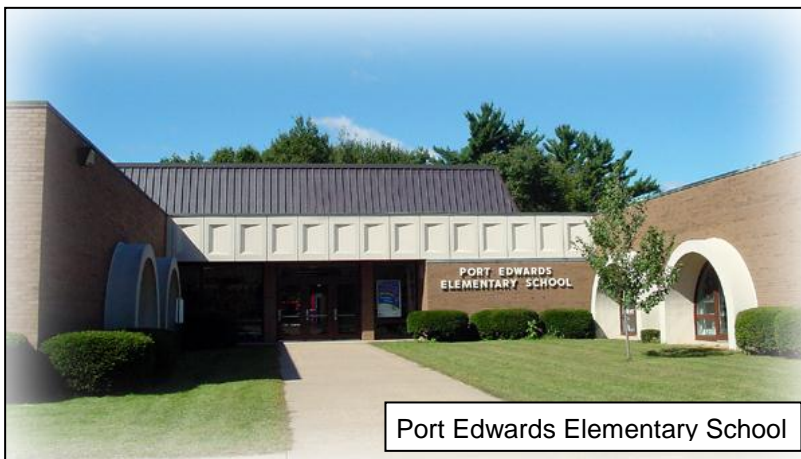
Health Care Facilities

Riverview Hospital in Wisconsin Rapids has a capacity of 79 beds for inpatient care and provides a wide range of outpatient services. Riverview Hospital recently completed a 117,000 square-foot expansion that includes 57 private inpatient rooms. In 2014 Aspirus purchased Riverview.

Aspirus Doctors Clinic is located on Peach 2031 Peach Street in Wisconsin Rapids. The Peach Street location provides convenient same day appointments, a full array of on-site lab and digital imaging services, including diagnostic x-rays, CT scans, MRI services, bone density, and mammography, along with a variety of other services.

Edgewater Haven is located at 1351 Wisconsin River Drive in the Village of Port Edwards. Edgewater is a skilled nursing facility dedicated to the long-term health care and rehabilitative needs of Wood County and surrounding communities. In 2014 Edgewater Haven completed renovations that include the addition of therapy and laundry areas.

Marshfield Clinic is the largest private medical practice in Wisconsin and one of the largest in the United States. The Clinic has about 780 physician specialists representing 86 medical specialties and total employment of nearly 6600 in more than 40 Clinic Centers in Wisconsin. Marshfield Clinic was founded in 1916 in



Marshfield and its Marshfield Center, located at 1000 North Oak Avenue is the largest center in the Clinic System. The Clinic system also includes Marshfield Clinic Research Foundation; Marshfield Clinic Education Foundation; and Security Health Plan of Wisconsin, Inc., a health maintenance organization.

Norwood Health Center at 1600 North Chestnut Avenue provides residents of Wood and surrounding counties with quality treatment services which include a residential development disabilities program, acute psychiatric care and a skilled long-term care unit for the chronically mentally ill. Norwood Health Center is owned by Wood County and operated by the Wood County Human Services Board.

St. Joseph's Hospital is a 500-plus bed tertiary care teaching institution, one of the largest referral medical centers in Wisconsin, and the only level II verified trauma center in the north central part of the state. It provides health care, including all major medical and surgical specialties and subspecialties. More than 350 Marshfield Clinic physicians are on its medical staff, with more than 2300 quality caregivers providing around-the-clock support. Saint

Table 4-2
Churches
Village of Port Edwards

Church	Location
Christian Life Fellowship	600 7 th St
Saint Alexander's Catholic Church	880 1 st St
Trinity Lutheran Church	900 3 rd St
United Methodist Church	411 Wisconsin River Drive

Table 4-3 Port Edwards Area Telecommunications Providers	
Type	Provider
Internet Service	Service providers too numerous to mention
Phone Service	TDS TELECOM
	Solarus
Cable Television	Satellite Providers (Dish Network and Direct TV)
	Solarus
	Charter
Broadcast Television Stations	WEAU-TV (channel 13; Eau Claire) WSAW (Channel 7; Wausau) WAOW (Channel 9; Wausau)

Joseph's Hospital was founded more than 110 years ago by the Sisters of the Sorrowful Mother.

The Wood County Health Department is located on the 4th floor in the Riverview Clinic Building at 420 Dewey St. in Wisconsin Rapids. At this location are the department administrative offices and the county clinic where residents can get immunizations.

Telecommunications Facilities

In recent years telecommunications options have been growing for Port Edwards residents. This growth is due to technological advances and local/regional infrastructure improvements. Table 4-3 shows some of the local telecommunications providers in the Port Edwards area.

Religious Institutions and Cemeteries

Churches. In Port Edwards there are 4 established churches. The churches are an important part of many residents' lives beyond typical Sunday worship services. The churches can positively

benefit the community by providing social services and community volunteering, education and civic skill training, and social opportunities and events. Overall they have the potential of improving the quality of life for area residents. The presence of strong churches may be an influencing factor of families and individuals to move to or purchase property in the community. The 4 churches located in Port Edwards are shown in Table 4-2. In addition to the 4 churches, the Christian Life Fellowship hosts events for senior high and junior high students at The Pulse Teen Center located at 141 Market Ave.

Cemetery. The Port Edwards Municipal Cemetery is one of the best maintained cemeteries in the area. The cemetery is located at 3531 STH 54, about ½ mile west of the village. It is located in the town of Seneca on 6 adjacent properties that together total 46.23 acres. Lots are available for purchase.



Edgewater Haven Nursing Home

Goals and Objectives

It is the overall goal of Village of Port Edwards to provide those utilities and community facilities that are needed, or desired, by residents, either through individual village efforts or as a partner with other communities and agencies.

Goal: Protect the village's groundwater resources from contamination and proactively identify options to meet capacity needs and keep utility rates reasonable.

Objective: Minimize non-point source pollution and reduce volumes of untreated runoff.

Objective: Educate residents on ways to reduce water usage and encourage water conservation measures.

Objective: Request assistance from the Groundwater Guardians to address issues pertaining to groundwater quality.

Objective: Develop wellhead protection plans to preserve water quality of municipal wells.

Objective: Identify and preserve areas such as wetlands where surface runoff ponds and slowly infiltrates through the soil and replenishes the groundwater resources.

Objective: Maintain the Water System Hydraulic Model developed in 2011 by AECOM, a private consulting firm. Maintaining the model will enable the village to determine the impacts of a new business or residential development on the water utility as a whole.

Goal: Maintain effective stormwater runoff so that residents do not experience flooding, and so that stormwater can infiltrate and replenish groundwater resources whenever possible.

Objective: Educate residents on low-cost ways to solve water problems in basements and yards.

Objective: Require drainage easements as part of the local site development review process where drainage swales are identified. Do not allow drainage swales to be filled or leveled, which may cause localized flooding in parts of Port Edwards or adjacent communities.

Objective: Assess current stormwater runoff problems, prioritize the problem areas, and develop a plan that identifies possible solutions to work towards.

Objective: Ensure that new development will not adversely affect stormwater management in the village.

Objective: Identify areas that are important to stormwater management and secure their future use with drainage easements.

Goal: Maintain efficient and cost effective treatment of wastewater in the village through the Municipal Wastewater Treatment Facility.

Objective: Continue to reduce the amount of stormwater runoff into the wastewater utility from residential sump pumps and floor drains.

Objective: Continue resourceful measures to maintain and improve the wastewater utility to keep costs down, and utility rates as low as possible.

Goal: Provide residents with recreation opportunities through the village park system.

Objective: Through collaborative efforts continue to implement park improvements that meet the changing recreation desires of residents.

Objective: Continue to maintain the parks to the high standard that they currently are maintained.

Goal: Provide adequate public facilities to meet their intended use, and adequately serve the needs of the residents.

Objective: Evaluate the space needs of public village service providers and plan for future needs so that facility and space needs can be accommodated in a proactive manner.

5. AGRICULTURAL, NATURAL & CULTURAL RESOURCES

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs for the conservation and promotion of the effective management of natural resources, such as groundwater, forests, productive agricultural areas, environmentally sensitive areas threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources, parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

Topography

The highest elevation found in the village is 1,026 feet above sea level located on the southeast corner of the village, about ¼ mile north of Townline Road. The lowest point is shoreline downstream of the Port Edwards Dam with an elevation of 947 feet above sea level. Total elevation change is 79 feet.

The overall topography of the village is rather complex due to the numerous small streams, the Wisconsin River and Nepco Lake. One obvious observation is that elevations drop off, in many cases abruptly, as you get closer to bodies of water. Map 5-1 show the elevation contours in the village. Areas that are shaded with heavier and darker contours show the highest elevations in the village, and the lighter colored contour lines show the lower elevations. Steep slope areas are identified by contour lines that are close together. Most of the steep slopes are adjacent to water bodies. The contours in Map 5-1 are 1 foot interpolated contours that originated from 10 meter contours.

Productive Agricultural Areas

Most of the agricultural land, including fields and pasture land are located west of the Wisconsin River North of State Highway 54. Map 5-2 shows how the USDA's Natural Resource Conservation Service rates soils in Port Edwards for agricultural purposes. Only about 6.5% of the soils are classified as "prime" .3% are classified as "prime if drained," and .2% are classified as "farmland of statewide importance." The other 93% are considered "not prime." Surface and subsurface drainage systems are needed before a number of soil types can be considered as prime for agricultural purposes.

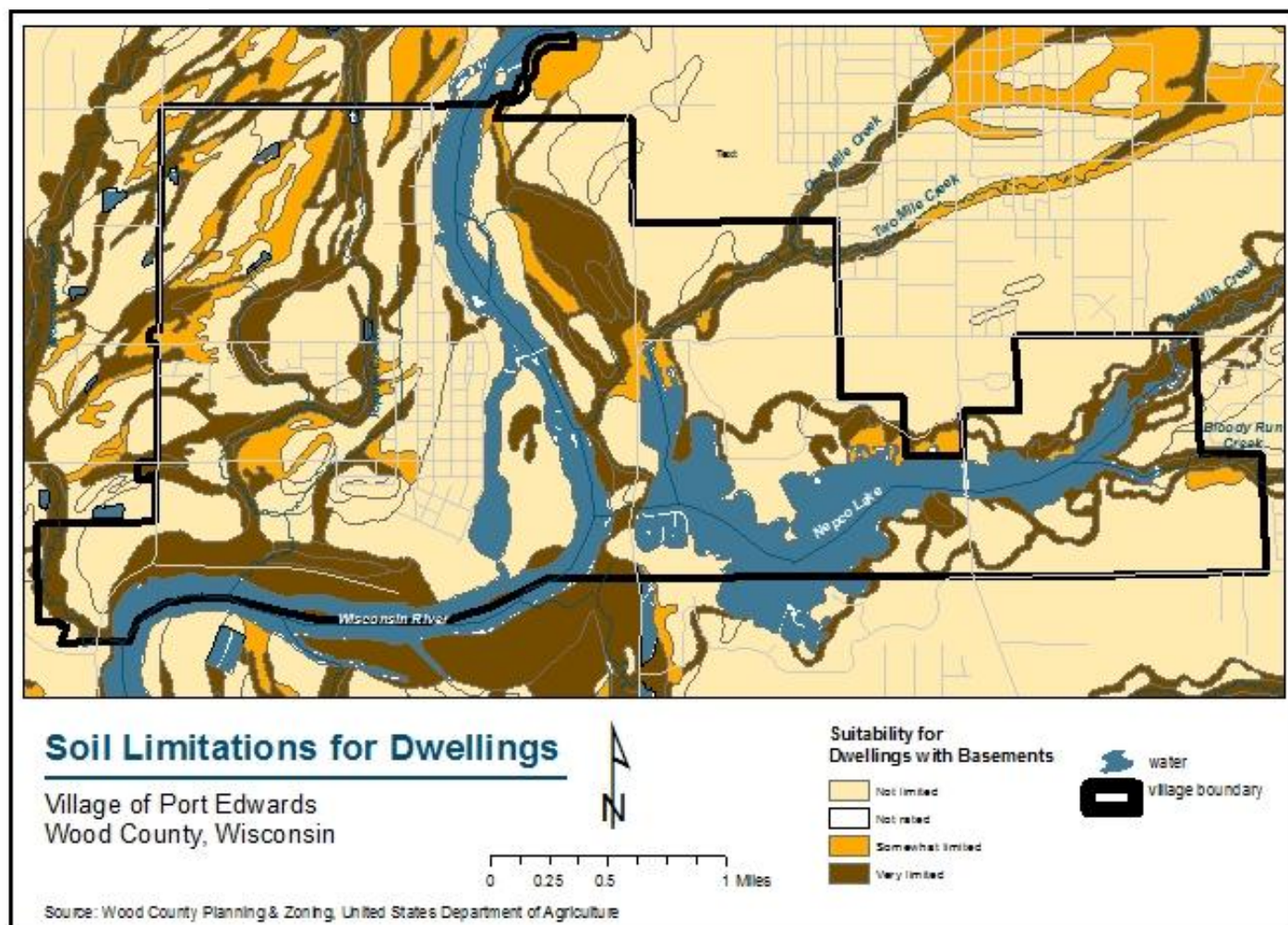
Land mapped as "prime farmland" and "farmland of statewide significance" together account for 6.7% of the total land area of the village. Many of the areas in these categories are small in size, irregularly shaped, located in areas that may be difficult to get to, or contain residential development.

Soils: Limitations for Dwellings

The soils in the village generally fall into two associations; Alluvial land, wet, association, and Plainfield-Friendship association. Along the Wisconsin River there are organic and alluvial soils that are nearly level and poorly drained. These sandy and loamy soils have a sandy and loamy subsoil, and formed in recent alluvium. These soils generally follow the floodplains of streams and rivers. The second association of sandy soils that covers the remaining area of the village generally fall in the Plainfield-Friendship association. These soils range from slowly level to steep, they are moderately well drained, and excessively well drained soils that have a sandy subsoil. They are formed in deep sandy outwash areas on outwash plains.

Map 5-2 shows the suitability of soils for buildings with and without basements. Soil limitations are indicated by the ratings "not

Map 5-1



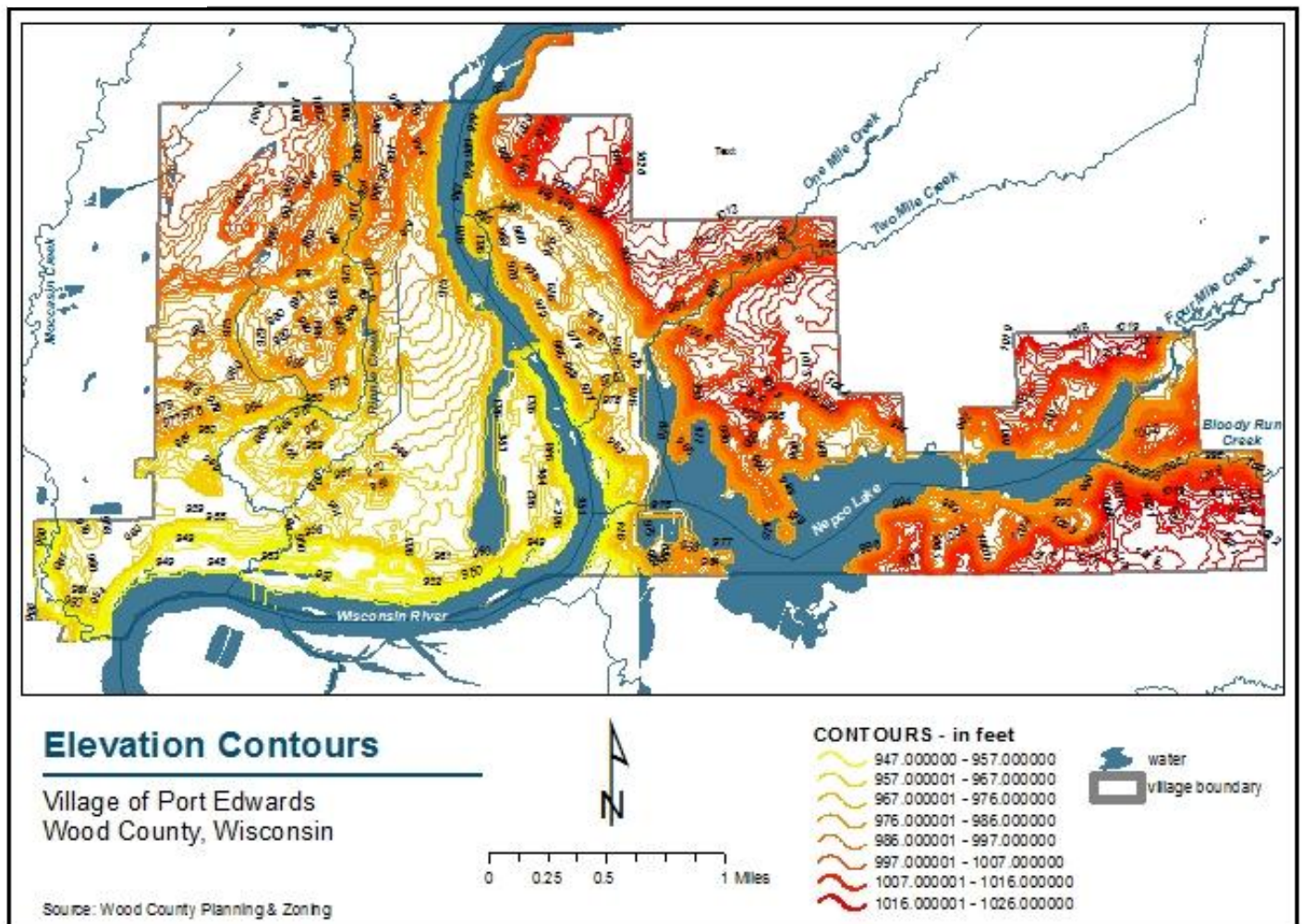
limited,” “somewhat limited,” and “very limited,” based on the “Soil Survey of Wood County, Wisconsin,” a comprehensive soil survey by the USDA’s Soil Conservation Service. A “not limited” rating means that the soil properties are generally favorable for the rated use and limitations are minor and easily overcome. A “somewhat limited” rating means that limitations are moderate for dwellings without basements and severe for dwellings with basements. Finally, a “very limited” rating means that soil properties are so unfavorable and so difficult to correct or overcome as to require major soil reclamation, special designs or intensive maintenance. 52% of village land is considered “not limited,” 6% is considered to be “somewhat limited,” 24% is “very limited”

and 18% is “not rated.” The suitability for dwelling ratings is a general guideline and there are other factors that impact the suitability of Port Edwards land for dwellings and development.

Water Resources

The State of Wisconsin has significant responsibilities for protecting water resources under what is known as the “Public Trust Doctrine.” The Public Trust Doctrine embodies the notion that the waters in Wisconsin are held in trust by the State for the benefit of all. There can be no private interests in waterways that adversely affect this public interest. In fulfilling its responsibilities under the Public Trust

Map 5-2



Doctrine, the Wisconsin Legislature has enacted laws and charged the Wisconsin Department of Natural Resources to protect water resources. This local comprehensive plan must, at a minimum, be consistent with the state laws. The purpose of this section of the comprehensive plan is to provide an inventory of the water resources in the village and established local policies and programs regarding those resources.

Groundwater

15-30% of the precipitation we get in Wisconsin each year seeps into the ground and recharges our aquifers.⁶ It is estimated

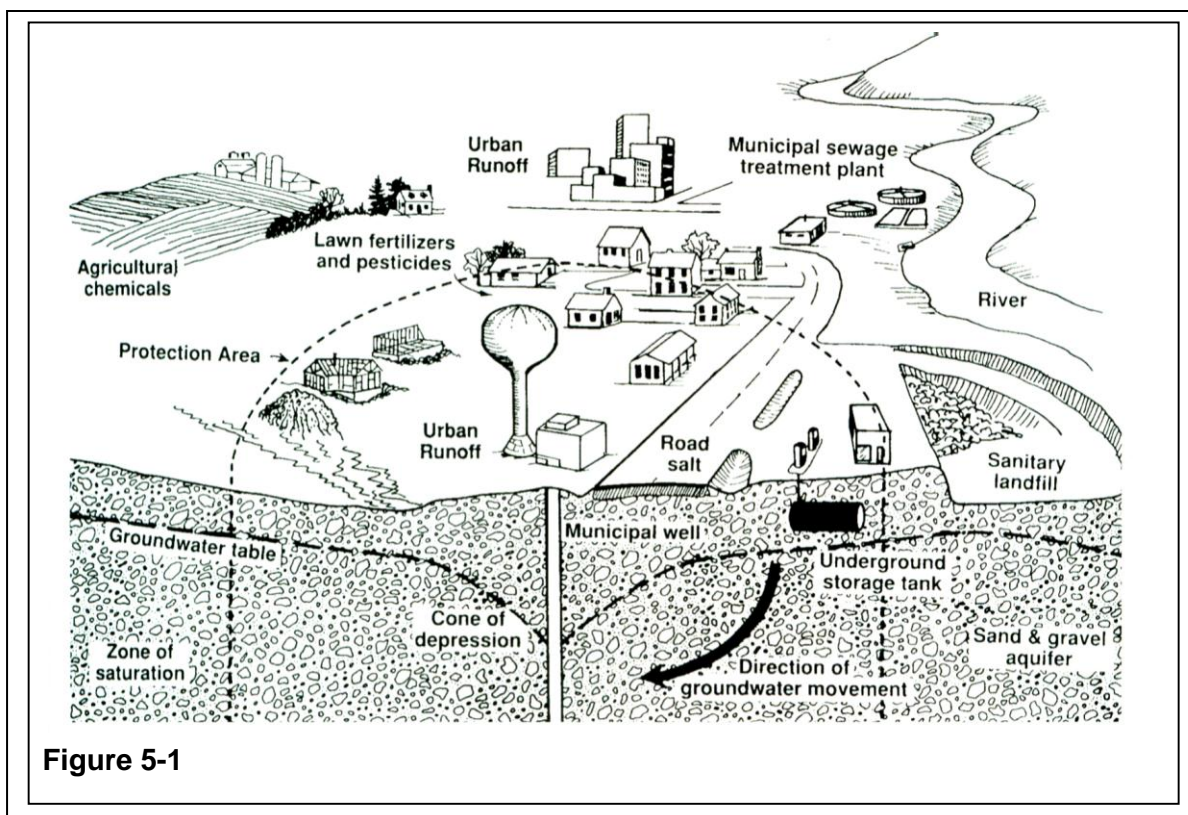
⁶ "Planning for Natural Resources", Dept. of Urban & Regional Planning, University of Wisconsin-

that there is enough groundwater underground to cover Wisconsin to a depth of 30 feet.⁷

Figure 5-1 illustrates how nature's water system works and how land uses can impact groundwater quality. There are growing concerns statewide about both the quantity and quality of groundwater. For example, groundwater quality may be impacted by a variety of activities, including leaking underground storage tanks, old dumps, septic systems, land spreading of septage and over-application of fertilizers and pesticides. The most common

Madison/Extension and Wisconsin Department of Natural Resources, January, 2002, pg. 35.

⁷ Ibid.



contaminants found in Wisconsin groundwater are nitrate-nitrogen, volatile organic compounds (VOCs), such as gasoline, paints and thinners and drain cleaners, and pesticides.⁸ Nitrate comes from a number of sources, including nitrogen-based fertilizers, septic systems, animal waste storage, feedlots, municipal and industrial wastewater discharges and sludge disposal. Phosphorus is another mineral that can be a potential problem because, while phosphorus levels in the soils are high, the types of crops needed to reduce those levels are not being planted as often as in the past and the soils do not break this mineral down.

It is not only important to protect groundwater resources at the local level, it is the law. Private well supplies, agricultural uses, recreational use of surface waters, etc. depend on a clean water supply. In 1974, the Wisconsin Supreme Court overturned existing law and created the current law – the

doctrine of reasonable use. A property owner's use of groundwater is not absolute, but has to be reasonable, considering impacts on the water table and other uses. Groundwater is also protected as waters of the state.

Preservation of groundwater resources is a high priority for the Village of Port Edwards. The village's water utility depends on groundwater from its 4 wells located outside the village boundaries. Port Edwards has in the past experienced challenges with providing quality water of sufficient quantity to meet the needs of households and businesses.

Surface Water

The total area of the Village is 7.2 square miles. Water bodies cover 1.3 square miles, or about 18% of the total area. The Wisconsin River and Nepco Lake are the most significant water bodies in the village. Map 5-3 shows all of the surface water bodies in the village.

⁸ Ibid.

Nepco Lake is a 516-acre lake, of which 445 acres are within the village. Nepco Lake was created in the late 1920s to provide clean water for area paper mills. Before the lake was created, the One Mile Creek, Four Mile Creek, and Bloody Run Creek all flowed to the area that is now the lake bed, then flowed west to the Wisconsin River. Nepco Lake is considered a flowage and water levels are controlled by the dam on the west end of the lake. The town of Saratoga, town of Grand Rapids and the Village of Port Edwards are all adjacent to Nepco Lake. As a result, they all can patrol the lake in addition to the Wood County Sheriff's Department patrol. In the future as development on Nepco Lake increases, lake patrol efforts should be coordinated

among the municipalities adjacent to Nepco Lake and the County.

The Wisconsin River flows south through the village, and at the southern boundary of the heads west until it reaches State Highway 73. From State Highway 73 it continues its flow directly south. The total surface area of the Wisconsin River in the village is about 356 acres. Water levels are controlled by the many dams on the Wisconsin River. The Wisconsin Valley Improvement Company is a privately-owned and financed company that ensures water levels remain "as uniform as practicable" in the river for papermaking and power generation.

Throughout the village there are a variety of

Map 5-3

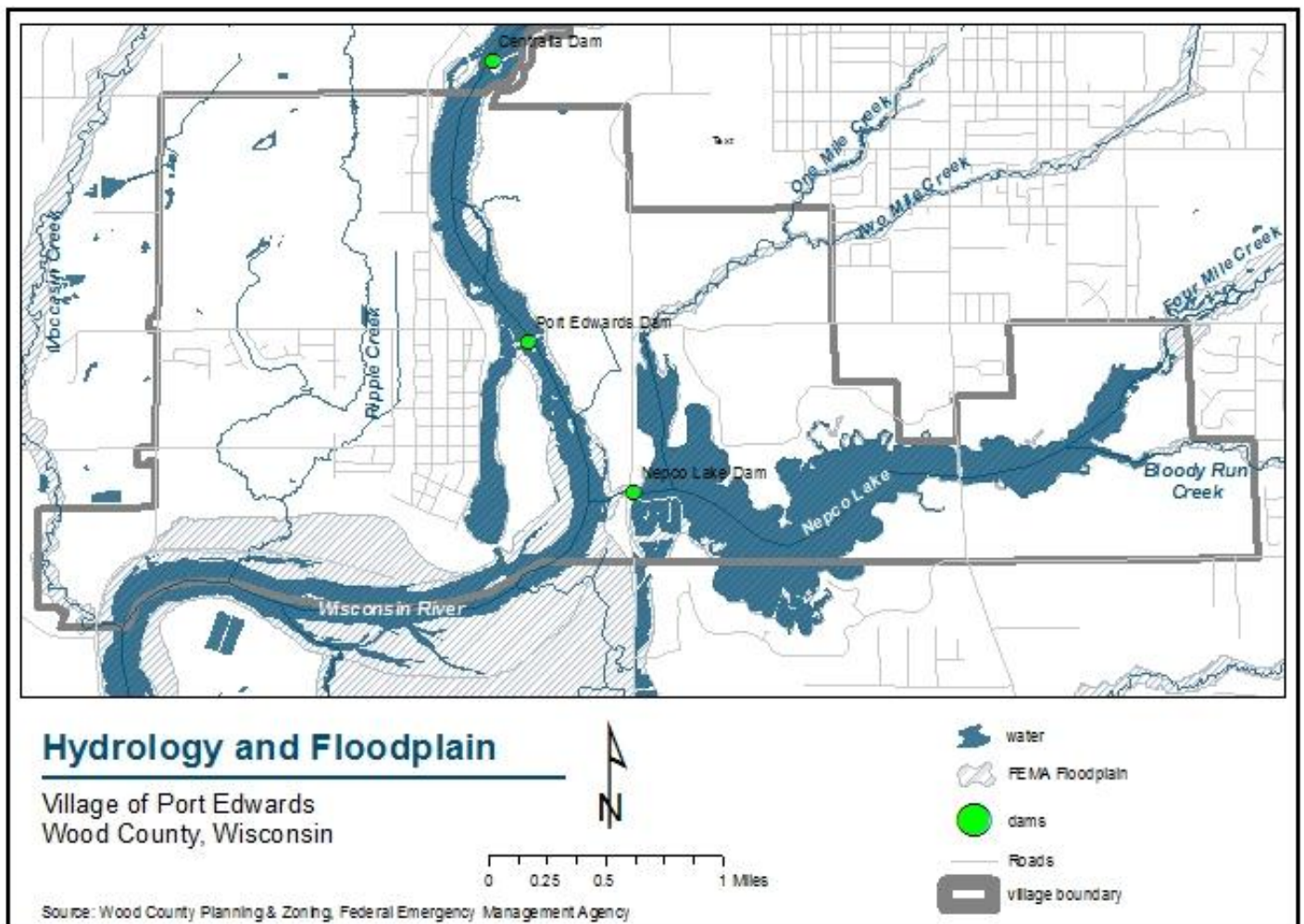


Figure 5-2**Potential Threats to Groundwater Quality**

- Not properly abandoning unused wells.
- Applying excess lawn pesticides and fertilizers.
- Improperly disposing of waste chemicals.
- Changing areas such as wetlands and retention ponds that hold and filter surface waters as it enters the groundwater.
- Improper agricultural practices related to nutrient management and pesticide/fertilizer applications.
- Buried petroleum tanks that are not properly abandoned.

Potential Threats to Groundwater Quantity

- Installing excessive amounts of impervious surface on lots including structures and pavement.
- Excessive amounts of water for uses such as watering lawns and gardens.
- Landscaping and grading practices that direct rainwater too quickly from wellhead areas not allowing groundwater resources to recharge.

smaller unnamed water bodies that total about 17 acres. The origin of the water bodies varies from naturally occurring to manmade.

There are also many small streams located in the village. The Moccasin Creek runs southerly through the most westerly portion of the Village and flows into the Wisconsin River. Ripple Creek along with smaller tributaries that flow into Ripple Creek flow southerly through the portion of the village that is west of the Wisconsin River, and flow into the Wisconsin River. On the east side of the village One Mile Creek and Two Mile Creek converge and One Mile Creek continues until it reaches the northwest corner of Nepco Lake. Four Mile Creek and Bloody Run Creek flow into the east end of Nepco Lake.

The Federal Emergency Management Agency (FEMA) maps areas that have a 1% chance of flooding each year. These areas are commonly referred to as “floodplain” that can be impacted by the “100-year flood.” All of the aforementioned, named water bodies are to varying degrees subject to flooding and mapped as “floodplain” by FEMA with the exception of Ripple Creek and its tributaries. Areas identified as floodplain require special permitting and the types of development/land uses are limited and may only take place if specific standards are met.

Dams

There are 25 hydroelectric power plants on the Wisconsin River. According to the Wisconsin Valley Improvement Company (WVIC), 645 feet of the river’s fall is harnessed to generate one billion kilowatt hours of electricity each year which is enough to supply the residential needs of over 300,000 people.

Although the operation of all dams on the Wisconsin River impacts the village, Table 5-1 shows the Nepco Lake, Centralia, Port Edwards, and Nekoosa Dams have the most direct impact on the village given their proximate location. Of the aforementioned dams owned by Domtar Inc., the Nepco Lake dam is the only one that is not part of the WVIC.

The Federal Energy Regulatory Commission is responsible for licensing of new and existing hydroelectric plants, as well as dam safety inspections and environmental monitoring.

Wetlands

Wetlands serve as a water storage and distribution system, filtering nutrients and purifying the water before it is reintroduced

Table 5-1 Port Edwards Area Hydroplants						
Plant	Owner	Reservoir Area (Acres)	Height of Dam (Feet)	Generation Capacity (kW)	Annual Generation	People Served
Centralia	Domtar Inc.	250	15.0	3,500	23,492	7,831
Port Edwards	Domtar Inc.	150	16.5	2,400	17,863	5,954
Nekoosa	Domtar Inc.	400	21.4	3,800	26,450	8,817
*Nepco Lake	Domtar Inc.	NA	NA	NA	NA	NA
Source: Wisconsin Valley Improvement Company						
*Hydroplant not part of WVIC						

into the groundwater or surface water system. As more impermeable surfaces (rooftops, driveways, patios, roads, etc.) cover the landscape, the capacity of wetlands to handle excess water runoff becomes increasingly important.

Wisconsin State Statutes, Chapter NR 103 defines wetlands as areas where water is at, near, or above the land surface long enough to be capable of supporting hydrophyte vegetation and which has soils indicative of wet conditions. They support aquatic or "water loving" plants and wet soils, and provide habitat for more species of plants and animals more than any other landscape. Over 75% of Wisconsin wildlife species use wetlands during some stage of their life. Wetlands serve as holding areas for water to prevent flooding, protect water quality by filtering many impurities, sediments, pesticides, and animal waste, and provide hunters, anglers and wildlife watchers with quality experiences. Wetlands may be seasonal or permanent and are commonly referred to as swamps, marshes, fens, or bogs.

In cases where land use changes are planned in the approximate area of wetlands, the Wisconsin DNR, Army Corp of Engineers, or a wetland professional should be contacted to walk the property to flag the boundary of the wetlands. The Wisconsin DNR and the US Army Corp of Engineers require mitigation when natural wetland sites are destroyed. Wetlands are difficult to create, and in many cases, the mitigated

wetlands are of a lesser quality than natural wetlands.

In Port Edwards there are approximately 597 acres of wetlands. The location of wetlands can be seen in Map 5-4. Wetland areas generally are located adjacent to the rivers, lakes and streams in the village.

Wildlife Habitat

The Village of Port Edwards does have the

Figure 5-3

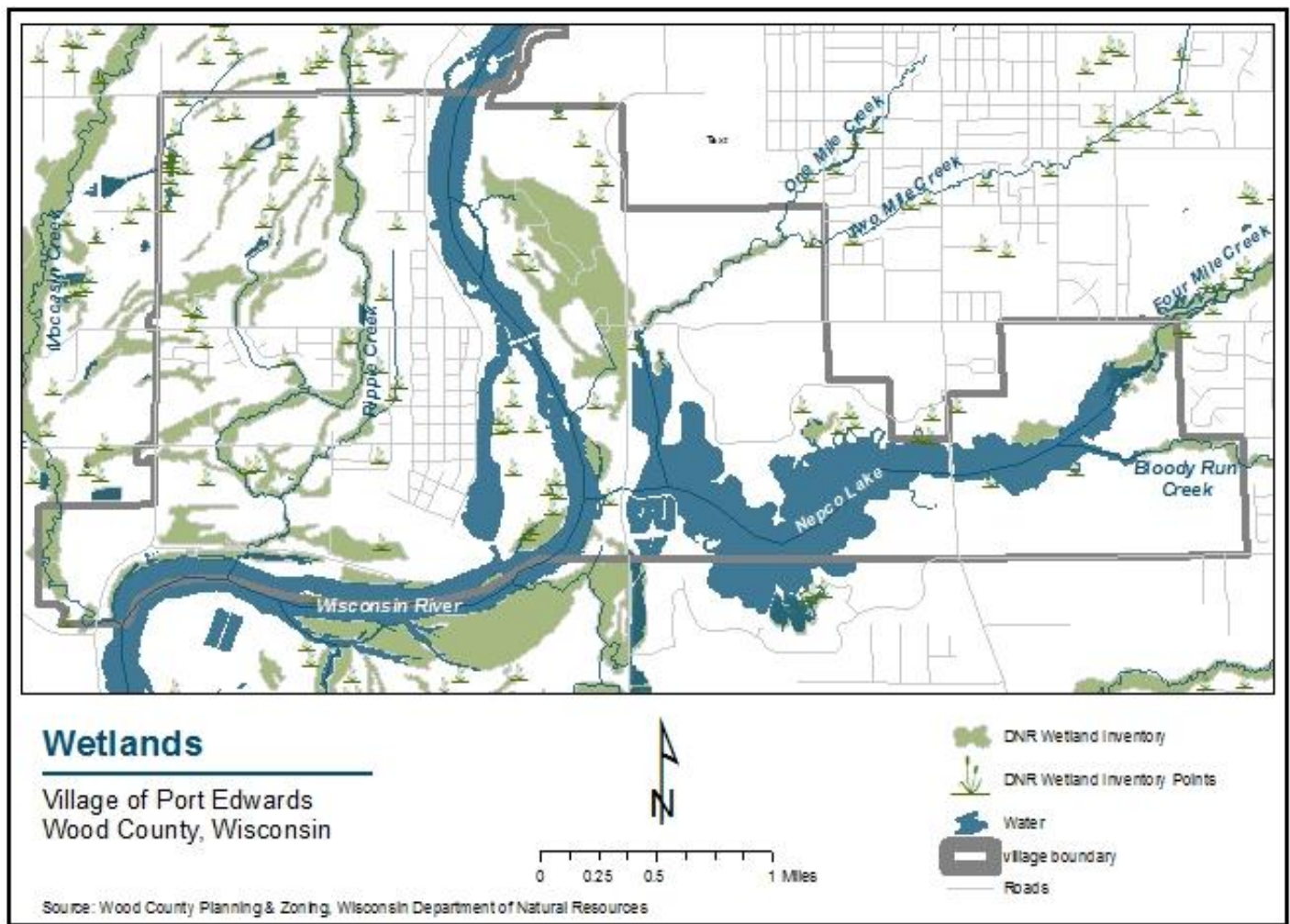
Species - Endangered, Threatened, and of Special Concern

Endangered Species: Any species whose continued existence as a viable component of this state's wild animals or wild plants is determined to be in jeopardy on the basis of scientific evidence.

Threatened Species: Any species which appears likely, within the foreseeable future, on the basis of scientific evidence to become endangered.

Species of Special Concern: Species about which some problem of abundance or distribution is suspected but not yet proven.

Source: Wisconsin DNR



occasional presence of wildlife, including deer, rabbits, ducks, geese, turkey and more. The agricultural fields in the area are a common resting and feeding area for migratory birds. The presence of wooded areas in and adjacent to the village provide habitat for wildlife.

Archery hunting is allowed by special permit to control the deer herd. No discharging of firearms is allowed for any reason. The village has tried a variety of strategies to control the goose population in the parks.

According to the Wisconsin Department of Natural Resources there are 11 species and natural communities listed in the National Heritage Inventory (Table 5-2). The Natural

Heritage Inventory working list contains species known or suspected to be rare in the state along with natural communities native to Wisconsin. The species and natural communities listed may not occur in the village, but likely occur in the general area. Figure 5-3 explains the difference of endangered, threatened, and special concern species.

Invasive Species

In recent years awareness of the impacts of invasive species has increased. Invasive species in many cases have the potential of impacting the recreational use of land and

Table 5-2 National Heritage Inventory of Rare Species and Natural Communities		
Common Name	State Status	Group Name
Red-shouldered Hawk	Threatened	Bird
Gray Wolf	Special Concern/ Federally Protected	Mammal
A Tiger Beetle	Special Concern/Not Protected	Beetle
Bald Eagle	Special Concern/Protected	Bird
Karner Blue	Special Concern/Federally Protected	Butterfly
Missouri Rock-cress	Special Concern	Plant
Bushy Aster	Special Concern	Plant
Floodplain Forest	NA	Community
Northern Dry-mesic Forest	NA	Community
Northern Mesic Forest	NA	Community
Northern Sedge Meadow	NA	Community
Source: Wisconsin Department of Natural Resources		

water in village. The village should develop strategies as needed to control invasive species that impact the use of public or recreational lands. Strategies and action plans should leverage the expertise of the Wisconsin Department of Natural Resources and the volunteer efforts of concerned citizens.

The village has a weed commissioner (Village Engineer) that has been working to control garlic mustard on public lands. The Village has relied on school students to help control purple loosestrife as well as honeysuckle.

Parks, Open Spaces and Recreational Resources

The Village of Port Edwards has a wide variety of recreational resources available to the public. The reason that there are so many parks and recreational facilities in the village is due to a large degree from the generosity of John Alexander. John Alexander was a community-minded visionary who had dreams of improving the quality-of-life for Port Edwards residents. Alexander gave back to the residents of the community by creating parks and recreation opportunities for them. The impact that Alexander had on the community is still apparent today. Some of the contributions that he had on parks and recreation include the following.

Table 5-3 Structures of Architectural and Historical Significance		
Structure	Location	Record #
Lester Lodge	300 Nepco Lake Rd.	120914
Residence	351 Wisconsin River Ave.	55897
* Edgewater Haven Nursing Home	1351 Wisconsin River Dr.	124467
Port Edwards High School	801 2 nd St.	55894
Domtar Inc. Paper Mill	Wisconsin River Dr.	55899
Municipal Building/Shopping Center	Market Ave	55896
*Edwards House	Intersection of 2 nd Ave. & Alexander	55893
Lester Lodge Boat House	300 Nepco Lake Rd.	120915
Residence	391 Wisconsin River Dr.	55898
Domtar Inc. Power Plant	1532 2 nd Ave South	55895
YMCA	210 2 nd St.	55900
* structure no longer exists		
Source: Wisconsin Architecture and History Inventory		

- Creation of Nepco Lake
- Establishing Camp Alexander
- Financing the municipal swimming pool
- Building a YMCA Community Center
- Donating land for village parks

In addition to the Alexanders, it is worth recognizing the fact that there are many other generous individuals and businesses that have contributed to park and recreation facilities in Port Edwards. The Lions Club has in the past, and continues to make many significant contributions to village parks. The Aubey family generously donated much of the playground equipment for Aubey Park.

A complete inventory of parks and recreation resources can be seen in Table 5-4 and Map 5-5. In addition to public parks that are village-owned, there are also Port Edwards School District properties, South Wood County YMCA facilities, and Wood County park land and facilities that are available to the public for use. The properties and facilities listed may be subject to rules of use, user fees, and other user restrictions.

Historical and Cultural Resources

The Alexander House

The Alexander House is located at 1131 Wisconsin River Drive in the Village of Port Edwards. It was founded by the Alexander

Map 5-5

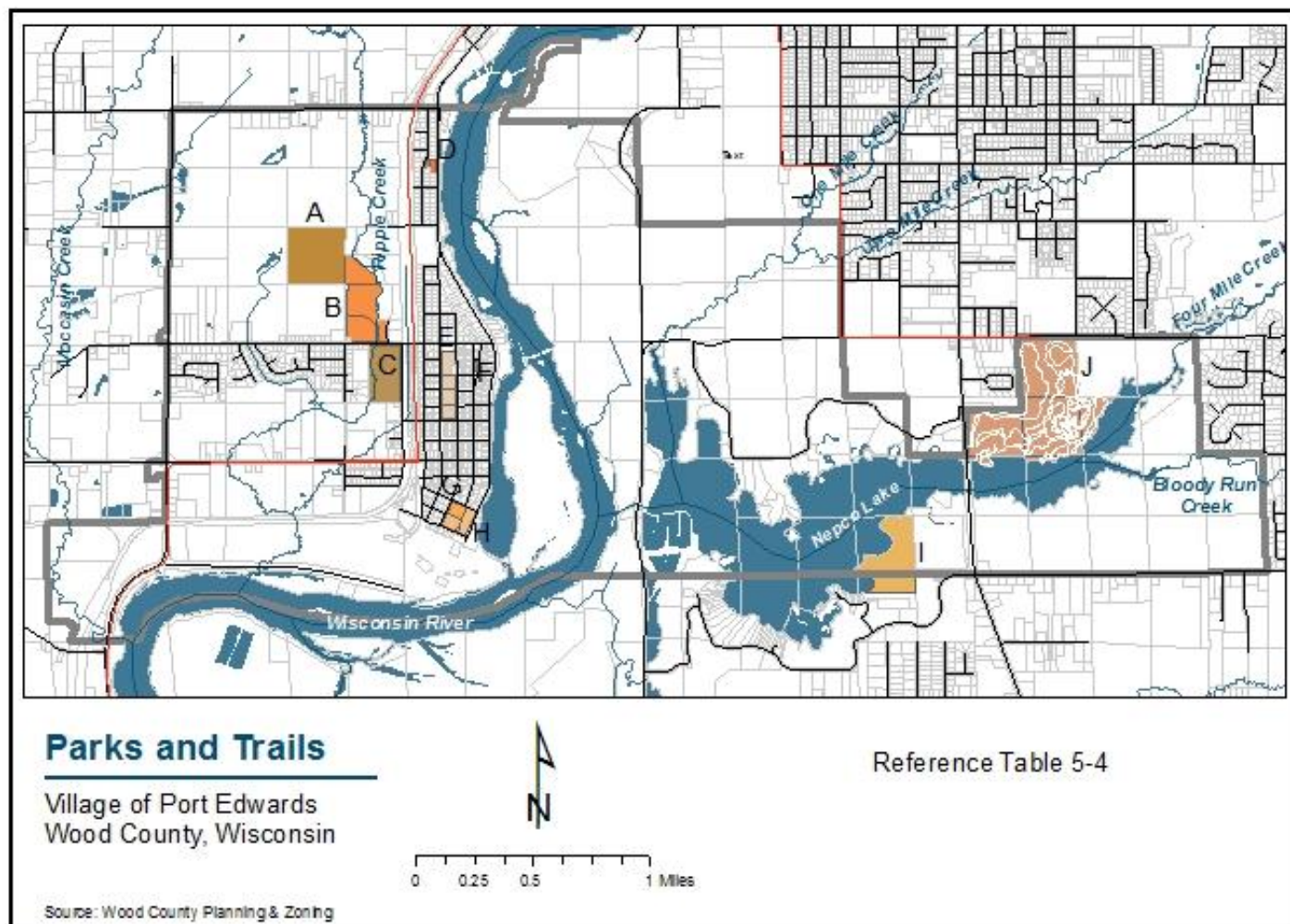


Table 5-4 Parks & Recreation Facilities Village of Port Edwards					
		Size	Location	Ownership	
A	School Forest	39.93 acres	Adjacent to Ripple Creek Park	Port Edwards School District	
	Outdoor classroom				
B	Ripple Creek Park	28.3	Intersection of VerBunker Ave. and 7 th St.	Village	
	1 tennis court, 1 basketball court, 3 baseball fields and dugouts, 1 open shelter, concession stand, 1 enclosed shelter with restrooms and running water, nature/hiking trails, bicycle/pedestrian trail, 2 playground equipment areas				
C	Port Edwards Elementary School	28.3 acres		Port Edwards School District	
	baseball field, playground equipment				
D	Aubey Memorial Park	1.43 acres	1550 Fourth St.	Village	
	grills, basketball court, open picnic shelter, playground equipment				
E	John Edwards Middle School/High School	10.35 acres		Port Edwards School District	
	playground equipment, football field, running track				
F	Unnamed park	.49 acres	Madison Ave. and 1 st St.	Village	
	playground equipment, benches, grass play area				
G	Edwards Alexander Memorial Park	2.93 acres	210 2 nd St.	Village	
	horseshoes, play equipment, sand volleyball, gazebo, municipal pool, wading pool Edwards Alexander enclosed shelter with kitchen and restrooms and attached open shelter				
H	South Wood County YMCA	5.14 acres	211 Wisconsin River Dr.	YMCA	
	Indoor Pool, gymnasium, childcare, fitness center,				
I	South Wood County YMCA Camp Alexander	24.32 acres, 8.63 in Saratoga	6410 STH 13 South	YMCA	
	Day camp, facility rental, ball field				
J	Nepco Lake County Park	125 acres	1410 Griffith Ave.	County	
	swimming, boat landing, fishing, fireplace/grills, picnic area, playground equipment, enclosed shelter, open shelter, nature/hiking trail, cross country skiing, toilets, wells				

Charitable Foundation of Port Edwards in 1990. It is named for the late John E. Alexander, who was instrumental in establishing the lumbering and paper industry.

Since opening in 1991 tens of thousands of people have visited the art and history displays. The art display changes throughout the year and features many local and Midwestern artists. The second floor of

the house contains many historic items from the Nekoosa-Edwards Paper Company.

John Edwards Statue

The John Edwards statue is located on the east side of Wisconsin River Dr. across from the YMCA. This statue was originally placed on the Edwards family lot at Forest Hill Cemetery.

Port Edwards History

In 2002 the Port Edwards celebrated its 100th anniversary as an incorporated village. The resident historian, J. Marshal Buehler, with the help of other volunteers and sponsors, published a book that covers the history of the village dating back to the mid-1800s. The book is titled *Looking back, A History of Port Edwards*. The book provides a factual account of the history of the village, along with many photographs and historical accounts and anecdotal stories. Many copies of the history book of have been distributed, and a digital copy is available on the village web site.

Structures of Architectural and Historical Significance

The Wisconsin Historical Society's online inventory of architecture and history includes 11 records for the Village of Port Edwards. The properties that are included are listed in Table 5-3. Of the structures listed, the Edwards House no longer exists, and the historic portion of the Edgewater Haven Nursing Home has been razed to make room for the new addition to the facility.

There are likely other structures that are of historical or cultural significance. In order for these structures to be recognized Port Edwards residents should identify potential structures and work with the Wisconsin Historical Society to determine their historical and cultural significance.

Goals and Objectives

It is an overall goal of the Village of Port Edwards to preserve and enhance their unique cultural, historical, and natural resources.

Goal: Support park and recreation facilities and activities/programs.

Objective: Continue to maintain the existing parks and trail facilities in the village.

Objective: Remain responsive to changing recreation trends and interests.

Objective: Through fund-raising and volunteer help, continue to improve park and trail facilities.

Objective: Continue coordinated park and trail planning with the YMCA, the County, the school district and private developers.

Goal: Promote pride and community uniqueness by highlighting history and culture of the village.

Objective: Assess properties for possible architectural and historical significance and share information with the State Historical Society.

Objective: Identify ways to document village history and share it with residents and visitors.

Objective: Make efforts to document historical accounts from long-time residents.

Objective: Strengthen community pride through events such as Fun Fest.

Goal: Encourage preservation of natural resources, including groundwater, drainage swales and wetlands.

Objective: Prior to approval, review the potential impacts of new development on natural resources in the village.

Objective: Encourage development to take place in areas where natural resources will be minimally impacted.

Objective: Continue to recognize the importance that wetlands and

groundwater recharge areas play in maintaining groundwater quality and sustaining diverse wildlife habitat.

Goal: Continue to be supportive of agriculture and the role that it plays in the local economy and rural character.

Objective: Encourage the peaceful coexistence of agricultural land uses and other land uses in the village.

Objective: Consider the impact of new development or land use changes on agricultural practices.

Objective: Encourage local farmers to utilize agricultural practices that minimize conflicts with adjacent land uses.

Objective: Promote agricultural practices that will preserve the quality and quantity of groundwater for private wells, and compliment area natural resources.

6. ECONOMIC DEVELOPMENT

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base and quality employment opportunities in the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county regional and state economic development programs that apply to the local governmental unit.

Impact of Economic Development

Economic development is considered positive for the overall impacts on local economies and the jobs that are created. This element of the comprehensive plan identifies ways that Port Edwards can grow its local economy as well as contribute to regional economic development. Given its small size, it is especially important for the village to determine the role that they play in maintaining/growing their local economy, as well as how they interact with the economy of the region.

The key to economic development analysis or planning in Port Edwards is to recognize that the village is not self-sufficient and relies on the economy of Wood County, Central Wisconsin, the River Cities Area, the state, the nation and the world. Some economic data is available from the U.S. Census for the village, but most is reported at the county level. Therefore, one should refer to the Wood County Comprehensive Plan if detailed county-level data is needed.

Although detailed quantitative data may not be available for Port Edwards, certain assumptions and assertions can be made for the purposes of this plan.

Local Economic Development Efforts

Originally Port Edwards was known as a Frenchtown; a small community that has origins going back to the 1830's establishment of a sawmill by individuals named Messrs, Grignon, and Merrill. The sawmill operation eventually was converted to a paper mill. Over the years the paper mill may have changed owners and names, but the impact that it had on the village did not. The Village of Port Edwards up until a few years ago, was considered by most to be a "company town" in the sense that the majority of the citizens were employed by a single company.

In June of 2008 this all came to an end when Domtar Corporation closed the mill resulting in the elimination of 500 jobs and an idle 192-acre mill site. Realizing the impact of this severe economic blow, village leaders decided to aggressively look into options of reinvigorating the local economy. Due to the potential with the idle Domtar site, efforts were focused around it. The mill property includes a 900,000 square foot production facility, a 286,000 square foot climate-controlled warehouse, a 141,000 square foot office building, and a 13,000 square foot data center. Making the site especially attractive is its extensive rail connections for warehousing and light manufacturing. In addition, other local businesses such as ERCO were leveraged for their potential role in local economic development efforts.

The result of their efforts was creating a model for *The Port Edwards Green Employment District* with the intent of repositioning the paper industry, launching renewable energy systems, and utilizing the region's bio-industry strengths to create green jobs. If implemented, the strategy

could position Central Wisconsin as a renewable energy leader, and help create jobs throughout the state. This effort was completed in 2010. The Port Edwards Green Energy District document is included in Appendix C.

In the years following the completion of the green energy district planning there were numerous inquiries, proposals, and ideas on how the Domtar Mill site could be redeveloped to grow the economy. In March of 2013 Domtar Corporation announced the sale of the mill site to DMI Acquisitions, a company headquartered in Columbus, Ohio, which specializes in recycling metals in the U.S. and international markets. DMI has named the former Domtar site the Central Wisconsin Applied Research and Business Park.

Many of the facilities on the site are ready are being marketed for lease and ready for occupancy. Ready to use facilities include a 280,000 square foot climate controlled warehouse, a 13,000 square foot data center building, an 29,000 square foot multipurpose building, and a tank farm. Rail and highway access, process water, fiber optic communication lines, and adequate power are all ready to go. Nearly half of the mill building will be torn down, including the NEPCO chimney that has fallen into disrepair. Unused land on the south side of the property may be developed for future use. When fully utilized, the Central Wisconsin Applied Research and Business Park has the potential of employing over 800 people.

Research is something that DMI feels would benefit not only the business park, but also the region. DMI has expressed their willingness to possibly donate research and development facilities to the right party.

The Village has taken in efforts to grow the local economy using Tax Incremental Financing Districts. Tax Increment Districts or Tax Increment Financing (TIF) Districts are an economic tool approved by the State

Table 6-1. County-to-County Commuting

County	Commute		Net Commute
	Into Wood County	From Wood County	
Portage	2,639	2,572	67
Marathon	3,944	1,449	2,495
Clark	1,956	272	1,684
Adams	899	178	721
Juneau	186	83	103
Jackson	70	52	18
TOTAL	9,694	4,606	5,088

Source: Wisconsin WorkNet web site, November 2012; <http://worknet.wisconsin.gov/worknet/default.aspx>.

of Wisconsin. TIF funds originate from the tax money generated from an improvement or development greater than the tax generated by the site before the improvement or development. This tax increment money is then allocated to the Village for its use in making street, water, and sewer improvements in the District during the life of the District. At the end of the TIF term, all of the taxes will again be paid to the regular taxing bodies but at a much higher assessed valuation than would have been possible without the TIF.

Efforts to grow the economy in recent years have been bold, creative, and collaborative. Funding of economic development efforts has involved local levy funding, revenue from land that was taken out of the Managed Forest Land program, local business contributions, and grant funding from a variety of sources. Although the village is relatively small in regards to population and area when compared to other South Wood County municipalities, the village has had a big influence on economic development efforts of South Wood County.

Commuting Patterns

More people commute into Wood County from neighboring counties than those who travel to other counties to work (Table 6-1). Wood County has a net gain of over 5,000 commuters on a daily basis. The greatest number of commuters comes from Portage County and it is likely that most of these commuters work in the Wisconsin Rapids urban area.

Table 6-2. Average Wages by Industry - Wood County			
Industry	2000	2010	Average Annual Increase
Education & Health Services	\$38,974	\$55,073	4.1%
Manufacturing	\$41,704	\$52,575	2.6%
Professional & Business Services	\$41,179	\$37,412	-0.9%
Construction	\$36,781	\$46,155	2.5%
Information	Suppressed	Suppressed	N/A
Natural Resources & Mining	\$29,963	\$37,281	2.4%
Public Administration	\$27,812	\$33,379	2.0%
Financial Activities	\$24,237	\$32,981	3.6%
Trade, Transportation, Utilities	\$24,038	\$28,469	1.8%
Other Services (inc. repair & maintenance, personal & laundry, membership organizations, and private households)	14,310	\$20,680	4.5%
Leisure & Hospitality	\$8,717	\$10,925	2.5%
Source: Wisconsin Dept. of Workforce Development.			

Worker Age Structure

In Port Edwards there are 1,496 people over the age of 16 of which 790 make up the labor force based on 2007-2011 American Community Survey 5-Year Estimates. If a person is 16 years or older and not looking for a job, that person is considered not in the labor force. Most of those who fit into this category are students, retirees, or others that choose not to work. If a person is employed, or unemployed and looking for a job, they are considered to be in the labor force.

On the national level, the growth of the civilian labor force is expected to slow down, while the older labor force is expected to grow five times faster than the overall labor force. The age 55 and older portion of the labor force is expected to grow by 46.7% between 2006 and 2016, according to the Bureau of Labor Statistics. Similar conclusions have been projected for Wisconsin and it is not unreasonable to expect the area to be any different given the information that was presented in Chapter 1 regarding the local aging population. The two principal reasons for the change are the aging and retiring baby-boom generation and the apparent peaking of the labor force participation rate of women.

The Village of Port Edwards is dependent on the general economy of the urban area, county and region. There are several businesses, a major manufacturing plant, and several home occupations located in the village. They range in size from one employee up to over 50 employees. The largest of these is the ERCO Worldwide. These businesses and others of similar size are very important to the area's economy.

Table 6-3: Fastest Growing Occupations in Wisconsin, 2006 - 2016

Occupational Title	Estimated Employment				2006 Avg. Annual Salary
	2006	2016	Change	Pct. Chg.	
Network Systems and Data Communications Analysts	5,150	7,390	2,240	43.5%	\$58,024
Home Health Aides	16,550	23,310	6,760	40.8%	\$20,812
Personal and Home Care Aides	22,030	30,540	8,510	38.6%	\$19,602
Computer Software Engineers, Applications	8,830	12,170	3,340	37.8%	\$69,811
Medical Assistants	7,120	9,720	2,600	36.5%	\$27,632
Physician Assistants	1,110	1,480	370	33.3%	\$78,373
Radiation Therapists	490	650	160	32.7%	\$67,848
Personal Financial Advisors	3,170	4,190	1,020	32.2%	\$74,784
Dental Hygienists	4,170	5,470	1,300	31.2%	\$55,069
Substance Abuse & Behavioral Disorder Counselors	1,550	2,020	470	30.3%	\$39,904
Physical Therapist Assistants	1,270	1,650	380	29.9%	\$38,206
Surgical Technologists	2,310	2,990	680	29.4%	\$41,203
Skin Care Specialists	510	660	150	29.4%	\$27,885
Physical Therapist Aides	1,240	1,600	360	29.0%	\$24,614
Cardiovascular Technologists and Technicians	700	900	200	28.6%	\$44,814
Social and Human Service Assistants	7,340	9,400	2,060	28.1%	\$29,355
Veterinary Technologists and Technicians	1,510	1,930	420	27.8%	\$28,104
Pharmacy Technicians	6,300	8,030	1,730	27.5%	\$25,518
Respiratory Therapists	1,790	2,270	480	26.8%	\$48,842
Computer Software Engineers, Systems Software	2,840	3,600	760	26.8%	\$74,640
Financial Analysts	2,140	2,710	570	26.6%	\$64,017
Registered Nurses	51,130	64,550	13,420	26.2%	\$57,376
Physical Therapists	4,060	5,080	1,020	25.1%	\$64,087
Marriage and Family Therapists	720	900	180	25.0%	\$54,128
Animal Trainers	730	910	180	24.7%	\$26,590
Medical Equipment Repairers	690	860	170	24.6%	\$46,212
Veterinarians	1,750	2,170	420	24.0%	\$77,803
Mental Health Counselors	1,650	2,040	390	23.6%	\$41,324
Mental Health and Substance Abuse Social Workers	2,230	2,740	510	22.9%	\$49,021

Source: Wisconsin Department of Workforce Development.

Wage information on the various industry types in Wood County is listed in Table 6-2 for the years 2000 and 2010 (this information is not available for municipalities). Those who work in the Education and Health Services industry earn the most on average and those who work in the Leisure and Hospitality industry are the lowest paid (many Leisure & Hospitality jobs are part-time or seasonal). Similar average annual wage increases are

evident in many of the industries with the largest increases in the Other Services, Financial Activities, and Education and Health Services sectors. Very little gain was made in the Professional and Business services which includes professional and technical services, management of companies, and administrative and support services.

Employment Trends

The Village of Port Edwards' total labor force increased only slightly from 2000. In 2000 the U.S. Census identified 785 residents as being in the workforce. This number has increased only slightly to 790 according to American Community Survey estimates. The small change in work force

can be attributed to a variety of factors including a decline in population number from 2000 to 2010, with an overall aging population and a rising median age.

The non-seasonally adjusted unemployment rate for Wood County in April of 2015 was 5.3%, while the State was 4.4% and the US was 5.1%.

Table 6-4: Fastest Growing Industries – Wisconsin, 2006 - 2016

Industry Title	Estimated Employment			
	2006	2016	Change	Pct. Chg.
Securities, Commodity Contracts and Other Financial Investments	9,500	13,120	3,620	38.1%
Social Assistance	65,800	86,210	3,620	31.0%
Ambulatory Health Care Services	104,150	133,990	29,840	28.7%
Warehousing and Storage	12,230	15,260	3,030	24.8%
Support Activities for Transportation	5,250	6,370	1,120	21.3%
Internet Service Providers, Web Search Portals, & Data Processing Services	8,040	9,750	1,710	21.3%
Waste Management and Remediation Service	5,370	6,500	1,130	21.0%
Administrative and Support Services	127,480	151,570	24,090	18.9%
Hospitals, including State and Local Government	113,010	133,960	20,950	18.5%
Lessors of Nonfinancial Intangible Assets (except Copyrighted Works)	550	650	100	18.2%
Professional, Scientific, and Technical Services	95,810	113,080	17,270	18.0%
Museums, Historical Sites, and Similar Institution	1,720	2,020	300	17.4%
Nursing and Residential Care Facilities	69,400	79,630	10,230	14.7%
Transit and Ground Passenger Transport	13,580	15,560	1,980	14.6%
Nonmetallic Mineral Product Manufacturing	11,520	13,020	1,500	13.0%
Management of Companies and Enterprises	41,510	46,800	5,290	12.7%
Amusement, Gambling, and Recreation Industries	26,060	29,360	3,300	12.7%
Real Estate	19,000	21,400	2,400	12.6%
Religious, Grant making, Civic, Professional, and Similar Organizations	87,800	98,700	10,900	12.4%
Construction of Buildings	30,980	34,710	3,730	12.0%
Accommodation	31,510	35,210	3,700	11.7%
Wholesale Electronic Markets and Agents and Brokers	6,570	7,340	770	11.7%
Food Services and Drinking Places	192,060	214,060	22,000	11.5%
Truck Transportation	49,550	55,050	5,500	11.1%
Insurance Carriers and Related Activities	67,700	75,180	7,480	11.0%
Merchant Wholesalers, Durable Goods	68,220	74,850	6,630	9.7%
Specialty Trade Contractors	81,470	89,380	7,910	9.7%
Repair and Maintenance	21,700	23,690	1,990	9.2%
Credit Intermediation and Related Activities	54,770	59,650	4,880	8.9%

Source: Wisconsin Department of Workforce Development.

The Village of Port Edwards residents are employed in are listed in table 1-6 in the first chapter. Although the 6 categories are general, they are useful in showing the diversity of the community work force. The labor force is spread out among the occupation categories, with a noticeably low number of 57 workers (7%) in the “natural resources, construction, and maintenance occupation” category. The “management, professional & related” and “sales & office occupations” categories showed the greatest number of workers with a combined total of 443 or 57% of the total workforce.

Employment Projections

The Wisconsin Department of Workforce Development makes 10-year projections of the fastest growing occupations in Wisconsin. Recognizing that these are statewide projections, it is worthwhile to consider their impact in Central Wisconsin. Table 6-3 identifies the occupations that are expected to grow the fastest between 2006 and 2016. It should come as no surprise that, given the aging population, many of the fastest growing occupations are medical and health related. Also, computer and data communications jobs are expected to continue to remain strong during this period.

A follow-up table, Table 6-4 lists those industries that the Wisconsin Department of Workforce Development foresees as the fastest growing between 2006 and 2016. Again, the medical industry has a strong presence in this list as does the computer technology and data communications industry. Worth pointing out is that warehousing and storage is predicted to grow by 24.8% between 2006 and 2016. The former Domtar Mill site owned by DMI has acquisitions for warehousing and storage given past use of the site and access to rail.

Area Business & Industrial Parks

There are six business and industrial parks in the immediate vicinity of Port Edwards. Three of these are located in Wisconsin Rapids, one is in the town of Rome, one in Nekoosa, and one in Biron.

The Wisconsin Rapids Industrial Park is on the city’s northwest side. It is a 450-acre park with about 75 acres remaining for additional development. The Woodlands Business Park is on the city’s far east-side adjacent to Grand Rapids between Highway 54 on the west, 32nd Street on the east, Chestnut Street on the south and Saratoga Street on the north. The Woodlands is a 95-acre business center with about 55 acres available for additional development. The Rapids East Commerce Center is a 230-acre industrial park that was developed as a Tax Increment Finance district in 2004. Much of the Commerce Center is still available for development at this time and there is an additional 149 acres available for future expansion.

The city of Nekoosa developed a business park in 2005 at the intersection of State Highway 173 and County Trunk G. The park is 58 acres in size and does not have any tenants.

The village of Biron is home to the privately-owned Biron Business Park. The park is 160 acres with sites available from 2 to 80 acres suitable for manufacturing, commercial, and new technologies. The park currently has one business tenant.

The Alpine Village Business Park is located in the town of Rome on State Highway 13. The park has available space for light industry, heavy manufacturing, as well as commercial and retail.

Economic Development Organizational Framework

Economic development activities in the Port Edwards area are carried out by a number of organizations. Some of those that are most active are listed in the following paragraphs.

Heart of Wisconsin Chamber of Commerce

The Heart of Wisconsin Chamber of Commerce receives financial support from annual membership dues, local government funding, public and private grants, sponsorships, program revenues and more. It serves as a first contact for business resource assistance, maintains the Wisconsin Rapids revolving loan fund, provides entrepreneurial training and either sponsors or participates in several economic development workshops each year. The Village of Port Edwards is a member of the Heart of Wisconsin Chamber of Commerce.

Regional Economic Growth Initiative (REGI)

Incorporate Community Foundation Workforce Central Collaborative commissioned a snapshot of the South Wood County region in April of 2011. The report was communicated to various stakeholders in August 2011. A sub-set group was formed to move forward with the study recommendations and has been meeting since October of 2011. The village has actively participated in this group that is now known as the Regional Economic Growth Initiative. The stakeholder group consists of employers, funders, education, as well as public and private institutions. This group has been laying the groundwork for collaboration and consensus. The ultimate outcome or goal at REGI is economic growth that can lift average wages, reduce poverty, and help the community thrive.

The REGI coalition proposes growing the economy starting with manufacturing, and will continue work to develop an economic

Regional Economic Growth Initiative

Ultimate Outcome/Goal

South Wood County has a healthy and growing economy where all people and businesses thrive.

growth plan, and hire an economic development professional to be a *deal maker or bridge builder*.

Wood County

Under the oversight of the Conservation, Education and Economic Development Committee, Wood County participates in several economic development activities and is represented on various boards of directors of area economic development organizations. County staff also participates in activities sponsored by the Wisconsin Economic Development Association. In addition, Wood County is a part of the Central Wisconsin Economic Development (CWED) Fund that provides low interest gap financing to new and growing businesses. There are a total of 7 county and 10 municipal partners that make up CWED.

NCWRPC

The North Central Wisconsin Regional Planning Commission, located in Wausau, provides technical assistance and compiles economic development data for its members. It also administers a regional revolving loan fund on behalf of the North Central Wisconsin Development Corporation. The ten counties the NCWRPC serves have also been formally designated as an Economic Development District by the State of Wisconsin and by the U.S. Department of Commerce's Economic Development Administration. Under this designation, the NCWRPC maintains a continuous process of planning assistance that supports the formulation and

implementation of economic development programs designed to create or retain full-time permanent jobs and income. The NCWRPC provides services such as economic research, marketing, financial packaging, evaluation and analysis of public infrastructure needs that support private economic development activity, and works with local units of government to maintain eligibility for certain grants.

Centergy

The Centergy Central Wisconsin Alliance for Economic Development was initially created in 1988 and has evolved into the strong economic development proponent it is today. This non-profit organization is led by an executive director who has the responsibility of conducting economic development activities and looking after economic development interests in Wood, Portage and Marathon counties. Centergy has conducted economic opportunity forums and studies for Central Wisconsin, which have resulted in cooperative efforts in our region. Each spring, Centergy coordinates Central Wisconsin Days in Madison. This two-day event features one-on-one meetings with many Wisconsin legislators and state-level staff members to educate them on the opportunities and needs throughout Central Wisconsin. Centergy board members, private business representatives and local elected officials travel to Madison to represent our area.

Goals and Objectives

It is the overall goal of the village of Port Edwards to encourage and support economic development in the area that results in the retention or establishment of businesses that create job opportunities, and commercial establishments that create jobs and conveniently provide goods and services.

Goal: Work with local businesses to ensure their long-term sustainability and address any emerging concerns and issues.

Objective: Meet with local businesses to identify challenges and/or opportunities they face.

Goal: Work with adjacent municipalities to coordinate future business developments in the area.

Objective: Ensure that land use in border areas of Port Edwards is compatible with land use and/or zoning regulations with adjacent municipalities.

Objective: Combine economic development resources with neighboring communities to attract new businesses to the area.

Objective: Village representatives should on a continuing basis actively participate in area economic development activities even if the focus of economic development is not taking place in the village.

Objective: Encourage prospective businesses that are not a good fit for the Village of Port Edwards based on factors such as utility needs, to locate in area communities that can meet the needs of the prospective business.

Objective: Work with area communities to market the available skilled workforce and overall quality-of-life of the Village to attract employers.

7. INTERGOVERNMENTAL COOPERATION

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts and adjacent local governmental units, and to the region, the state and other governmental units. The element shall incorporate any plans or agreements to which the local governmental unit is party under s. 66.0301, 66.0307 or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

Introduction

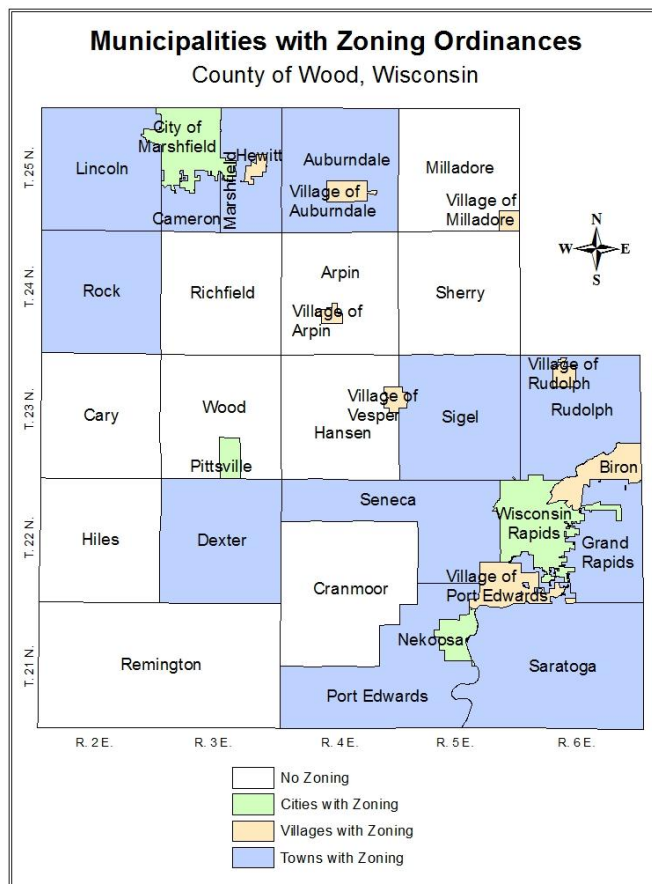
In recent years government at all levels has struggled to continue to provide expected levels of services. There are a variety of factors that have contributed to the rising cost of labor and materials, consensus against new taxes, and increased responsibilities of government. As local government searches for ways to continue to provide quality services with limited resources, they often review the efficiency of their service delivery, set priorities of services, and determine which services can be provided through alternative arrangements. One alternative arrangement that government has gravitated towards in recent years is providing services by working together with other government agencies. This type of arrangement can be considered intergovernmental cooperation. Intergovernmental cooperation can be

defined as two or more government agencies working together to provide services, reach common goals, or solve mutual problems. In general terms, intergovernmental cooperation among communities can lead to better relationships based on working towards common goals and interests, while putting aside differences. By establishing a rapport with adjacent communities, improved communication can lead to a better working relationship that can benefit all of the communities involved. By working together, not only will they have the potential of providing services at the lowest cost, and in the most efficient manner, they will be better positioned to address issues of mutual interest.

Land Use and Zoning

In Wood County local units of government

Map 7-1



have the authority to establish local comprehensive plans and zoning ordinances. Map 7-1 shows that of the 34 municipalities in Wood County, 23 have local zoning ordinances. Many of the municipalities that have zoning ordinances, have, or are in the process of developing comprehensive plans.

With each municipality having different plans and zoning regulations it is important to understand the planning and zoning, or absence of planning and zoning efforts of adjacent communities. Many residents in the Village of Port Edwards that own property on the edge of the village adjacent to the neighboring municipalities, may be impacted by zoning restrictions, when land use of adjacent property changes. Port Edwards welcomes the opportunity to work with the area municipalities to minimize conflicting land uses and develop a better understanding of their comprehensive plans and zoning regulations.

Boundary Agreements

Cooperative boundary agreements are authorized under s. 66.0307, Wis. Stats., and give communities an alternative to uncertainty and conflicts over municipal boundary and land use issues. Through agreements, communities can plan for the future knowing when and if annexations, consolidations and incorporations will take place. The process of developing a boundary agreement involves notice to residents of the jurisdictions involved, and opportunity for public comment through public hearings. In some cases residents may petition for an advisory referendum on the agreement. Agreements that are developed must be consistent with each community's comprehensive plan and may address future streets, sidewalks and trails, layout of neighborhoods, design standards, zoning, and public facilities such as parks, municipal buildings, stormwater management and utilities.

The village worked with the town of Saratoga and private developers to develop a boundary agreement for some privately-owned property that is located in the village east of STH 13 and adjacent to the town of Saratoga. The boundary agreement allows new residential development to take place on this land, at a lower mill rate than other village properties for 10 years. Under the agreement, the village will receive 80% of the property taxes collected and the town will receive 20%. The property will revert back to the Village of Port Edwards after 10 years.

To promote better long term land use planning, many municipalities work together to develop boundary agreements so that orderly land use and planned jurisdictional transfers through annexation can occur in a positive environment. The village has gained experience working through boundary agreements with the town of Saratoga, and should consider boundary agreements as a proactive and cooperative tool to use in the future with neighboring municipalities.

Options for Intergovernmental Cooperation

The desirability of cooperative efforts depends upon a variety of factors like the size of the jurisdiction, the overall economic impact, and advantages and disadvantages of the effort. There is no single agreement that will meet everyone's needs, however, there are a variety of approaches that communities can take advantage of when considering cooperative efforts. Wisconsin law provides flexibility and opportunity when it comes to working with others. The following are some ways that communities can work together to provide services:

- Voluntary assistance – Voluntarily providing services to another municipality.

- Trading services – Exchanging different pieces of equipment for labor, or labor for labor.
- Renting equipment – Renting equipment from neighboring communities could be cheaper than purchasing, and it provides revenue to the community that owns the equipment.
- Contracting – Contracting with another community to provide a service.
- Routine county services – Some county services are already paid for through taxes or fees such as police protection. Through intergovernmental cooperation areas where improvements are needed can be identified along with ways to cooperatively address them.
- Sharing municipal staff – Sharing municipal employees and independently contracted professionals allows communities to reduce staffing costs, while providing the same level of services.
- Consolidating services – Communities can work together to provide a service, rather than individually providing the service to their residents. This approach many times makes cost-prohibitive or inefficient services, feasible.
- Joint use of a facility – Communities can share use of a public facility.
- Special purpose districts – Districts are created to provide a particular service. Special purpose districts are separate and legally independent entities that have their own governing bodies, boundaries, ordinances and taxing authority.
- Joint purchase and ownership of equipment – Communities can agree to jointly purchase and own equipment that may be too costly to otherwise purchase individually.
- Cooperative purchasing – Purchasing equipment or supplies cooperatively may allow communities to gain more favorable pricing.

Statutes Pertaining to Intergovernmental Cooperation

Wisconsin State Statute 66.0301 – Intergovernmental Cooperation

State Statute 66.0301 permits local agreements between the state, cities, villages, towns, counties, regional planning commissions, certain special districts, including school districts, public library systems, public inland lake protection and rehabilitation districts, sanitary districts, farm drainage districts, metropolitan sewerage districts, native American tribes or bands and others.

Wisconsin State Statute 66.0307 – Boundary Plans and Agreements

State Statute 66.0307 permits cities, villages or towns to participate in cooperative boundary agreements. Each municipality that participates must adopt a resolution authorizing its participation in the planning process.

Current Intergovernmental Agreements

Regional Economic Growth Initiative (REGI)

Incorporate Community Foundation Workforce Central Collaborative commissioned a snapshot of the South Wood County region in April of 2011. The report was communicated to various stakeholders in August 2011. A sub-set group was formed to move forward with the study recommendations and has been meeting since October of 2011. The village has actively participated in this group that is now known as the Regional Economic Growth Initiative. The stakeholder group consists of employers, funders, education, as well as public and private institutions. This group has been laying the groundwork for collaboration and consensus. The ultimate outcome or goal of REGI is economic growth that can lift average wages, reduce poverty, and help the community not only survive, but thrive.

The REGI coalition proposes growing the economy starting with manufacturing, and will continue work to develop an economic growth plan, and hire an economic development professional to be a *deal maker or bridge builder*.

Recycling Educational Materials

The Village of Port Edwards works with Wisconsin Rapids, Grand Rapids, Seneca, Sigel, Vesper, Milladore and Biron to create educational pamphlets on what household items can be recycled, and where these items can be taken. These pamphlets are distributed to residents on an annual basis.

Law Enforcement

Police patrolling of the village and investigation of law enforcement problems are provided by the Port Edwards Police Department, the Wood County Sheriff's Department and Wisconsin State Patrol. The village has full-time police department staffed with a police chief, two full-time officers, and several part time officers. The village police station is located adjacent to the municipal building.

E-911 Dispatch Services

The Wood County Shared Dispatch Center receives emergency calls for the Village of Port Edwards and dispatches officers for response. Calls for the Humane Officer are also dispatched through the 911 system.

Fire Services

The Port Edwards Fire Department provides fire and first responder service to the Village of Port Edwards. The fire department serves the entire village and has contracts to serve the southern part of Seneca, most of Cranmoor, and the Northern part of the town of Port Edwards.

The village has mutual aid agreements with area emergency service providers that allows the village to help other service providers in time of need, and also benefit from their assistance if necessary.

Ambulance Service

Ambulance service is provided by Nekoosa Ambulance on a contract basis.

Emergency Helicopter Transportation

The Ministry Spirit helicopter is based out of Ministry Saint Joseph's Hospital in Marshfield. The Spirit picks up patients from health care facilities and accident sites and gets them to the best available care as quickly as possible.

Wood County Health Department

The Health department is concerned with all aspects of the health of county residents. Their mission is to maximize the quality of life across the lifespan of county residents by promoting health, protecting the environment and preventing disease and injury. Some of the programs the Health Department provides to work towards their mission is inspection and licensing of a variety of businesses including restaurants, coordinating medication collections, organizing clean sweep days, administering a lead poisoning prevention program, providing immunizations, and administering the WIC (Women, Infants & Children) program. The village should utilize the resources of the County Health Department as needed.

Wood County Emergency Management

The Emergency Management Office assists local government in the event of major emergencies or disasters of any nature. Some of the programs that the office is responsible for include the Building Number Identification (BNI) program, Highway Safety Program, community service work program, and SARA Title III Program.

Snow Removal

Most of the snow removal in Port Edwards is completed by village public works staff using village-owned equipment. The village has agreements with adjacent municipalities for snow removal on all border streets. The Village does not remove the snow on any state highways or county roads; however, they do maintain the boulevard trees, sidewalks and catch basins. Wood County

maintains the county roads and has an agreement with the State for snow removal on Wisconsin River Dr., Letendre Ave, and State Highway 73.

Equipment Sharing

The Village of Port Edwards trades specialized equipment for projects for limited periods of time with the city of Nekoosa. The Village at times borrows the city of Nekoosa bucket truck, and Nekoosa borrows the Village's tar kettle as needed. This agreement benefits both municipalities by saving them the cost of purchasing or renting equipment that is used infrequently for special projects.

Building Inspection Services

The Village contracts with the city of Wisconsin Rapids to provide building inspection services. The village has adopted the city of Wisconsin Rapids building code by reference.

Port Edwards Public School District

All of the Village of Port Edwards is encompassed by the Port Edwards Public School District. Cooperation with the district includes open communications regarding snow plowing on local roads, accepting their comments on subdivision layouts (particularly the street layout for bussing), and other concerns or issues they may have. The Village Board remains open to any discussions or correspondence that the district may want to approach the village about.

Wood County Planning & Zoning Support

County planning staff has worked with the village on zoning ordinance development and interpretation, on this comprehensive plan, and on park and trail planning efforts. Wood County's Geographic Information System Specialist develops and maintains maps that can be used for village planning and zoning, street maintenance, and emergency services uses.

Transportation Planning

The Village of Port Edwards has

participated in South Wood County transportation planning efforts. In 2003 South Wood County communities worked to develop a long-term plan for South Wood County. The planning document that was the result of this planning effort is the *2025 South Wood County Area Transportation Study*. A travel demand forecast model was used to simulate traffic levels on the street and highway network in 2015. The most significant transportation improvement recommendation that came from this report was the construction of an east arterial bypass of Wisconsin Rapids and a Port Edwards bridge. Although these two projects have been discussed individually, the maximum benefit to the area transportation system is dependent on the construction of both.

In 2009 the *Wisconsin Rapids Area East Arterial Feasibility Study* was completed. The purpose of this document was to provide local municipalities and WisDOT with a report that identifies the need for the proposed STH 54 alignment, and a range of alternatives that address the project need and any environmental impacts. The proposed 4-mile STH 54 alignment runs from the intersection of STH 54 and CTH W, south to CTH Z, and west to the Village of Port Edwards crossing the Wisconsin River with a bridge. The village has participated in the submittal of Federal Tiger Grant Applications with Wood County, the city of Wisconsin Rapids, and other municipalities, however, none of the grant applications have been successful.

Port Edwards has actively participated with neighboring communities in the area's urban group.⁹ That group considers projects to be

⁹ Includes the Towns of Grand Rapids, Seneca and Port Edwards, the Villages of Biron and Port Edwards, the Cities of Nekoosa and Wisconsin Rapids and the Wood County Highway Department. This group is eligible for funding for municipalities with a population of 20,000 to 50,000.

funded with federal Surface Transportation Projects (STP) Urban Program dollars that are channeled to local governments through the Wisconsin Department of Transportation. The urban group consolidates the funding and uses it for agreed upon urban area projects. Projects are submitted by participating communities, and the urban group reviews and scores the projects, and the highest scoring projects are selected.

Municipal Water Agreements

The impacts of an interruption in municipal water service for even a short period of time can range from being a nuisance to being very costly and dangerous. For this reason the Village of Port Edwards has established an emergency water sharing agreement with the city of Wisconsin Rapids. Under the agreement the City would supply water to the village if for any reason it could not supply water. Under this agreement the Village would also supply water to the City of Wisconsin Rapids. A similar agreement is pending approval with the city of Nekoosa.

Although water sharing agreements are a proactive approach ensuring stability in the village's water supply, more needs to be done to ensure that these agreements can be executed when necessary. Currently the village water utility is not connected to Wisconsin Rapids or Nekoosa. In order for the municipalities involved to benefit from water sharing agreements, water utility infrastructure will need to be constructed to connect their independent water utilities.

Water and Wastewater Staff

The village and the city of Nekoosa work together to share training resources and help with staffing of their water and wastewater utilities.

Possible Future Intergovernmental Agreements

The village has in the past relied on intergovernmental cooperation to provide

services for its residents. This is likely one of the reasons that the village can continue to provide such a high level of services, especially when compared to other communities of similar size. Following are a number of projects where intergovernmental agreements/cooperation will be considered.

- Continue to work with area municipalities, the County, and WisDOT to secure funding for and construct the Wisconsin Rapids East Arterial Bypass and bridge to Port Edwards.
- Consider developing cooperative boundary agreements with adjacent municipalities as a proactive way to address annexations, consolidations, and incorporations.
- Coordinate bicycle and pedestrian trail planning with the County Planning & Zoning Office. Local routes should correspond with routes identified in the county plan.
- Continue to pursue an emergency water sharing agreement with the city of Nekoosa, and work with the city of Wisconsin Rapids and Nekoosa to plan the connection of their water utilities for emergency use.

Goals and Objectives

Goal: Utilize inter-governmental cooperative efforts to the greatest extent possible to provide services that meet or exceed current levels, and are at or below current costs.

Objective: Identify possible intergovernmental cooperation efforts and review and consider the overall costs and benefits of each.

Objective: Annually review existing intergovernmental cooperation agreements to ensure that they are up-to-date and cost effective to participate in, and the resulting services are of sufficient quality.

Objective: Work together with county and state staff for the conduct of inspections, reductions of health and safety violations, and monitoring new developments in the many different areas where staff can effectively work together.

Goal: Maintain effective communication with adjacent municipalities so that area issues can be handled in the best possible proactive manner.

Objective: Take advantage of opportunities to meet with other units of government in the early stages of issue identification.

Objective: Invite other units of government to meetings where issues of common interest will be discussed.

8. LAND USE

Statutory Requirement of Element

A compilation of objectives, policies, goals, maps and programs to guide future development and redevelopment of public and private property. The element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit, such as agricultural residential, commercial, industrial and other public and private uses. The element shall analyze trends in supply and demand and price of land, opportunities for redevelopment and existing and potential land-use conflicts. The element shall contain projections, based on the background information (the issues and opportunities element) for 20-years, in 5 year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that show current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in (the utilities and community facilities element) will be provided in the future, consistency with the timetable described in (the utilities and community facilities element), and the general location of future land uses by net density or other classifications.

Introduction

A study of past and current land use patterns is a good way to understand why a community looks like it does and reveals growth areas, or those areas that have not grown at all. Land use changes have, more

often than not, been driven by socio-economic conditions, but can be effectively guided by political decisions that are the result of desires of community residents. Regardless of why land uses changed the way they have in past years, reflecting on historic land use changes will assist the community in determining how they want their area to develop in the future.

Historical Land Use Pattern

Originally, Port Edwards was known as Frenchtown; a small community that has origins going back to the 1830's establishment of a sawmill by individuals named Messrs, Grignon, and Merrill. The sawmill was originally situated on the Wisconsin River so that logs could be floated to the mill on the river. The sawmill operation eventually was converted to a paper mill and dams were constructed on the river to provide power for the mills. Over the years the paper mill may have changed owners and names, but the impact that it had on the village did not. The Village of Port Edwards up until a few years ago was considered by most to be a "company town" in the sense that the majority of the citizens were employed by a single company.

Over the years many of the land use changes in the village were directly tied to the mill. Transportation and infrastructure improvements accommodated growth of the mill, and helped it stay competitive and profitable. The large number of employees that worked at the mill needed homes for their families, and this was the reason for much of the residential development. Gainfully employed residents had money to spend and as a result many local businesses thrived.

The village has and continues to provide ample recreation opportunities for its residents.

Map 8-1



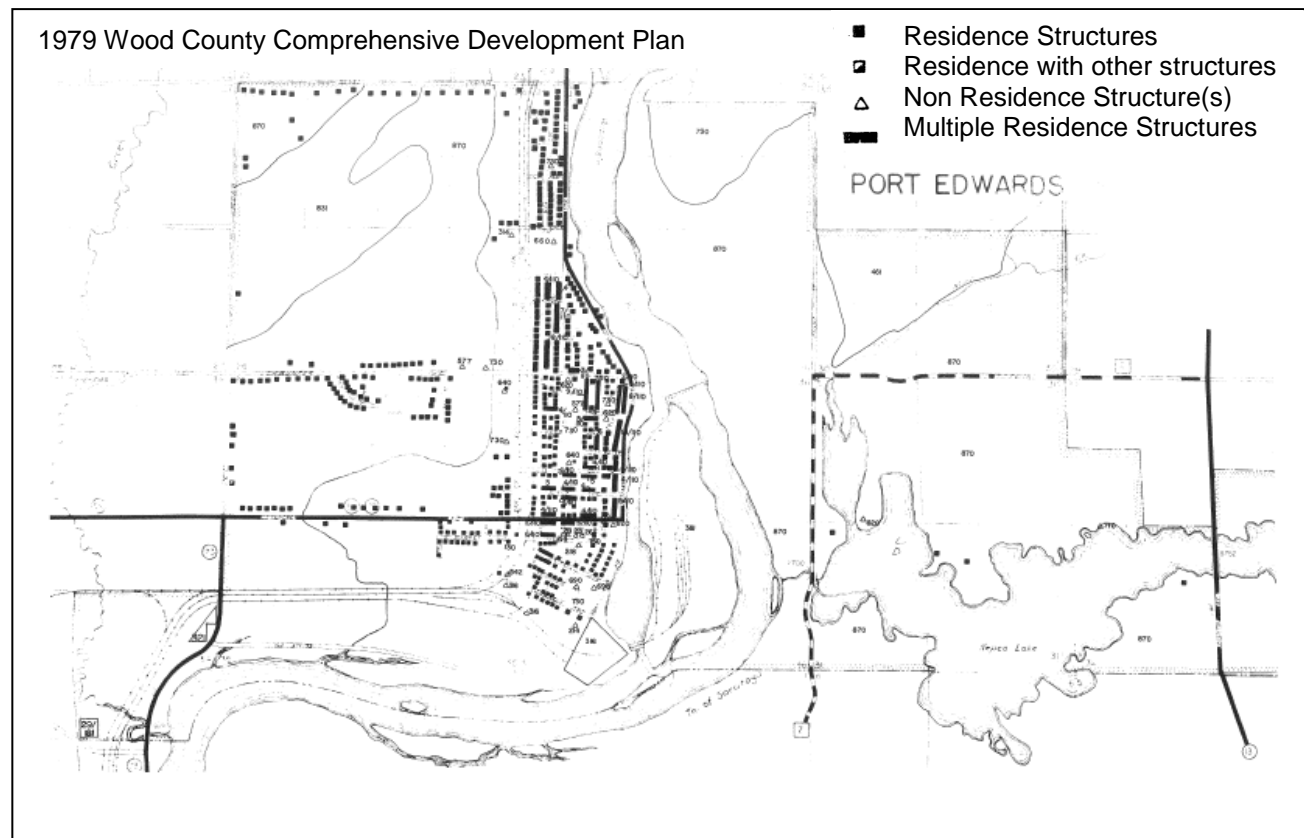
John Alexander and his father Lewis, are responsible for many large-scale improvements that are still in place today including:

- Development of Alexander Field
- Creation of NEPCO Lake
- Lake Nepco County Park
- Financing a municipal swimming pool
- Donating land for villages and parks
- Building a YMCA Community Center
- Construction of the Port Edwards Shopping Center
- Development of the YMCA Camp

The contributions that they made to the village showed their commitment to the

community that made their business successful. Many of the contributions will be enjoyed by generations to come. Beyond the aforementioned projects, there are many more significant contributions that they made to the community over the years that make Port Edwards a unique and special place.

Even though there is no incremental detailed historic land use mapping that can be compared to the current land use map to track changes over time, there are a variety of other historic resources that can be referenced to get a general idea of when and where development has occurred in the village.

Map 8-2

In the Housing element of the comprehensive plan, Table 2-2 shows when housing units were constructed in the village. In addition to viewing the historic land-use map, it is possible to get a general idea of when construction of housing took place. The development of housing in the village in most cases transitioned agricultural land or open space to residential use. In addition to looking at data on the age of housing, by looking at when subdivision developments were created in the village (Table 2-1), one can get a general idea of when land use transitions possibly began.

Map 8-1 is a historic aerial photograph of the Village of Port Edwards from 1938. Although it is challenging to determine the specific land use associated with structures, it is relatively easy to identify areas that were used for agricultural purposes, open spaces, and transportation facilities such as roads and rail lines. The photos also show

that most of the original development took place between the railroad tracks and the river, south of Verbunker Ave. Lake Nepco was created in the mid-1920s and shown on this aerial photo, however, there are no residences on the lake. Also, not yet shown on this aerial photo is Alexander Field. The 1940 population of the Village of Port Edwards was 1192 according to the U.S. Census.

Map 8-2 was included in the Land Use Analysis section of the 1979 Wood County Comprehensive Development Plan. Although the map does not show land cover the way the 1938 aerial photo does, this map clearly shows the location of structures that existed at the time. Map 8-2 shows that development has begun to take place along Letendre Ave, Verbunker Ave and Seneca Rd. west of the railroad tracks, and also north of Verbunker. East of the river a few residences are shown on the shores of Lake

Nepco. There were a total of 650 residences in 1978. The population in 1980 for the village was 2,077. Included in Appendix D is a descriptive text of land use in the village in 1979.

Current Land Use

The inventory used for this analysis was developed using the Land Based Classification Standards (LBCS). These standards, developed by the American Planning Association, provide a consistent method for classifying land uses based on their characteristics. LBCS refines traditional categories (i.e., residential, commercial, industrial, etc.) into multiple dimensions, such as activities, functions, building types, site development character and ownership. Each dimension has its own set of categories and subcategories for classifying land uses, providing users precise control of land-use classifications. Classifications are based on field surveys, aerial photographs, topographic maps, local knowledge and other data.

Table 8-1 Land Use by Activity Village of Port Edwards – 2013			
LBCS* Code	LAND USE BY ACTIVITY ON PARCEL	ACRES	PCT OF TOTAL
1000	Residential activities	411.56	8.9
2000	Shopping, business or trade activities	17.13	.4
3000	Industrial, manufacturing and waste-related activities	135.70	2.9
4000	Social, institutional or infrastructure-related activities	80.80	1.7
5000	Travel or movement activities	559.64	12.1
6000	Mass assembly of people	8.37	0.2
7000	Leisure activities	1061.67	22.9
8000	Natural resources-related activities	2336.27	50.5
9000	No human activity or unclassifiable activity	17.51	.4
TOTAL		4628.65	100%
* Land-Based Classification Standards Source: Wood County Planning & Zoning Office, 2013			

For the purposes of the Port Edwards comprehensive plan, current land use analysis will focus on the activity dimension of LBCS. Activity refers to what is actually taking place on the land, such as farming, housing, shopping, manufacturing, etc. This is the most commonly referred to method of defining land uses and is the most easily understood.

Map 8-3 shows the “observable activity” on each parcel in Port Edwards and Table 8-1 summarizes what is shown on the map. It is important to remember that the “observable activity” is different from “zoning designation”. Although an entire parcel may be zoned for a specific use, the “observable activity” (eg. residential home on a 10-acre tract) may be on only a part of the parcel (i.e. $\frac{3}{4}$ of an acre with the house and mowed lawn). A description of each observable activity follows.

Residential (LBCS Code 1000)

Residential activities fall in the 1000 LBCS code. In Port Edwards, 411 acres, 8.9% of the total land area, is classified as residential. Port Edwards’ residential development consists mostly of traditional single-family detached structures (versus duplexes, four-plexes or apartment buildings).

Parcels dedicated to residential activities for the most part are located west of the River and east of the railroad tracks. There is also a concentration of residential development along Verbunker, primarily to the south side of the road. Along Seneca and Letendre there are clusters of residences as well. Residential lot sizes vary, however, most residences are located on parcels of about .5 acres or less in size. Many residences are located on more than one parcel to accommodate houses, garages, and yards.

Commercial (LBCS Code 2000)

The 2000-code includes shopping, business or trade activities. In Port Edwards, there are 17 parcels that have some type of commercial activity listed as the primary use.

There is a cluster of commercial properties located along the Market St. area where businesses have been historically located. On the west edge of the village at the intersection of STH 73 and STH 54 there is a parcel that includes a gas station/convenience store. Just ¼ mile north of this property on the east side of Port Road is a self-storage business. Located at the west end of Bruener Ave. is a lumber and wood products business, James Bruener Timber Products.

Industrial (LBCS Code 3000)

Industrial, manufacturing and waste-related activities are identified in the 3000-level code of the land base classification standards. In Port Edwards, about 135.7 acres is classified in the 3000-level code, including 3 primary sites. All of the properties are located south of Letendre Ave. and include ERCO Worldwide, the mill

Table 8-2 Household Trends and Projections Village of Port Edwards 1970 – 2030			
Year	Population	Households	Population/ Household
1980	—	2077	3.04
1990	-229	1848	2.68
2000	96	1944	2.58
2010	-126	1818	2.45
*2020	100	1918	
*2030	150	2068	
Source: U.S. Census, Wisconsin Department of Administration (DOA). *Population estimates established by Village of Port Edwards Planning Committee.			

property that is currently owned by DMI Acquisitions, and a heavy and highway utility contracting business. The industrial properties are all located in close proximity state highways and adjacent to rail access.

Social, institutional or infrastructure-related (LBCS Code 4000)

The 4000-code includes, among other things, schools, public safety-related activities, activities associated with utilities and health care or medical facilities. Port Edwards has 80.8 acres coded in this area, including the wastewater treatment facility, water towers and treatment facilities, the fire station, the Village Hall, the public schools, the dams, the Nepco dam embankment and holding pools, and Edgewater Haven Nursing Home.

Travel or Movement Activities (LBCS Code 5000)

The 5000-code, travel or movement activities, includes vehicle or railroad transportation systems. There are currently 559.6 acres dedicated to large parking lots, roads and railroad right-of-way in the village. The presence of transportation is very noticeable given the Canadian National Railway corridor that travels from the southwest corner of the village northeasterly following the general alignment of the River, and the many rail spurs that serve ERCO and the former mill property that is owned by DMI Acquisitions.

Mass Assembly of People (LBCS Code 6000)

The 3 churches in the village occupy 8.4 acres of land that are classified as mass assembly of people.

Leisure activities (LBCS Code 7000)

Leisure activities occupy about 1,061.7 acres or 22.9% of the land in Port Edwards. These 7000-level coded land uses include

Figure 8-1**Purpose of the Wisconsin Rapids East Arterial Corridor**

- Address future traffic and growth demands in the area and improve local and through traffic access to commercial and industrial uses in Wisconsin Rapids, Port Edwards, the Town of Grand Rapids, Biron and Nekoosa.
- Enhance the attractiveness of 8th Street as a commercial corridor that provides safe and efficient commercial access by reducing conflicting turning movements amount commercial uses.
- Improve safety on WIS 54 and 8th Street by reducing conflicts between through and local traffic.
- Improve traffic flow, pedestrian safety, and emergency services in the Wisconsin Rapids area by removing heavy truck traffic, to the extent possible, from commercial corridors.
- Maintain the traffic carrying capacity of study area roads while providing reasonable access to adjacent land uses.

Source: Wisconsin Rapids Area East Arterial Feasibility Study, 2009

all of the parks in the village as well as the Wisconsin River and Lake Nepco. The large amount of land dedicated towards leisure activities is adequately meeting the needs of residents according the community survey.

Agricultural and Natural Resources-Related (LBCS Code 8000)

Agricultural and natural resources-related activities, the 8000-code, are the largest category in the Village of Port Edwards, with 50.5% of the land classified in this area.

Agriculture-related land uses make up a relatively small portion of the land use in the village and are found on the west side of the village. Natural resources-related activities are present throughout the village and found in large tracts due.

Port Edwards Bridge Crossing

The vision of developing a STH 54 East Arterial bypass and a Wisconsin River bridge to Port Edwards goes back to at least the mid-1970's when the Wisconsin Rapids Area which includes Port Edwards, worked

with the Wisconsin Department of Transportation, the Federal Highway Administration, and other local units of government to establish the Wisconsin Rapids Urban Area Federal Aid Urban System and Boundary Agreement. The proposed project extended STH 54 from Letendre Avenue in Port Edwards across the Wisconsin River and along CTH Z and was classified as part of the urban system at that time. However, the north-south part that followed the 20th Street corridor in Wisconsin Rapids was not included. Many residents that are familiar with history of the River Cities can site other historic documents that refer to past planning efforts to build a Port Edwards bridge that go back to the early years of the village.

The village strongly supports the STH 54 East Arterial Bypass and Bridge. The importance of this transportation project is explained in the Port Edwards Economic Replacement and Reuse Strategy, 2009. Following is a brief summary of reasons for the project:

- Connect residents to employment opportunities.

Figure 8-2

Types of Boundary Agreements authorized by Wisconsin Statutes

- Cooperative boundary agreements under s. 66.0307 Wis. Stats.
- General agreements under s. 66.0301 Wis. Stats.
- Stipulations & orders under s. 66.0225 Wis. Stats.
- Statutes provide authority to share revenue under 66.028 Wis. Stats. And tie these arrangements together with boundary agreements.

- Unlock east village development opportunities.
- Connect Port Edwards and Nekoosa to the airport.
- Facilitate green energy employment district opportunity.

Over 70% village residents that completed the 2012 community survey indicated that they feel the impact of a Wisconsin River Bridge would be positive. Some of the top reasons that they feel this way include:

- More business opportunity for the village
- Easier/quicker access to Wisconsin Rapids
- Easier for people to access Port Edwards.

South Wood County communities support the project for the positive impact that it will have on the area transportation network. The project will improve the safety and efficiency of the state trunk highways in the study area while minimizing overall impacts. It will also improve the transportation continuity of WIS 54 and enhance economic stability in the study area. Figure 8-1 highlights some of the objectives of the project.

The East Arterial Bypass and bridge will have a statewide transportation and economic development impact. The project will create a much improved route for oversize and overweight loads reducing their travel distances and travel times.

Annexations

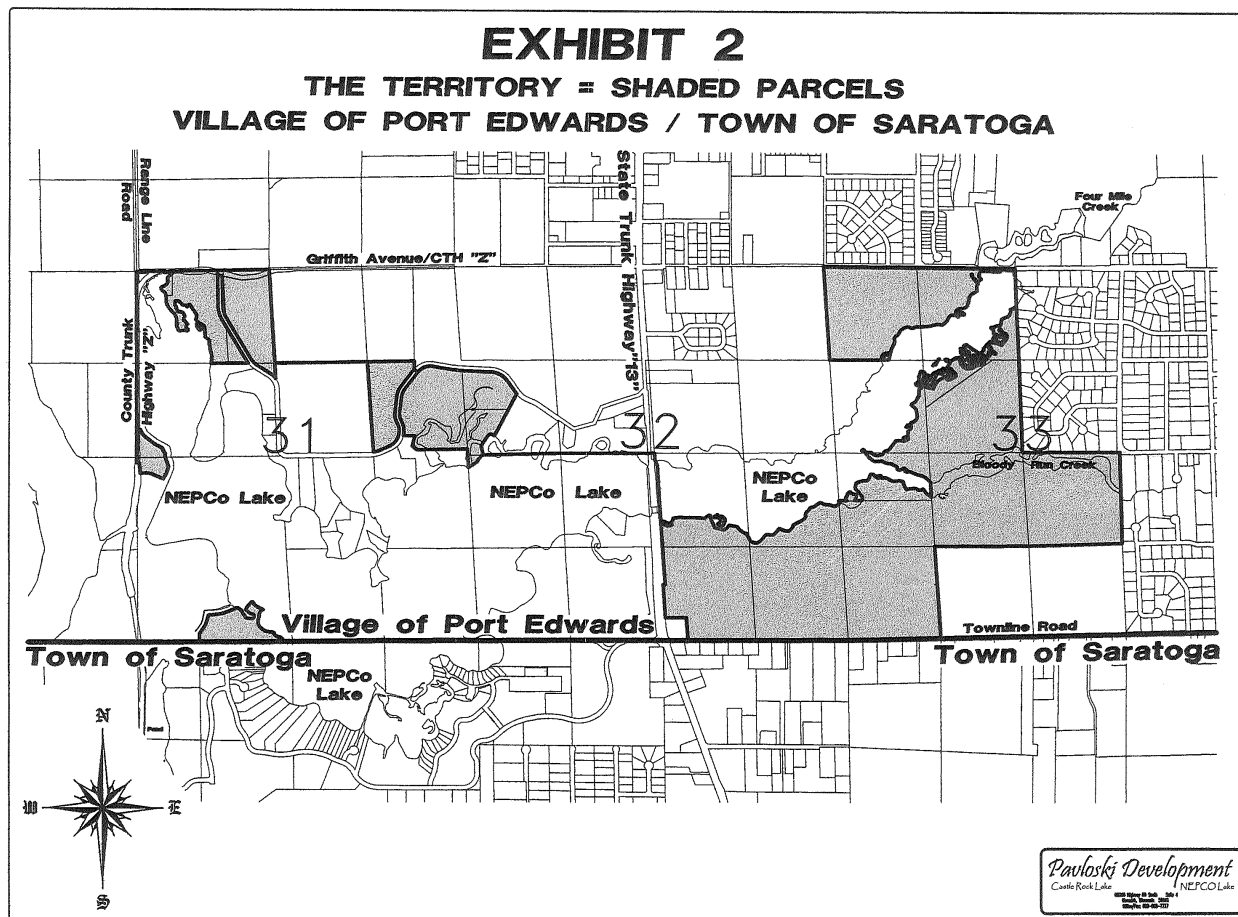
Wisconsin law generally places annexation power in the hands of individual property owners, making it difficult for local municipalities to control where or when annexation

will occur. A landowner may petition a city or village to annex a parcel of land. Cities and villages may only react to annexation petitions; they cannot initiate them (except in the case where the territory petitioned for annexation is owned by the city or village). Chapter 66.021 of the Wisconsin Statutes outlines three procedures for petitioning for annexation. The most common involves a petition signed by owners of property that is proposed to be annexed to a city or village. A petition can also be circulated to initiate annexation. This requires signatures of a majority of electors in the territory and owners of one-half of the property either in value or land area. A petition for annexation can also be requested through a referendum election, but this requires signatures of at least 20% of the electors in the territory and is not a process that is used very often. Once a petition is received by the incorporated municipality, the local council or village board acts on the proposal.

Boundary Agreements

Boundary agreements are authorized under s. 66.0307, Wis. Stats. Typical boundary agreements plan for the transition of unincorporated lands to city or village status. Boundary agreements are a valuable tool for communities and a welcome alternative to conflicts and litigation over annexation, incorporation, consolidation, land use, revenue, service provision and other intergovernmental issues. The types

Map 8-4



of boundary agreements authorized by Wisconsin Statutes are shown in Figure 8-2.

In 2013, the Village of Port Edwards completed a boundary agreement and a revenue sharing agreement with the Town of Saratoga. The land included in this agreement is shown on Map 8-4. One of the main reasons that this was established was to stimulate economic growth through residential development and increase the local tax base. The effort to develop the agreement was led by Pavloski Development, who is the developer of the land included in the agreement. The details can be reviewed in the revenue sharing agreement and boundary agreements between the Village of Port Edwards and the Town of Saratoga, and the development

agreement between the Village of Port Edwards and Pavloski Development LLC. Through the agreement residential development will be more likely to occur at the lower tax rate of the Town of Saratoga, than if it was at the higher rate of the Village of Port Edwards. In ten years when the agreement ends, the value of taxable real estate in the village will be an estimated \$80,000,000 more than it currently is, and the tax rate for all village property owners will be substantially reduced. Although the cost to provide village services will likely increase as development takes place, much of the initial construction and infrastructure costs as well as maintenance costs will be covered by the developer and homeowner associations. Figure 8-3 is a summary of the revenue sharing and boundary sharing

agreement, and also references the development agreement with Pavloski Development.

Impact of Utilities and Services

The Village of Port Edwards has a wastewater utility and a water utility. Businesses and residents located west of the river have always been able to hookup to these utilities and utilize them for a fee. Properties east of the river obtain water through private wells, and wastewater is treated through Private Onsite Waste Treatment Systems (POWTS). The Wisconsin River has served as an obstacle to providing many village utilities east of the river. In addition services such as yard waste pickup are not easily accommodated due to lack of a direct bridge connection. In the past there have only been

approximately 1 dozen residences east of the Wisconsin River, and providing utilities and services was not a prominent issue.

Much of the land east of the river that is currently forest land was purchased by developers that plan on developing the property primarily for residential development consisting of single family residential structures through subdivision platting or condominium developments. At this time there is no plan to provide municipal sewer and water utilities to those properties. As development occurs water will be supplied through private wells, and wastewater will be handled by individual or shared POWTS.

Options to provide utilities east of the River have been explored in the past but generally were considered not feasible due to cost. As more development occurs east

Figure 8-3

Revenue Sharing/Boundary Agreement and Developer Agreement

- 10 year agreements - began January 1, 2014, ends December 31, 2023
- 470 acres of land owned by Pavloski Development is included in the agreement.
- Will create an estimated \$80,000,000 in taxable real estate.
- An estimated 250 lots with lakefront access will be created through multi-phase development.
- Any Pavloski Development land in Forest Crop or Managed Forest Land programs will be removed from programs with early withdrawal penalty being paid to Port Edwards
- Pavloski Development will reimburse Port Edwards for any administrative, legal, planning, engineering or other professional costs incurred in the creation, administration, enforcement or execution of the Agreement.
- Pavloski Development will pay Port Edwards an impact fee of \$2000 for each unit/lot that is sold. The impact fee for the first 50 units/lots sold will be paid in advance.
- Village of Port Edwards shall receive 80% of the tax revenue from real estate property taxes and the Town of Saratoga shall receive 20%.
- Pavloski Development will dedicate a suitable site for a Village Fire Department substation, and construct a pole building for the storage of a water tanker.
- Pavloski Development will dedicate a suitable site for a Village yard waste recycle center.

Source: Revenue Sharing and Boundary Sharing Agreements between the Village of Port Edwards and the Town of Saratoga, Developer Agreement between the Village of Port Edwards and Pavloski Development, LLC.

of the River the future provision of sewer and water utilities should be considered. Options to provide utilities should not be limited to hooking these residents up to the existing utility, but could include creating a utility district or boundary agreements with municipalities like Wisconsin Rapids to provide utilities for a fee. An opportunity to provide utilities to the east side could be when the Port Edwards bridge is constructed. Although the purpose and need of the Port Edwards Bridge is supported by the 2009 Wisconsin Rapids East Arterial Study, funding for this project has not been secured, and construction of this project has not been scheduled. The discussion of providing utilities will likely occur if and when water quality becomes an issue or private onsite waste treatment systems need to be replaced.

Currently the wastewater treatment facility is operating at about 30% of capacity. The capacity of the plant is not a limiting factor to future residential development at this time. The availability of groundwater does however limit the type of development that can occur.

Not all areas of the village are immediately capable of being served by sanitary sewer utilities. The Utility and Community Facilities Element of this plan identifies the location of existing sanitary sewer lines. A variety of factors determine the cost and feasibility of connecting utilities to new development. Infill development and development of property adjacent to utilities is easy to hook up, and less costly to hook up than properties that are not near utilities.

Impact of Economic Development

At a time when unemployment rates are higher than normal, efforts to promote economic development are seldom questioned. Economic development is considered positive for the overall impacts on local economies and the jobs that are created. The economic development

element of the comprehensive plan identifies ways that Port Edwards can contribute to regional economic development, as well as utilize available tools when necessary.

Port Edwards residents are no different than anyone else when it comes to support of economic development efforts contributing to a healthy economy. Since the closure of the Domtar Mill in 2008 the village has transitioned from a community with many employment opportunities to a bedroom community. A bedroom community is a community that is primarily residential in nature where residents sleep, but in most cases work elsewhere. They typically have little commercial or industrial activity, beyond a small amount of retail that serves the residents. The closure of the mill meant the loss of 500 local jobs. As a result many local residents employed by the mill found jobs outside the community, were unable to find employment, or retired earlier than they had planned. Most of the residents who did find employment work outside the village in other South Wood County communities and beyond.

What is interesting about the Village of Port Edwards is that residents do not seem to be content with being considered a “bedroom community”. Historically the village has been a “company town” in the sense that the majority of the citizens were employed by a single company. The community survey indicates that many residents would like to see the mill site provide employment opportunities and return to its status as a vibrant contributor to the local economy.

Residents also were asked in the community survey to share what they would like to change about the Village. The most common responses include the following:

- More local business
- More employment opportunity
- Reuse of the Domtar/Mill property
- Taxes too high

- Water or sewer charge too high
- Less train whistle noise
- Bridge or better access to Wisconsin Rapids
- Winter road conditions

From the responses it is clear that residents want to see more employment opportunities in the village and they see the mill property as an important part of this. In addition, local businesses are important to residents so that they have convenient access to goods and services in their own community rather than traveling to nearby communities.

Mill Property Redevelopment

In 2008 the Village of Port Edwards suffered a severe blow to its economy and community when the Domtar Paper Mill closed. Impacted by the closure were 500 mill jobs and 800 indirect jobs. The closure was the result of the decline of Wisconsin's paper making industry. Beyond local impacts, it was a loss to the regional

economy as well as Wisconsin's economy as a whole.

The Domtar Mill site is an extremely important piece of Port Edwards economy. Soon after the mill was closed local leaders realized that they needed to take a proactive role in promoting the reuse of the site. The village with the help of a consultant developed a plan to reposition the paper industry by developing a strategy to create renewable energy systems, and utilize the region's food and biomass clusters to create green jobs. This strategy was outlined in the Village of Port Edwards Green Energy Employment District Opportunity white paper.

Since the creation of the green energy employment district strategy, ownership of the mill property has changes. In 2013 DMI Acquisitions purchased the property. The village is continuing to work with them to develop a strategy that will best utilize the site, stimulate the local economy, and

Figure 8-4

Impact of the Port Edwards Mill Closure

Key Regional and Statewide Impacts:

- Immediate loss of 500 mill jobs and 800 indirect jobs
- Up to \$65 million in lost wages and associated tax revenues
- Net loss of 10Mw in power demand
- Long term loss of 1700 mill jobs and 2,200 indirect jobs
- Dismantling of supply chain network for biomass harvesting, shipping, processing, and sales.

Key Local Impacts:

- Potential tax base loss of up to \$19 million
- \$83,000 reduction in water utility income
- \$51,000 reduction in wastewater treatment income
- Increase from 20% to 38% in students eligible for free and reduced lunches
- Family stress and reported domestic violence increase
- Loss of downtown businesses

Source: WI Dept. of Workforce Development, Alliant Energy, Village of Port Edwards, Wisconsin Rapids Family Center, Port Edwards School District

create employment opportunities.

Future Land Use Map

Developing a future land use map is a way a community can plan to meet the long-term community needs. At the same time, by developing a future land use map, the community can determine where and to what degree future development will take place. The future land use map for the village depicts what the land use could look like in 20 years. Looking into the future is challenging given the uncertainty of factors such as the economy, demographic trends, changes in technology, etc.

The following Future Land Use Map (Map 8-5) is the village's first future land use map. Much discussion and public input went into the creation of the map and the following assumptions were used.

- The future land use map assumes that the boundaries of the village will not change, however, there is a chance that the boundaries could change if land owners adjacent to the village request to be annexed in order to have access to sanitary sewer, and other village utilities and services.
- The future land use map takes into consideration the boundary agreement between the Village and the Town of Saratoga.
- Infill residential development will continue to take place on undeveloped platted lots on the west side of the village.
- There will be future economic development that results in more local businesses, more employment opportunities and reuse of the mill site.
- The mill site that is owned by DMI Acquisitions will be repurposed and contribute to the local economy.
- Much of the land east of the river will be developed over time for residential use. Development will take place using private individual or shared wells and private onsite waste treatment systems. Much of the land east of the river is subject to a boundary and revenue sharing agreement.
- Land use changes in the village are subject to the discretion of property owner. The village will not force property owners to change land use or sell property for development purposes.
- A Port Edwards Wisconsin River bridge will be constructed in the future and is important to the long term vibrancy of the village.
- Environmentally sensitive areas such as wetlands, drainage swales, and groundwater recharge areas are considered important to maintaining groundwater resources and preventing flooding.
- The village currently has adequate groundwater resources west of the river to accommodate future infill residential development. Accommodating future commercial and industrial development is dependent upon the unique needs of the potential business.

Residential Development

The future land use changes in the village consist predominantly of the conversion of agricultural and natural lands to residential developments. It is anticipated that much of the residential development will consist of single family homes. The future land use map shows a total of 1449 acres of land as residential. This is an increase of 1038 acres, when compared to the 411 acres of residential land in 2014. Development west of the River will consist primarily of infill development that will connect to municipal utilities. East of the river residential

development will occur on land that will be subdivided through subdivision plats, certified survey maps or condominium plats. The nature of residential development east of the river will likely be different than what the Village is used to. Many of the homes will be second homes for families that reside elsewhere. There will be cases where the homes are year round primary residences as well.

All of the areas are within close proximity to wastewater utility lines and public roads. The development of these areas is dependent on the economy and the demand for housing, and the property owners'/developers willingness to subdivide the property or sell it to a developer. Soil conditions in the areas of future development are suitable for residential development and there are not substantial barriers to development such as wetlands, environmentally sensitive areas, or flood prone areas. The future residential development that is mapped to take place by year 2035 years should sustain a population of 2118 residents. Many of the residences that will be constructed east of the river in proximity to Lake Nepco will likely be seasonal or vacation homes. The projected population growth by the year 2035 represents an increase of 300 people from the year 2010 population of 1818.

Commercial and Industrial Development

The Village of Port Edwards is currently considered a bedroom community to the city of Wisconsin Rapids, and other South Wood County communities. The 2012 Community Survey shows that residents are not content with this recent change in status.

The future land use map identifies the former mill site that is now owned by DMI Acquisitions as an industrial or manufacturing site. In addition, 65 acres west of ERCO Worldwide is planned as industrial use.

There are 3 properties that are also identified as future commercial sites, located on the south side of Letendre Ave. between Port Rd. and 7th St. South of Edwards Ave, there is a strip 2.77 acre strip of land that is planned for a commercial use and tied into the development of the DMI Acquisitions property.

There is also a commercial property identified on the site of the former Domtar public boat launch at the intersection of Range Line Rd. and CTH Z. This site is currently available as a for-fee boat launch for the public, and will likely include a marina in the future. Just to the east of here there is 17.89 acres on the south side of CTH Z designated as future commercial.

Natural Resources Related Activities

Much of the aforementioned residential, commercial and industrial development in the village will take place on land that is classified as natural resources related activities on the current land use map. Through land use changes approximately 1059 acres of land will transition to residential development, 65 acres to industrial, and 27 acres to commercial.

Goals and Objectives

Port Edwards is a beautiful, safe, small, quiet, clean community with great schools and municipal services. It is located in close proximity to Nekoosa and Wisconsin Rapids, made up of friendly people and good neighbors.

Goal: Promote sustainable future land use changes that do not adversely affect the ability of Port Edwards to provide utilities and services at costs generally considered low for the region.

Objective: Consider the impact of land use changes on traffic volume and

flow, and the village's ability to provide a safe and efficient transportation network.

Objective: Review each new commercial or industrial proposal on a case-by-case basis to reduce conflicting land uses.

Objective: When reviewing proposals for commercial or industrial development in the village, evaluate the impact that the proposal will have on the wastewater utility, water utility, and other utilities and community facilities.

Goal: Continue to support the plan of constructing a bridge in Port Edwards and the realignment of the WIS 54.

Objective: Communicate with regional and state Department of Transportation planners the purpose and need of the project, and importance of the project on the local, regional and state economy.

Objective: Talk to legislators that represent Central Wisconsin about the project and encourage their continued support of it.

Objective: Preserve the Port Edwards bridge corridor so that changes in land use in the corridor do not obstruct the future route.

Goal: Preserve Port Edward's small town character with attributes including; quiet, simplicity, village size, parks, tree-lined streets, friendly people and good neighbors.

Objective: Agriculture and open space are contributing factors to the rural character of Port Edwards. Allow agricultural practices to continue in harmony with other land uses in the community.

Objective: Recognize the importance that open spaces and environmentally sensitive lands play in

defining the rural character of Port Edwards, and in recharging local groundwater resources.

Objective: Continue local activities and events that bring the community together and strengthen community pride.

Goal: Encourage continued infill residential development west of the river.

Objective: Consider constructing roads and installing utilities in areas where lots have been created and the property owners are determined to market lots for development.

Objective: Include utility improvements in areas where there is infill potential in a Capital Improvements Plan so developers can plan accordingly.

Goal: Work with developers to plan for residential development on the east side of the Village.

Objective: Ensure that zoning ordinances allow for residential development east of the River.

Objective: Determine how best to meet the utility and community facility needs of residential developments east of the River.

Objective: Consider long-term impacts of residential development and the effect that it will have on local tax rates and utility fees.

Goal: Promote economic development in the Village of Port Edwards by working with DMI Acquisitions to reuse the mill property.

Objective: Work with DMI Acquisitions and a professional planning consultant to develop a mill site redevelopment plan and strategy.

Objective: Ensure that adequate utilities and available to the mill property to accommodate a wide variety of potential economic development options.

Objective: Continue to support the Port Edward's bridge and WIS 54 realignment to improve regional transportation efficiency and promote economic development opportunities.

Goal: Continue to work the Village's largest employer, ERCO Worldwide, to ensure their long-term success.

Objective: Regularly meet with ERCO representatives to ensure that their utility needs are being met.

Objective: Involve ERCO when planning for economic development and local business growth.

Goal: Preserve environmentally sensitive areas in the village that provide habitat for flora and fauna, promote water quality and drainage, and enhance scenic beauty.

Objective: Maintain wetland areas and drainage swales that promote recharge of local groundwater resources and provide habitat for wildlife.

Objective: Prevent development from taking place on steep slope areas that are unstable and susceptible to erosion.

Objective: Do not allow development to take place in Federal Emergency Management Agency floodplain or flood fringe areas to prevent loss of life and property in the event of a flood.

9. IMPLEMENTATION

Statutory Requirement of Element

A compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinance, official maps, or subdivision ordinances, to implement the objectives, policies, plans and programs contained in [the other elements]. The element shall describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements of the comprehensive plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the comprehensive plan. The element shall include a process for updating the comprehensive plan. A comprehensive plan under this subsection shall be updated no less than once every 10 years.

Introduction

The Wisconsin planning law describes the implementation element as a compilation of programs and specific action to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, or subdivision ordinances, to implement the objectives, policies, plans and programs in the other elements. The task of this element is to describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements and includes a mechanism to measure progress toward achieving all aspects of this comprehensive plan. A process for updating the comprehensive plan is also included as part of this element.

Plan Adoption

The first step toward implementation of the comprehensive plan is adoption of the plan by the Village Board. Wisconsin Statute 66.1001 provides specific procedures that are necessary to adopt the plan. As allowed by statute, the Port Edwards Village Board has delegated the responsibility of preparing and maintaining the comprehensive plan to the Planning Committee. Upon completion of the plan, the Planning Committee will adopt a resolution by a majority vote of the entire committee before sending the plan to the Village Board for adoption.¹⁰ The comprehensive plan does not take effect until the Village Board enacts an **ordinance** that adopts the plan and that ordinance cannot be adopted unless the plan contains all of the elements specified by the comprehensive planning statute.¹¹ At a minimum, a class 1 public notice is required to be published **at least 30 days** before the hearing is held.¹² Once adopted any program or action of the Village Board or its authorized commission, that affects land use shall be "consistent with" the comprehensive plan.¹³ State Statute 66.1001 (1)(am) states that "consistent with" means furthers or does not contradict the objectives, goals, and policies contained in the comprehensive plan. This statutory requirement will primarily impact the Village's zoning ordinance or any other land use-related ordinance or program that the Village may adopt.

¹⁰ Chapter 66.1001 (4) (b), Wisconsin Statutes, 2013-2014.

¹¹ Ibid.

¹² Ibid.

¹³ "Consistent with" means furthers or does not contradict the objectives, goals, and policies contained in the comprehensive plan, §66.1001(1)(am), Wisconsin Statutes.

Zoning Ordinance

The zoning ordinance is the most common land use regulatory tool that is used in Wisconsin communities. Zoning allows municipalities to determine how different areas of their community will be used (eg. residential, commercial, open space, etc.) and authorizes municipalities to regulate the design and placement of structures within various zoning districts. The Village of Port Edwards first adopted a zoning ordinance in 1969, and through the Village's plan commission, has amended the ordinance as needed to reflect changes in development patterns and structures. The commission and Village Board have actively enforced the ordinance since its enactment.

The relationship between the plan and the zoning ordinance is easy to understand once one understands the role of each document. The comprehensive plan is "a guide to the physical, social, and economic development of a local governmental unit..." The comprehensive plan contains nine elements, or chapters that address a variety of development and social aspects of the community, one of which is future land use patterns that are expected as a matter of economic or demographic conditions, or desired to make the community a better place to live. The zoning ordinance sets the standards by which specific parcels can be developed, including such things as the type of use on the parcel, parcel size, open space requirements, access requirements and other provisions specific to the use and location of the parcel. In this relationship, the zoning ordinance is clearly a tool to implement the land use recommendations of the comprehensive plan.

An effective and manageable planning tool, zoning offers many possibilities for confronting the issues presented in this comprehensive plan. Natural conditions such as geology or geography are very difficult, if not impossible, to alter. Zoning is an acceptable solution because of the

characteristics of the land. Fitting compatible uses with suitable natural conditions saves expense for the landowner or homeowner as well as protects natural conditions.

Zoning traditionally creates different zones (physical areas or districts) for various uses of the land. Each zoning district has some clearly permitted uses and other uses requiring approval of the Plan Commission and Village Board for specific site proposals (i.e., conditional uses or special exceptions). Some uses are prohibited. Flexibility can be built into the zoning ordinance to allow for some variance in land use rules. This is important because the unique characteristics of some lands preclude them from being categorized to be used the same as other lands in a specific zoning district. For example, odd-shaped lots may preclude a parcel from meeting lot line setbacks, while the lot may, in fact, contain adequate area for development. In some cases, mixing of uses may be appropriate where the uses are compatible with one another and with neighboring properties and where neither use creates a nuisance, health hazard, safety hazard or other conflict with other nearby uses.

Port Edwards will continue to monitor and enforce the zoning ordinance and make any changes deemed necessary to assure consistency with the other elements of the comprehensive plan.

Subdivision Ordinance

As a comprehensive plan implementation tool, subdivision regulations attempt to minimize the creation of lots that fail to satisfy zoning or sanitary ordinances. The control of land divisions promotes the dedication and reservation of land for roadways and drainage ways. In addition, landowners benefit from an effective subdivision code by assuring that properties don't overlap when new parcels are created by metes and bounds land descriptions. Most incorporated municipalities have

adopted rules relating to creation of new lots so that municipal services, particularly underground infrastructure and roads, can be well planned and provided in the most efficient and cost-effective manner. Port Edwards does have a land subdivision ordinance that gives the village the authority to review proposed land divisions before they are finalized.

Capital Improvement Program

A Capital Improvement Program (CIP) is a plan for the capital expenditures of the Village over a period of years, usually five years. The CIP addresses the Village's capital needs that require attention during the period and helps establish priorities and financing for those needs. A capital budget is a concurrent document that outlines the plans for the expenditure of funds for capital projects. A tax impact analysis, or development impact analysis, is sometimes used to develop the CIP and helps Village officials determine both the advantages and disadvantages of various projects or developments. Capital improvement programs are very useful, especially when the supply of money is short and the demand for services or improvements is high.

The Village of Port Edwards has a five-year CIP. The CIP is comprehensive and includes road improvements, utility projects, public works equipment, and any other large expenditures. This gives residents and developers an idea of when and where future improvements will be made that could improve utility service or encourage property development.

Official Map

Wisconsin Statutes allow municipalities to adopt an official map, showing the streets, highways, historic districts, parkways, parks, playgrounds, railroad right-of-way, and public transit facilities laid out, adopted and established by law. The map may also include railroad right-of-way, waterways and

public transit facilities. As a supporting document to a land use plan and map, the official map is a valuable tool because it is conclusive with respect to the location and width of streets. The official map is declared to be established to conserve and promote the public health, safety, convenience or general welfare."¹⁴

State law also allows the official street map to be used as a planning document. Although Port Edwards has not enacted an official map, it may consider enacting one in the future. One example of the use of official maps is to preserve the ability to create a through-street system for efficient movement of traffic through the Village and for efficient movement of school buses and emergency services equipment.

Building Code

The State of Wisconsin adopted a Uniform Dwelling Code (UDC) for one- and two-family dwellings in 1980. Port Edwards' building code adopts the state code by reference. The Village contracts with the city of Wisconsin Rapids to provide building inspection services. UDC inspections are required for all residential structures, and detached garages larger than 150' square feet. Questions regarding site design are often referred to the plan commission for further review and action. Port Edwards has and will continue to apply the regulations of the zoning ordinance and UDC so they remain consistent with the comprehensive plan.

Shoreland and Floodplain Zoning Code

The Village does have a shoreland zoning ordinance due to large amounts of surface water and navigable streams. Towns surrounding the village are subject to county shoreland zoning regulations based on the minimum standards of state shoreland

¹⁴ Chapter 62.23 (6) (b), Wisconsin Statute, 2013-2014.

development rules of NR115. Generally, the shoreland zoning restrictions that are administered by the County are more restrictive than the Village shoreland zoning ordinance.

The administration of shoreland zoning will be a more prevalent activity in years to come due to the planned residential development of land along NEPCO Lake and the Wisconsin River. Areas that are subject to shoreland zoning include lands that are within 1,000 feet of navigable lake, pond, or flowage, or 300 feet of a navigable stream or the landward side of the floodplain, whichever is greater.

Along the water bodies in the Village there are areas that the Federal Emergency Management Agency (FEMA) has identified as floodplain. The floodplain consists of areas that have a 1% chance of flooding each year. The Village has a Floodplain ordinance in place that regulates if and what kind of development can take place in flood prone areas. The Village is required to have a floodplain ordinance in order to be eligible for the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program.

Other Ordinances

In addition to those listed above, which deal with land use-type issues, the Village of Port Edwards has other ordinances that focus on public health, nuisances, public safety, orderly conduct within the Village, and more. Although some ordinances are not required to be consistent with the comprehensive plan, consistency between some of those ordinances (junk vehicles, protecting the water supply, noise regulations, speed limits, public health, etc.) and the comprehensive plan may prove to be advantageous to the Village in the implementation of the comprehensive plan.

Village of Port Edwards Planning Administration

Plan Commission

Plan commissions in Wisconsin are created by municipal ordinance under Chapter 62.23, Wisconsin Statutes. The ordinance may create a 7-member commission, or, if under 2,500 of the total population, a 5-member commission. The village president appoints the members and chooses the plan commission chair. Elected and appointed village officials may be appointed to the commission. There must, however, be at least three citizen members who are not village officials on the 7-member commission and one citizen member who is not a village official on the 5-member commission.

The Port Edwards plan commission meets as needed to consider rezoning requests, conditional uses, ordinance violations, text and map amendments, land divisions, development proposals, consistency between the comprehensive plan and the zoning ordinance, and various other planning-, zoning- and building code-related issues.

The relationship of the plan commission and the village board is important. The village board is a 7-member, elected body that is primarily a policy-making body charged with conducting the Village's affairs. The plan commission, on the other hand, is an appointed body, whose responsibilities include reviewing and making recommendations to the board regarding development proposals, creating a community development plan (comprehensive plan) and recommending measures to implement that plan. Many of the plan commission's recommendations are forwarded to the village board for approval or adoption. A plan commission, therefore, functions in a more objective (versus political) manner than the village board, but must realize that, in developing plans and ordinances, it operates within a

political system where the village board makes the final decision. Put another way, the appointed plan commission, in theory, removes politics from the planning and zoning process.

The plan commission is of great assistance to the village board by involving citizens and developing expertise in planning, which can be a time-consuming and controversial undertaking, thereby freeing the village board to carry out its other functions. The plan commission is an appointed body whose policy-making function is advisory-only to the village board. If the village board chooses to delegate additional powers to the plan commission, beyond advisory powers, it may do so. For example, the village board may allow the plan commission to issue conditional use permits under village zoning and allow it to approve subdivision plats.

The Port Edwards Plan Commission has a good working relationship with the village board, which is essential for implementing land uses that are in the public interest. The existence of an adopted comprehensive plan and implementation measures depends upon both bodies – the plan commission to develop the proposals with public support and the village board to support the effort and ultimately adopt the legislation and implementation programs.

Plan Commission Powers and Duties

The powers and the duties of the plan commission are spelled out in state statutes and applicable village ordinances. A chief task of the commission is to develop the village's comprehensive plan, pursuant to the specifications of Chapter 66.1001, Wisconsin Statutes. That statute requires the plan commission ("or other body of a local governmental unit that is authorized to prepare or amend a comprehensive plan"¹⁵) to solicit citizen participation and intergovernmental communication and

coordination in developing the community's plan. The plan commission oversees coordination and development of the comprehensive plan and, once completed, forwards the plan to the village board by formal resolution.

After the Port Edwards comprehensive plan is adopted, the zoning ordinance is to be reviewed and amended to reflect the goals, objectives, policies and programs of the plan (to provide consistency between the plan and the land use regulations). In Port Edwards, updating and maintaining the zoning ordinance is another function that has been delegated to the plan commission, with final enactment powers remaining with the village board.

Plan Amendments, Monitoring & Update

The plan amendment process can be as important as the initial development and adoption of the plan. Monitoring those changes is also important. Monitoring changes can assist the plan commission and village board to assure consistency in the application of standards and in proposing changes to either the text or the future land use map. The following process is used in Port Edwards for amending the plan and monitoring changes.

Plan Amendments

The comprehensive plan is a dynamic document; as conditions change in Port Edwards, the plan will change. In addition, the Wisconsin planning law requires that comprehensive plans that are created under the statute be updated "no less than once every 10 years."¹⁶ An example of why a comprehensive plan would need to be amended, or updated, might include changing economic conditions in the area – if a new manufacturer chooses to locate in the village or nearby urban area, there may be demands for new roads or highway access and new housing. An aging

¹⁵ Chapter 66.1001 (4) (a), Wisconsin Statutes, 2013-2014.

¹⁶ Chapter 66.1001 (2) (i), Wisconsin Statutes, 2013-2014.

population requesting different types of housing or a change in the types of municipal services is another example.

Village officials must be ready to react to changing conditions in the community by amending the plan to reflect changes. Care must be taken, however, not to amend the plan as a frequent routine or it may lose its importance in the community development process. It is important to establish local planning goals, review those goals on a regular basis and develop objectives that will help the decision makers achieve community planning goals.

The amendment process is rather straight forward and is shown in the Figure 9-1 flow chart. The first step can be either a petition to the plan commission from a village resident or property owner or a proposal by the plan commission or village board. The petition can be for either a change in the plan's text, such as a change in goals or objectives, or a change to the future land use map. Remember, the zoning ordinance, subdivision ordinance and official street map should be consistent with the comprehensive plan.

The second step is review of the petition or proposal by the plan commission. Their review can include visiting the site, meeting with the petitioner to discuss the reason for the request, obtaining professional planning assistance or a legal opinion, or meeting as a commission to discuss the merits of the proposal.¹⁷ Third, the plan commission will make a recommendation, in writing, to the village board. The board will then publish a notice for a public hearing and hold a hearing on the proposal to get input from any interested persons. They should keep a written transcript or detailed minutes of the testimony. Following the hearing, the village board will make a decision in the form of a motion to amend the comprehensive plan. The board can make

a decision immediately following the public hearing or they can set a time to meet later to make the decision, allowing additional time to receive written testimony about the proposal. The board's options are to accept the recommendation, modify it, deny it, or send it back to the plan commission for further study. They should provide the petitioner a copy of the decision in writing. If the petitioner is not satisfied with the decision, he can submit an entirely new petition, submit a petition with revisions to the original proposal, appeal the decision to the Circuit Court, or do nothing. Of course, the petitioner also has the option of withdrawing the petition at any time during the process.

Monitoring

Monitoring changes over time is also relatively easy and important. Changes can be documented simply by maintaining a file of each change, including copies of the:

- petition for amendment or minutes of the plan commission meeting where an amendment was initiated,
- minutes of all plan commission meetings where the proposal was discussed,
- plan commission's written recommendation to the Village Board,
- notice of public hearing,
- public hearing transcript or detailed minutes of the hearing,
- decision of the village board, including their rational or justification for their decision,
- notice to petitioner of village board decision.

In the past, these files have been maintained in a safe place in case the decision is challenged by either the

¹⁷ All meetings of plan commissioners must comply with the Wisconsin Open Meetings Law.

petitioner, in the case of a denial, or by someone who opposed the amendment proposal. They will continue to be carefully maintained by village staff in the future. Included in the individual files are reasons for the plan commission's and board's decisions regarding specific cases. These files will prove useful when a comprehensive review of the plan is done in ten years (or sooner) from adoption.

Figure 9-1

COMPREHENSIVE PLAN AMENDMENT PROCESS

