

City of Schofield Comprehensive Plan



Adopted August 16, 2022

Prepared with the assistance of the
North Central Wisconsin Regional Planning Commission

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Chapter 1: Demographics

Chapter Intent

- The planning processes and public participation
- Community Vision Statement
- Analysis of the community demographics

History and Background

The City of Schofield is located in the center of the Wausau Metropolitan Statistical Area at the confluence of the Eau Claire and Wisconsin Rivers. This can be seen on the Location Map. The City is landlocked, surrounded by the City of Wausau to the north, the Village of Weston to the east and the Village of Rothschild to the south. The City is bordered by the Wisconsin River to the west.

Most of the City is densely developed and there is a limited amount of vacant land available for future development. The City has a mix of primarily residential, commercial and industrial oriented uses. Most commercial development is located along Business 51 (previously State Highway 51). There is waterfront development of both a residential and commercial nature, as well as mainly non-waterfront development.

The City adopted its first comprehensive plan in 2006 as a part of a county-wide planning effort, the plan was revised in 2017. Schofield has its own zoning and subdivision regulations, water and sewer services, and shares police and fire services. The City has experienced some population decline in recent decades, however it is expected to remain relatively stable in upcoming decades.

Schofield's economy is diverse and includes a mix of commercial/retail and manufacturing and industrial businesses. The Schofield Industrial Park was established in 1972 and contains several large manufacturing businesses.

The Planning Process and Public Participation

In the spring of 2021, the City initiated a process to update its 2006 plan (revised in 2017). Wisconsin Statute §§66.1001, Wisconsin's Smart Growth Law, requires a comprehensive plan be updated every ten years. Several Plan Commission meetings were held throughout 2021 and 2022 to prepare the plan. A final Plan Commission meeting was held in June of 2022 to review the final draft and recommend proceeding with the adoption process of the plan to the City Council. A public hearing was held prior to adoption.

An important part of any planning process is public involvement. Public involvement provides City residents an opportunity to express their view, ideas and opinions on issues, goals, and objectives. Local officials use this input to guide policies and decisions with greater awareness of the public's desires and consensus. The City of Schofield posted all Plan Commission meetings inviting the public

and held a public hearing to collect public input. The adopted Public Participation Plan is found in Attachment A.

Community Vision Statement

Demographics, Trends and Projections

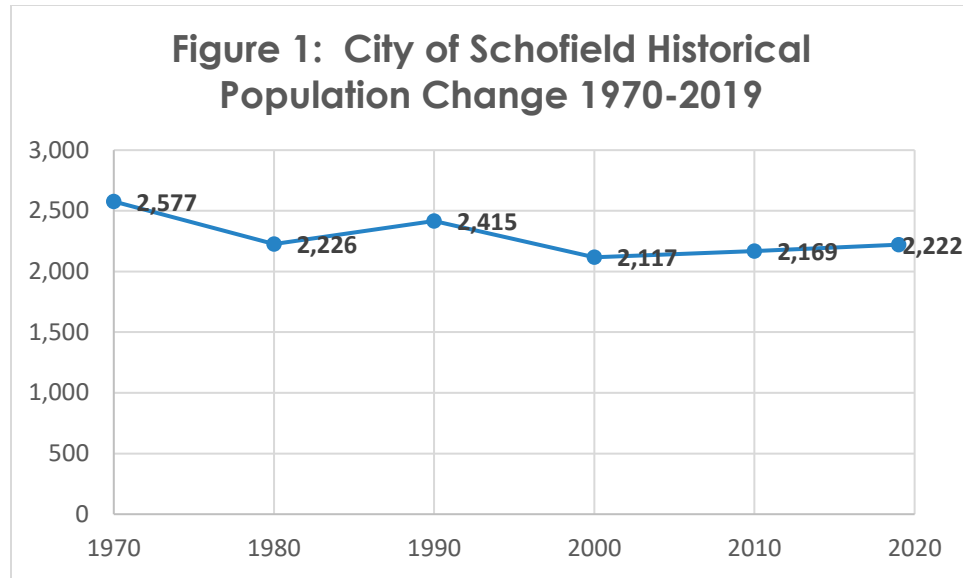
This section describes the existing demographics of the City of Schofield and identifies major socio-economic trends impacting the City. A variety of demographic information is examined in this section, including total population, age distribution, household composition, educational attainment, income levels, poverty, and residential employment data. The Town of Rib Mountain, the Villages of Rothschild, Kronenwetter, and Weston, the Cities of Mosinee and Wausau, Marathon County and the State of Wisconsin are all listed for comparison.

The data in this chapter, as well as the chapter on housing, mainly uses data from the U.S. Census and the American Community Survey (ACS), as well as the Wisconsin Department of Administration (WDOA). The U.S. Census and the ACS are both produced by the U.S. Census Bureau; however, the Census is a count of the American population conducted every 10 years, while the ACS is an estimate of the population released on a yearly basis. Data is analyzed for the years 2000, 2010 and 2019 for this plan.

Population and Households

As shown in Figure 1, over the past 40 years, the population in the City of Schofield decreased by 15.8 percent from 1970 to 2010. This was in contrast to both the county and the state, which grew during the same time period at a rate of 57.4 percent and 28.7 percent respectively.

In Schofield, the number of households dropped 7.6 percent from 1,076 occupied units in 1990 to 994 occupied units in 2010. The population dropped faster during this time at a rate of 10.2 percent. The difference is likely due to a decrease in household size, reflecting the national trend toward more households composed of singles, couples without children, and widows or widowers. The average household size in Schofield was 2.18 in 2010.



Source: U.S. Census, American Community Survey, 5-Year Estimates

Population Trends from 2000 to 2019

As displayed in Table 1, the population in Schofield has increased steadily from 2000 to 2010, with an overall increase of 52 residents, or 2.5 percent. The increase has continued since 2010, with a gain of 53 residents or 2.4 percent. Most surrounding municipalities also experienced growth from 2000 to 2010 except for the City of Mosinee and the Town of Rib Mountain. During this time, the County grew 6.5 percent and the state increased 6.0 percent.

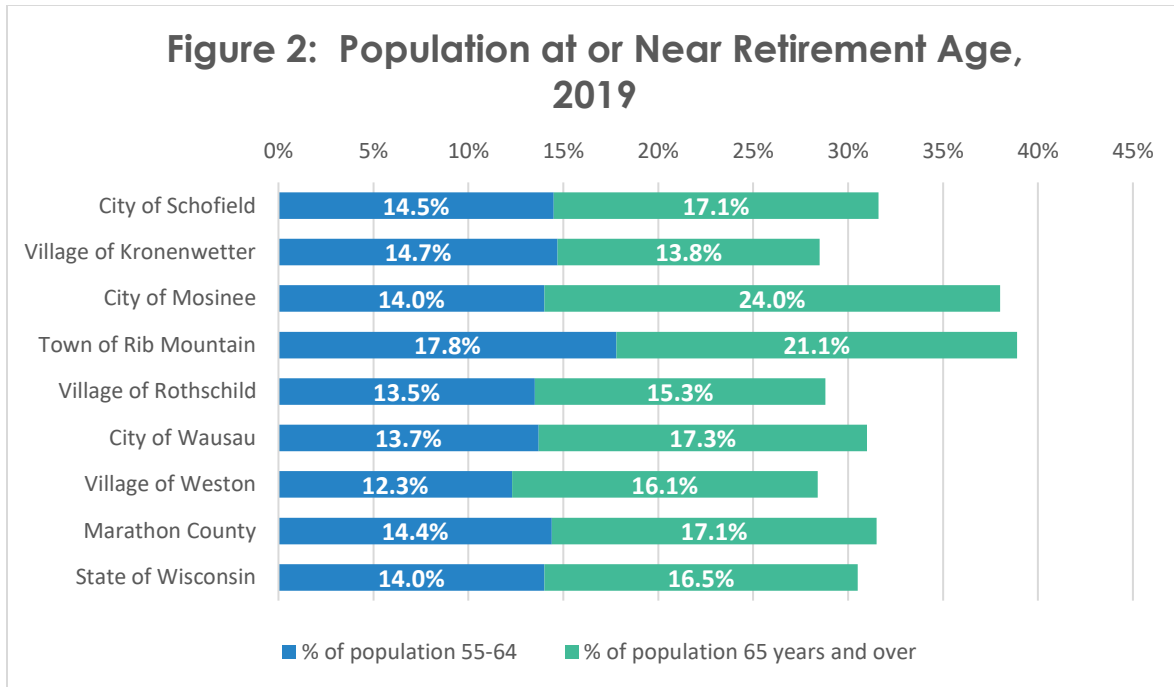
Table 1: Population 2000-2019

	2000	2010	2019	2000-2010 Net Change	2000-2010 % Change
C. Schofield	2,117	2,169	2,222	+52	+2.5%
V. Kronenwetter	5,369	7,210	7,796	+1,841	+34.3%
C. Mosinee	4,063	3,988	4,033	-75	-1.8%
T. Rib Mountain	7,556	6,825	6,871	-731	-9.7%
V. Rothschild	4,970	5,269	5,287	+299	+6.0%
C. Wausau	38,426	39,106	38,735	+680	+1.8%
V. Weston	12,079	14,868	15,110	+2,789	+23.1%
County	125,834	134,063	135,396	+8,229	+6.5%
State	5,363,715	5,686,986	5,790,716	+323,271	+6.0%

Source: U.S. Census, American Community Survey, 5-Year Estimates

Schofield’s median age was 39.1 in 2019. This is slightly lower than both the county’s median age at 40.7 and state’s median age at 39.5 in 2019. In Schofield, the largest age group was individuals between 35 and 39 years, which is 9.1 percent of the population. In Marathon County, over the next 10 years, the percent of the population aged 65 and older is expected to increase from 16 percent to 20 percent of the population. This is a 39 percent increase based on the 2013 WDOA county age projections.

In 2019, those aged 65 years and older in the City of Schofield comprised 17.1 percent of the population and the age cohort, ages 55 to 64 years, which will reach retirement age in the next 10 years, comprised 14.5 percent of the population. As displayed in Figure 2, this is slightly higher than that of surrounding communities, with only the Village of Kronenwetter and Town of Rib Mountain being higher.



Source: American Community Survey, 5-Year Estimates

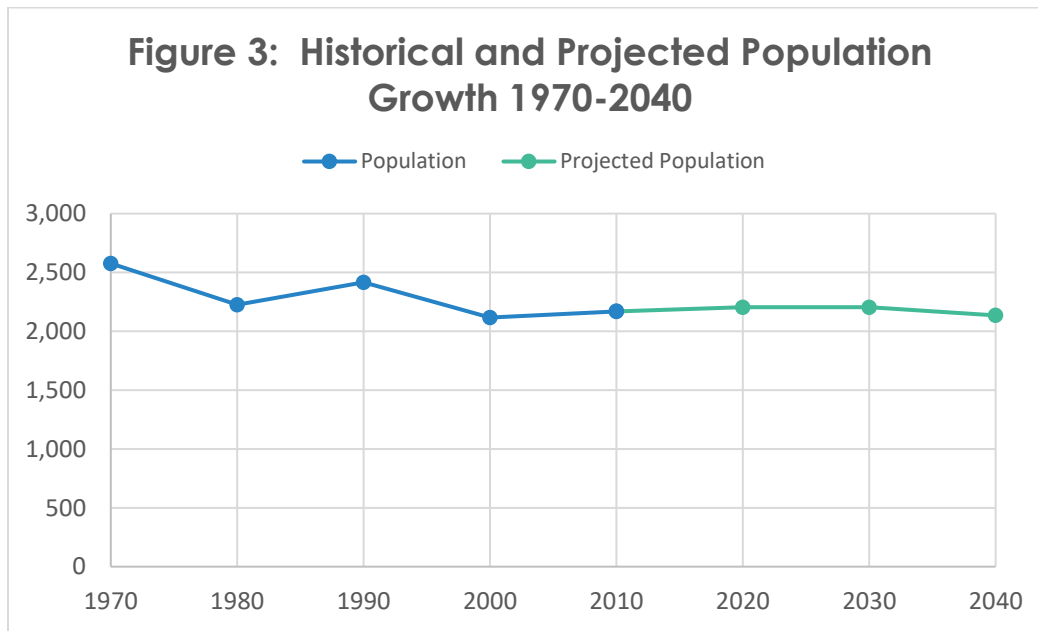
Population and Household Projections

Table 2 shows population projections completed by the WDOA Demographic Services Center. The WDOA population projections are recognized as Wisconsin’s official population projections in accordance with Wisconsin Statute 16.96. The WDOA projections are based on the historical population trends of individual communities, however more recent years carry a greater weight in the WDOA’s projected populations.

The WDOA Demographic Services Center projected in 2040 the population of the City of Schofield would be 2,135 just slightly less than the current population. This is a decrease of just 34 people, or 1.6 percent. During the previous 30-year period, the City experienced a loss of 57 people, or 2.6 percent. This is mainly due to the fact that the City is built-out and has limited availability for new housing development. Figure 3 shows historical population growth as well as WDOA projections for the City from 1970 to 2040.

Table 2: Population Projections							
	2010 Census	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
C. Schofield	2,169	2,170	2,205	2,210	2,205	2,180	2,135
V. Kronenwetter	7,210	7,540	8,185	8,765	9,295	9,730	10,070
C. Mosinee	3,988	4,050	4,160	4,225	4,270	4,270	4,235
T. Rib Mountain	6,825	6,895	7,055	7,145	7,190	7,165	7,080
V. Rothschild	5,269	5,340	5,525	5,655	5,755	5,795	5,790
C. Wausau	39,106	39,440	40,460	41,100	41,490	41,450	41,070
V. Weston	14,868	15,520	16,770	17,870	18,890	19,700	20,330
County	134,063	136,510	142,200	146,595	150,130	152,120	152,790
State	5,686,986	5,783,015	6,005,080	6,203,850	6,375,910	6,476,270	6,491,635

Source: U.S. Census, WDOA Estimates 2013



Source: U.S. Census, WDOA Estimates 2013

Like the population projections, the WDOA household projections are recognized as Wisconsin’s official household projections in accordance with Wisconsin Statute 16.96 and are based on historical population trends of individual communities. Assuming a conservative rate of growth, the number of households is expected to increase by 45 within Schofield, or 4.5 percent between 2010 and 2040 as shown in Table 2. This is slower than the expected household growth rate in the county (19.8%) and the state (22.3%).

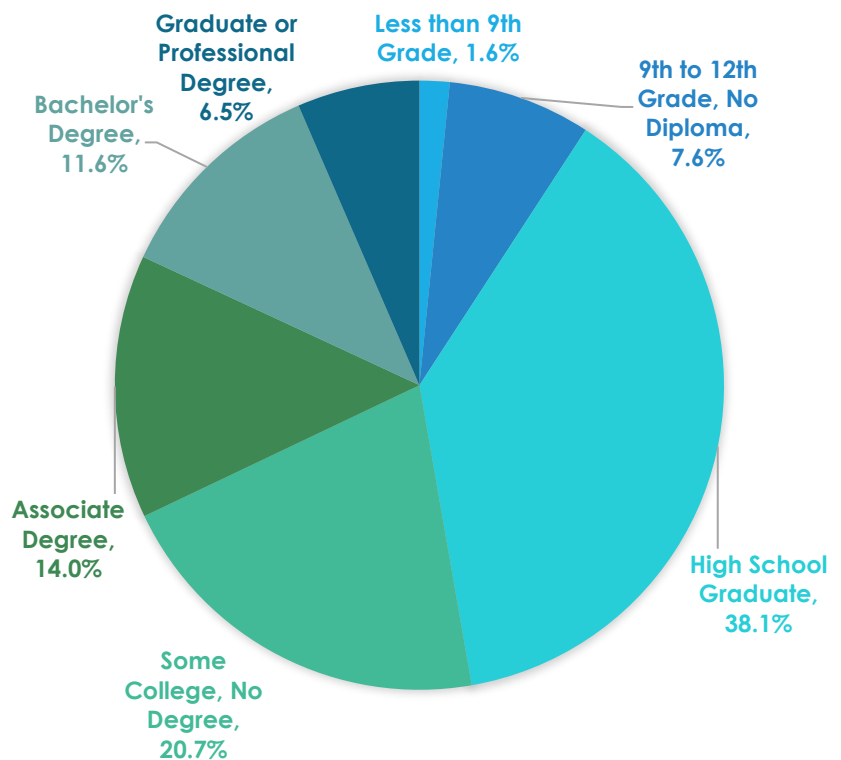
Table 2: Household Projections							
	2010 Census	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
C. Schofield	994	1,004	1,030	1,041	1,049	1,050	1,039
V. Kronenwetter	2,652	2,801	3,067	3,313	3,547	3,756	3,925
C. Mosinee	814	836	881	918	948	973	988
T. Rib Mountain	2,650	2,704	2,791	2,852	2,897	2,922	2,916
V. Rothschild	2,199	2,251	2,349	2,425	2,489	2,535	2,555
C. Wausau	16,487	16,790	17,371	17,774	18,064	18,198	18,143
V. Weston	5,772	6,085	6,632	7,125	7,596	8,006	8,333
County	53,176	54,657	57,394	59,611	61,524	62,958	63,730
State	2,279,768	2,371,815	2,491,982	2,600,538	2,697,884	2,764,498	2,790,322

Source: U.S. Census, WDOA Estimates 2013

Educational Attainment

According to the U.S. Census Bureau, 90.9 percent City of Schofield residents, aged 25 years and older, have a high school education or higher. This is a 2.1 point increase from 2010. This is slightly lower than the county at 91.8 percent and the state at 92.2 percent. In Schofield, 18.1 percent of residents, aged 25 years and older, have a bachelor’s degree or higher. This is lower than both the county and the state at 25.4 percent and 30.1 percent respectively. Figure 4 shows the breakdown for educational attainment in Schofield.

Figure 4: Educational Attainment, Schofield 2019



Source: American Community Survey, 5-Year Estimates

Income Levels

Median income and per capita income are two important indicators of community prosperity. The median income is the income halfway between the highest and lowest reported incomes. When looking at the national level, incomes generally have not kept pace with inflation, resulting in lower buying power from 2000 to 2010. The City of Schofield was no exception. In 2010, the median income was \$38,450. When adjusted for inflation, this was a 21.5 percent drop in income from 2000. Median income also fell throughout the metro region, county and state as shown in Table 3.

The Bureau of Labor Statistics Inflation Calculator was used to adjust incomes, based on the Consumer Price Index (CPI) in January of each year. In 2019, the Schofield median household income was \$48,654, up \$3,989 (8.9%) from 2010, when adjusted for inflation. Some of this was likely due to the impact of the Great Recession.

	2000 Inflation Adjusted (2010 \$)	2010 (2010 \$)	2019 (2019 \$)	2000-2010 Adj. Net Change	2000-2010 Adj. % Change
C. Schofield	\$48,983	\$38,450	\$48,654	-\$10,533	-21.5%
V. Kronenwetter	\$71,525	\$71,203	\$84,435	-\$322	-0.5%
C. Mosinee	\$59,190	\$48,591	\$55,318	-\$10,599	-17.9%
T. Rib Mountain	\$78,683	\$67,985	\$76,055	-\$10,698	-13.6%
V. Rothschild	\$64,882	\$57,948	\$70,925	-\$6,934	-10.7%
C. Wausau	\$47,280	\$41,304	\$46,824	-\$5,976	-12.6%
V. Weston	\$59,131	\$55,367	\$66,716	-\$3,764	-6.4%
County	\$57,978	\$53,471	\$62,633	-\$4,507	-7.8%
State	\$56,214	\$51,598	\$61,747	-\$4,616	-8.2%

Source: U.S. Census, American Community Survey, 5-Year Estimates

Per Capita Income

Per capita income is the average obtained by dividing aggregate income by the total population of an area. Over the 10-year period from 2000-2010, the City per capita income decreased 8.3 percent, inflation adjusted, compared to decreases of 2.6 percent for the county and 2.5 percent for the state.

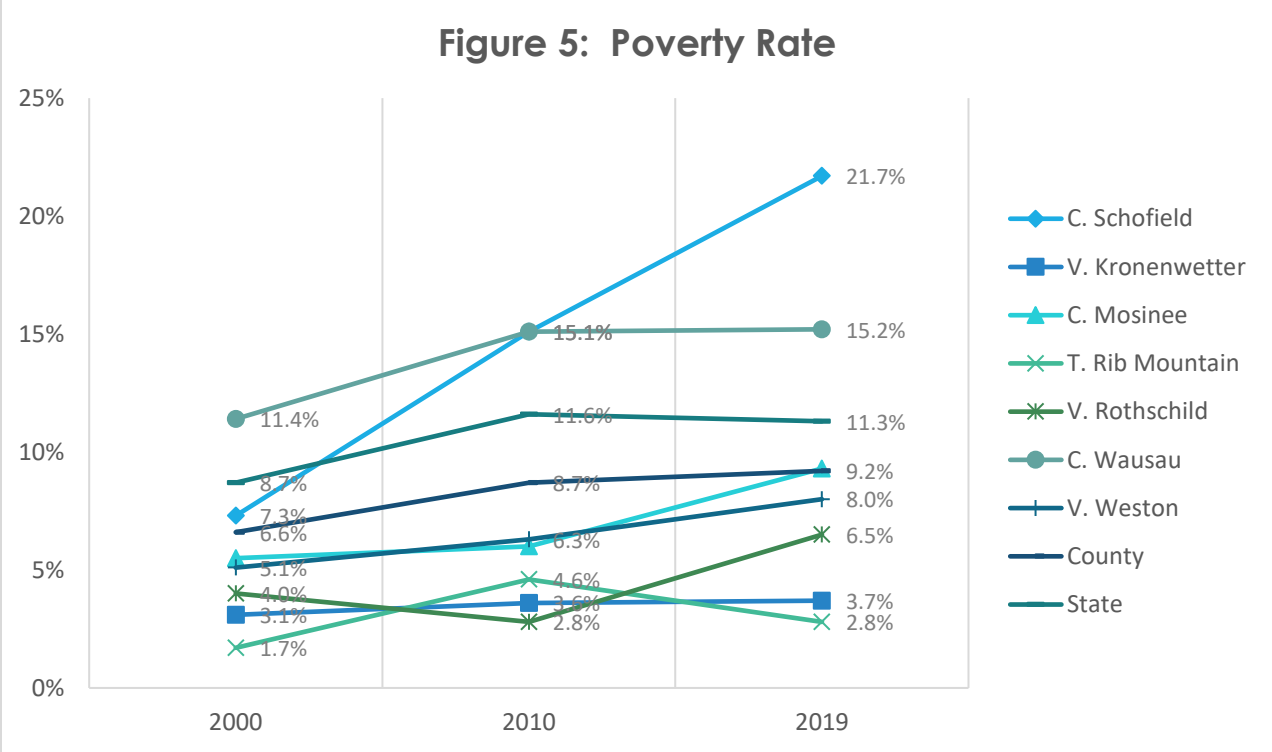
In 2019, the per capita income was \$31,958 in Schofield. This was slightly lower than both the county (\$33,189) and the state (\$33,375). Per capita income increased 15.2 percent from 2010 to 2019, when adjusted for inflation.

Table 4: Per Capita Income, 2000-2019					
	2000 Inflation Adjusted (2010 \$)	2010 (2010 \$)	2019 (2019 \$)	2000-2010 Adj. Net Change	2000-2010 Adj. % Change
C. Schofield	\$26,042	\$23,884	\$31,958	-2,158	-8.3%
V. Kronenwetter	\$30,032	\$27,034	\$37,933	-2,998	-10.0%
C. Mosinee	\$24,005	\$24,118	\$30,796	+113	+0.5%
T. Rib Mountain	\$35,646	\$33,935	\$39,388	-1,711	-4.8%
V. Rothschild	\$28,544	\$30,509	\$33,856	+1,965	+6.9%
C. Wausau	\$25,965	\$23,436	\$30,593	-2,529	-9.7%
V. Weston	\$25,864	\$25,500	\$31,020	-364	-1.4%
County	\$26,576	\$25,893	\$33,189	-683	-2.6%
State	\$27,305	\$26,624	\$33,375	-681	-2.5%

Source: U.S. Census, American Community Survey, 5-Year Estimates

Poverty

In 2010, 15.1 percent of the City’s population was below the Federal Poverty Line (FPL), up from 7.3 percent in 2000. This was higher than both the county (8.7%) and the state (11.6%). In 2019, the poverty rate had risen significantly to 21.7 percent.



Source: U.S. Census, American Community Survey, 5-Year Estimates

Resident Employment

In 2010, 1,267 Schofield residents were employed. During that same time, the City had an unemployment rate of 4.2 percent. A total of 1,332 people were in the labor force, representing a Labor Force Participation Rate (LFPR) of 70.0 percent in 2010, which was lower than the county LFPR of 72.2 percent.

The LFPR is the percentage of adults, aged 16 years and older, that are employed or actively looking for work. Labor Force Participation Rates have been dropping across the country as more baby boomers are retiring and more young adults delay entering the workforce to pursue educational opportunities. In 2000, Schofield's LFPR was 75.4 percent, and in 2019 it was down to 66.9 percent.

Occupations

Table 5 on the next page shows Schofield residents by industry from the U.S. Census Bureau. In 2019, Manufacturing is the largest industry employer of Schofield residents, with 283, or 24.6 percent, of City residents working in this industry. Education, Health and Social Services followed with the next largest industry with 200, or 17.4 percent, of City residents working in this industry. From 2000 to 2010, the largest numeric gains were experienced in Wholesale Trade (+47), Manufacturing (+30), and Professional, Scientific, Management, Administrative, and Waste Management Services (+30). The most significant loss was in the Construction industry (-42), which was significantly impacted after the Great Recession.

Table 5: Employment by Industry					
Industry	2000	2010	2019	2000-10 Net Change	2000-10 % Change
Agriculture, forestry, fishing hunting, and mining	1*	22	0	+21	+2100.0%
Construction	63	21	48	-42	-66.7%
Manufacturing	325	355	283	+30	+9.2%
Wholesale trade	24	71	50	+47	+195.8%
Retail trade	178	193	133	+15	+8.4%
Transportation and warehousing, and utilities	58	42	68	-16	-27.6%
Information	22	3	35	-19	-86.4%
Finance, insurance, real estate, and rental and leasing	100	75	62	-25	-25.0%
Professional, scientific, management, administrative, and waste management services	70	100	69	+30	+42.9%
Educational, health and social services	219	207	200	-12	-5.5%
Arts, entertainment, recreation, accommodation, and food services	137	173	130	+36	+26.3%
Other services (except public administration)	29	5	46	-24	-82.8%
Public administration	27	0	28	-27	-100.0%

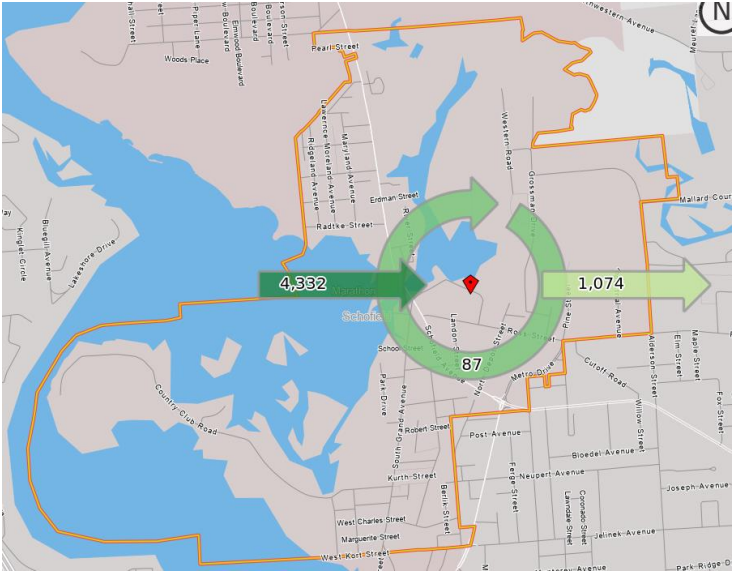
*Adjusted slightly for mathematical purposes

Source: U.S. Census, American Community Survey, 5-Year Estimates

Worker Commutes







In 2019, only 87 residents worked and lived in Schofield. There were 4,332 workers from outside the city that traveled to Schofield for work and 1,074 city residents that travelled from Schofield outside of the city for work. A majority of in-commuters came from the City of Wausau (21%), followed by the Villages of Weston (14%), Village of Kronenwetter (7%) and Village of Rothschild (4%). A majority of outbound commuters travelled to work in the City of Wausau (34%), Village of Weston (16%) and Village of Rothschild (7%). A handful of residents travelled to work in cities throughout Wisconsin including Eau Claire, Madison, Milwaukee, and La Crosse.

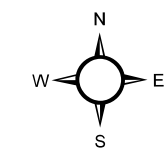
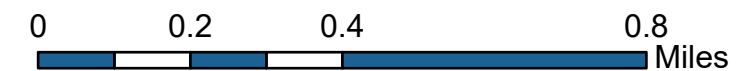
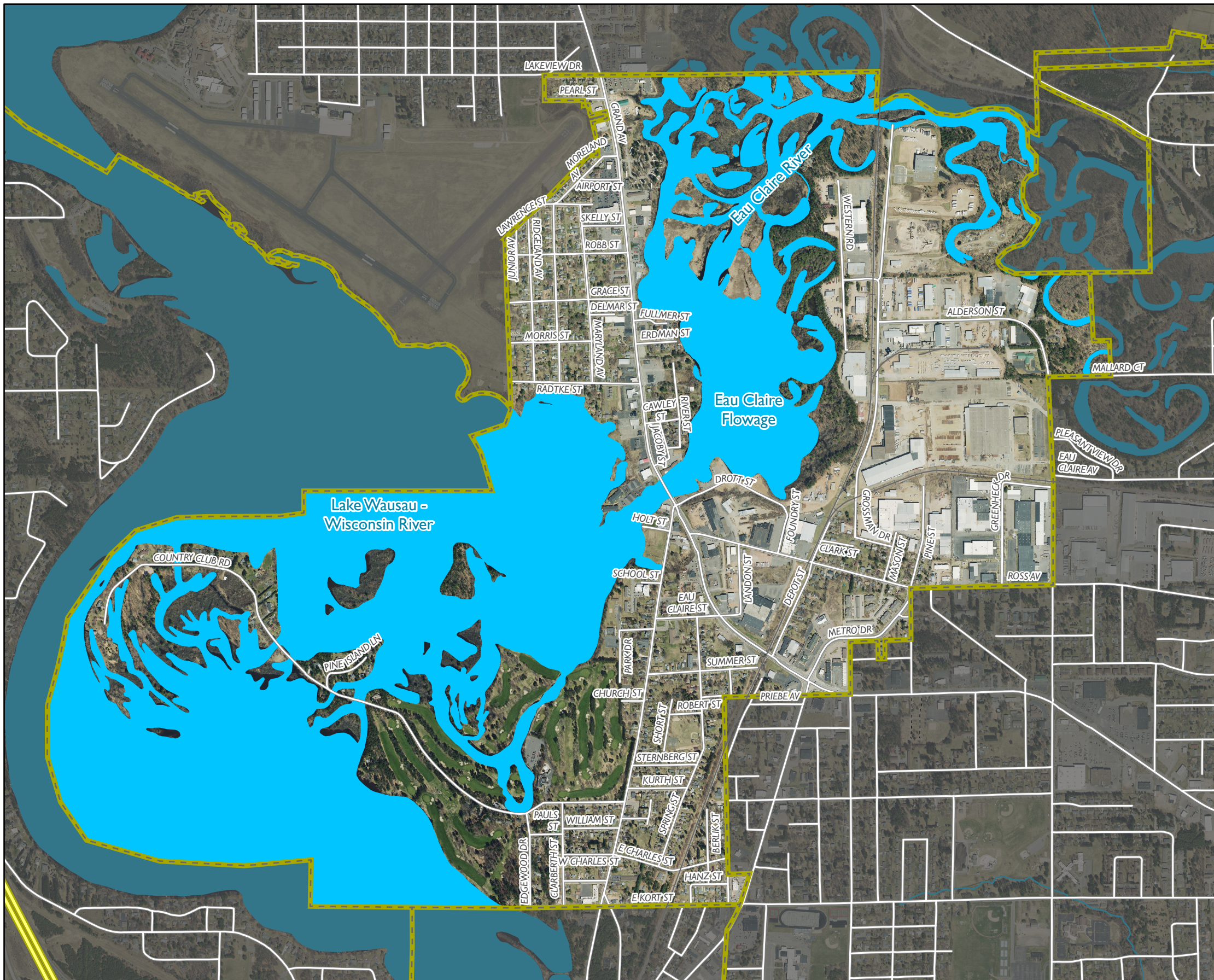
Figure 6: Worker Commutes, 2019



Source: U.S. Census “On the Map”

Planning Area

-  Minor Civil Division
-  U.S. Highways
-  Local Roads
-  Private Roads
-  Railroad
-  Water



Source: WisDOT, WI DNR, NCWRPC, Marathon Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Chapter 2: Natural, Agricultural, and Cultural Resources

Chapter Intent

- Discusses current and past initiatives by others
- Describes the current conditions of the natural environment and cultural resources in the City
- Identifies existing issues
- Describes goals and objectives to address the identified issues

This chapter describes local land and water conditions as well as agricultural resources and cultural heritage. It is important to consider the patterns and interrelations of natural resources on a broader scale beyond the City's borders as these resources do not follow geo-political boundaries. In addition, many of the programs for protecting or mitigating impacts to natural resources are administered at the county, state, or federal level. An overview of recent natural resource planning efforts is described below, followed by a description of local natural resource conditions.

The City developed quickly through the 1950's and through the 1970's. The emphasis on natural space and land preservation consisted mainly of the areas around Lake Wausau. These areas combined with community parks and recreational spaces help to retain the natural outdoor character throughout the urbanized City of Schofield.

Previous Plans and Studies

In the last decade, several plans were prepared by the county specifically to address protection and management of natural resources. These plans may be used as resources to guide local policy and decision-making regarding resource management and protection.

Marathon County Land and Water Resource Management Plan, 2021

The Marathon County Land and Water Resource Management Plan was created identify goals, objectives, and strategies for the implementation of soil and water conservation. The plan is the result of a coordinated public and private investment effort and seeks to align county, state, federal, and local desired outcomes aimed to protect and conserve natural resources. The plan identifies the following goals:

1. Land and resources are protected and improved county-wide.
2. Surface water quality is protected and improved.
3. Groundwater is protected and improved.
4. Actively educate and engage community stakeholders to develop an understanding of land, surface water, and groundwater quality concerns.

Marathon County Groundwater Protection Guide, 2001

The Groundwater Protection Guide was an extension of a 1988 groundwater plan. In April 2001, the guide was created to assist county and local officials in setting policy related to groundwater. It also

serves as a resource for information about groundwater and strategies to address issues related to groundwater protection. The county is considering a new groundwater planning effort.

USGS Protecting Wisconsin’s Groundwater through Comprehensive Planning

In a joint effort by the Wisconsin Department of Natural Resources, the University of Wisconsin System, and the U.S. Geological Survey, a website has been made available with data and information on geology, general hydrology, and groundwater quantity and quality. The website was developed to aid government officials and planners in addressing groundwater in their comprehensive plans. The most recent data available for Marathon County was published in 2007.

Natural Resources

Marathon County and its many communities are characterized by unique natural resources, including water, soil, and biological resources. Although the City is mostly developed and urbanized, much of the City has frontage along Lake Wausau.

Water Resources

Throughout Marathon County there are substantial water resources. Many have remained in fairly pristine condition and others are in need of focused efforts to improve water quality. Surface water resources help replenish the groundwater as part of the hydrological cycle. Under natural conditions, the aquifers generally receive clean water from rainfall percolating through the overlying soils. However, contamination of groundwater reserves can result from runoff and pollution. Protection of these groundwater reserves is necessary to ensure adequate water to domestic, agricultural, and commercial uses. If groundwater is not protected, contamination could result, endangering the quality and supply of water in the City.



Streams and Rivers

Eau Claire Flowage

Schofield is located at the confluence of the Wisconsin and Eau Claire Rivers as shown on Map 2. Lake Wausau is an 1851 acre impoundment of the Wisconsin River and defines the western edge of the City. The Eau Claire River widens to form a large pool and 75 acre Eau Claire Flowage behind the dam near the Grand Avenue/Business USH 51 bridge. The Eau Claire River meanders through the very northeast corner of the City.



Schofield Dam

Watersheds

The City of Schofield is geographically located in what the Wisconsin Department of Natural Resources has named the Central Wisconsin Basin, which is a subset of the entire Wisconsin River corridor located in Central Wisconsin. The Central Wisconsin Basin extends south from the Merrill Dam located on the Wisconsin River in Lincoln County to the Castle Rock Flowage Dam in Juneau and Adams Counties. The Central Wisconsin River Basin is comprised of 29 watersheds, including the two watersheds which cover the City of Schofield.

A watershed is an area of land that is drained by a waterway that flows to a lake, reservoir, or river. The watershed boundary line is defined as a topographic dividing line from which surface streams flow in two different directions. Most of the City is within the Bull Junior Creek Watershed, and the northern segment of the City is located within the Lower Eau Claire (Marathon County) River Watershed. In addition, there is a very small portion along the southwestern edge of the City that is located within the Mosinee Flowage Watershed.

Floodplain

Floodplains consist of land likely to be covered by floodwater during the regional (100-year) flood. Floodplain areas are based on information compiled by the Federal Emergency Management Agency (FEMA) on Floodplain Insurance Rate Maps (FIRM). The floodplain includes the floodway and the flood fringe. Generally, “floodway” consists of the channel of a river or stream and those portions of the floodplain adjoining the channel that are needed to carry the regional flood discharge. “Flood fringe” consists of that portion of the floodplain outside of the floodway covered by floodwaters during the regional flood and is generally associated with standing water rather than flowing water.

Areas within the 100-year floodplain are generally located immediately adjacent to the rivers. All properties at the western end of Country Club Road are located within the 100-year floodplain. Some of the existing structures are considered legal non-conforming because the setback requirements have increased. The ability to expand these structures is limited.

Wetlands

Wetlands are defined as areas between terrestrial and aquatic systems where the water table is at, near, or above the land surface for a significant part of most years. Wetlands include marshes, wooded swamps, and wet meadows. Soils in these areas are usually saturated during the growing season within a few inches of the surface. The presence of wetlands in an area can limit the type of development that can occur in that location.

Most of the wetlands in the City are forested and are located adjacent to the Eau Claire and Wisconsin Rivers. Some smaller areas of emergent/wet meadow and aquatic bed wetlands also exist in the backwaters of the Eau Claire River.

Groundwater

The depth to groundwater is shallow throughout the City. Groundwater supply and quality are good.

Soil Resources

Soil Types

Soils in the entire City consist of the Mahtomedi-Fordum-Sturgeon association. Susceptibility for soil erosion is generally lower in the City than the average soil loss rate in Marathon County overall and is not a concern.

Steep Slopes

Steep slopes are defined as slopes with gradients over 12 percent. Most of the steep slopes within the City are adjacent to the Wisconsin and Eau Claire Rivers. Development is generally restricted on steep slopes to guard against erosion. Steep slopes can also make development more complicated and expensive.

Non-Metallic Mining

There are about 400 operating, abandoned sand, gravel, decomposed (“rotten”) granite and stone excavation sites in Marathon County. In 2019, the General Code of Ordinance for Marathon County Chapter 21 – Nonmetallic Mining Reclamation Code was approved and took effect January 1, 2020. This Ordinance outlines standards and permitting requirements for non-metallic mines. There are no non-metallic mines in Schofield.

Contaminated Sites

The Bureau for Remediation and Redevelopment Tracking System (BRRTS) is an inventory of every known contaminated site, such as an oil or chemical spill, in the State of Wisconsin. These sites are also known as brownfields. Contaminated sites are not uncommon as all communities with commercial and industrial development have the potential for air emissions, groundwater contamination, soil spills, and surface water contamination. Contaminated sites originate when a property is used for such activities as a gas station, industrial processing facility, a landfill, or laundry mat.

There are two sites presently listed as open sites on the BRRTS inventory currently in Schofield. They are both listed as Environmental Repair Program (ERP) activity types. These are sites other than Leaking Underground Storage Tank or (LUST) sites that have contaminated soil and/or groundwater. Examples include industrial spills or releases that require long-term investigation, buried containers of hazardous substances, or closed landfills that have caused contamination.

These properties create many problems for communities, including potential harm to human health and the environment; reduced tax revenue and economic growth, neighborhood deterioration and blight; and attraction of illegal activity, including vandalism and dumping. Brownfield investigation, cleanup and redevelopment can reduce many of these problems. Communities gain by recycling land

infrastructure for new businesses and employment, housing, parks, athletics fields and other local needs. Additionally, residential property values near remediated sites increase anywhere between 4.9 percent and 32.2 percent.

There are two former landfills located within the northern part of the City. One is located along the railroad tracks on Depot Street, and one is located along Western Road near the Eau Claire River. The City should continue to follow suggested remediation strategies with these former landfill sites.

Agricultural Resources

There is no agriculturally designated land within Schofield.

Biological Resources

Vegetation

Much of the City is developed so vegetation consists primarily of private landscaping with trees, shrubs, and gardens. Parks and areas along the rivers contain more natural woodlands.

Wildlife Resources and Habitat

Wildlife resources include a variety of game and non-game species of birds, mammals, fish, reptiles, and amphibians that typically live in Marathon County. Common types of wildlife include bear, badger, wolf, deer, wild turkeys, raccoon, squirrels, songbirds, waterfowl, and raptors. Wildlife resources are abundant in the many undisturbed sanctuaries, refuges, reserves, and scattered habitats located throughout the county. Numerous other species of migrating birds use habitat in Marathon County for food, shelter, and resting stops during seasonal migration.

There is a significant amount of wildlife habitat in Marathon County. In addition to county parks and forest units, major wildlife habitat areas include: the George W. Mead Wildlife Area, the McMillan Marsh State Wildlife Management Area, and Rib Mountain State Park.

Threatened and Endangered Species

The following is a list of threatened and endangered species and natural features on the Natural Heritage Working List that have been documented for the Township and Range that includes the City of Schofield. Bald eagles are not represented, and sensitive species have been removed, where applicable, including cave bats.

Endangered Community Types

The Natural Heritage Inventory lists the following two communities:

- Floodplain Forest – this lowland hardwood forest community type occurs along large rivers. Most of these rivers start in northern Wisconsin and flow southward, growing and the volume of water they carry increases. Periodic floods, particularly in the spring, are the key natural disturbance event to which species of this community have adapted. Canopy dominants vary, but may include silver maple (*Acer saccharinum*), river birch (*Betula nigra*), green ash (*Fraxinus pennsylvanica*), black ash (*Fraxinus nigra*), hackberry (*Celtis occidentalis*), swamp white oak (*Quercus bicolor*), and others.
- Fast, hard, warm streams – warmwater streams are flowing waters with maximum water temperatures typically greater than 25 degrees Celsius.

Fauna

- Henslow's Sparrow (*Centronyx henslowii*) - bird
- Wood Turtle (*Glyptemys insculpta*) - turtle
- Black Redhorse (*Moxostoma duquesnei*) - fish

Cultural Resources

A cultural resource is a broad term that can encompass many aspects of heritage. Cultural resources may include archaeological sites and cemeteries, historic buildings and landscapes, historic transportation routes, or traditional cultural properties important to Native Americans or other cultural groups.

Cultural resources are those elements that signify heritage and help to evoke the sense of place that makes an area distinctive. Cultural resources include buildings; sites and landscapes that help communities retain their sense of identity and an increasingly homogenized society.

Brief History of the City of Schofield

The City of Schofield, just south of the City of Wausau, is bordered by the Eau Claire and Wisconsin Rivers. Those natural amenities first attracted European settlement in the mid- nineteenth century. A small dam and sawmill were some of the original developments in the area. In 1851, Dr. William Scholfield purchased the sawmill and helped lay out the surrounding area. The then Wisconsin Valley Railroad ran through the area on its way to Wausau in 1874, while the Milwaukee, Lake Shore & Western Railroad approached from the east. As a result, the area was a prime location for industrial activity because of railroad connections, and later, highway connections.

Scholfield's family continued to operate and expand the sawmill operation until 1883, when it was sold to the Chicago firm of Brooks & Ross Lumber Company. By 1900, the mill was responsible for a pine cut of 20 million feet, the third largest output in Marathon County. Although the mill suffered a fire in 1910 it continued to operate. By the 1920s, the mill had grown to a capacity of 25 million feet. With changes in the lumber industry, however, the products had shifted from primarily cutting pine to primarily hardwoods and hemlock, and only ten percent of production was pine. The mill continued to operate through the 1930s but was finally closed in 1942.

The closure of the mill removed a major employer in the community but provided an opportunity for future growth as well. In 1946, the Wausau Chamber of Commerce purchased a 47-acre tract that was the former location of the Brooks & Ross Lumber Company. The site became the first industrial park in the region and was selected because of the railroad connections, reasonable cost of sewer and water and support from local officials. Soon after the industrial park began to attract tenants.

In 1948, Edward Drott brought a construction machinery manufacturing business from Milwaukee and it grew to become one of the largest industrial employers in the County in two decades. The industrial park had eleven employers by the 1960s and the park was expanded by 50 acres. The industrial park helped change the image of the community and Schofield (the "I" in Scholfield had been dropped earlier) became the fourth city in Marathon County in 1951. STH 51 (now Business USH 51) became the Main Street for the City and has continued to be a primary commercial focus as it winds through the community.

Today, Schofield is home to a successful Industrial Park, while Grand Avenue and Schofield Avenue provide a variety of specialty stores, restaurants, and lodging. The Brooks and Ross Dam continues to be the major iconic landmark in the City Schofield, where the industrial uses have now been replaced with public access to both Lake Wausau and the Eau Claire Flowage.

According to "Schofield Then and Now", Dr. William Scholfield was the founder of the Village of Schofield. He ran the successful Eau Claire sawmill, erected homes, established a store, and built necessary shops to keep his sawmill in good repair. Schofield was incorporated as a Village in 1904. The Village continued to grow and expand and the first Schofield school was a white frame building on the site of the present Schofield school. In 1910, the frame building was partially demolished and the remaining portion was moved to serve as a residence. A brick school was constructed on the site in 1922. Robert J. Gwidt was the mayor of Schofield in the mid-1900's and wrote this about the City:

"From the day that Dr. Schofield setup the first commercial business to furnish supplies and staples for the sawmill and the people, Schofield has grown and prospered with a large Industrial Area and a growing Commercial area. Today we have a city with a small town atmosphere, friendly people, recreation areas, and a modern city hall. Plus a dedicated volunteer fire department, police department, street and water department. I am proud to be serving this community at this time in history."

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

Properties that are believed to be worth of preservation are listed on the National Register of Historic Places. These may include buildings, sites, districts, structures, and objects. These resources provide a link to the country's heritage at the national, state, and local level. There is one property within the City listed on the National Register of Historic Places. It is the Schofield School at 1310 S. Grand

Avenue. Although previously a school building, this property now serves as affordable apartment style housing.

Properties Listed on the Wisconsin State Architecture and History Inventory

The Wisconsin Historical Society maintains the Wisconsin Architecture and History Inventory (AHI) that identifies any properties that may have been surveyed in the past; the Inventory does not convey special status and may not be current. The inventory may be reviewed at www.wisconsinhistory.org/ahi/index.html. There are three historic properties in Schofield that have been previously surveyed and included in the AHI.

- Schofield School – 1310 S. Grand Ave.
 - Built in 1959, previously used as a school, now affordable apartment style housing
- Schofield Bridge – Grand Ave.
 - Built in 1931, demolished in 1997
- Winniger House – 948 Grand Ave.
 - Colonial Revival style house

Cemeteries, Burial Mounds, Other Burials

Wisconsin Statute 157.70 provides for the protection of all human burial sites, including all marked and unmarked burials and cemeteries. Suspected burial mounds or unmarked burials must be reported to the State Burial Sites Prevention Office. If human remains are uncovered during excavation, all work must cease pending review of the Burial Sites Preservation Office. All cemeteries and burials in Marathon County should be catalogued under Wis. Stat. 157.70 to provide maximum protection of these sites. There are no known cemeteries in Schofield.

Natural, Agricultural, and Cultural Resource Issues

- ✓ **Maintaining balance between development/redevelopment and natural resources and sensitive areas:** Most of Schofield has already been developed. However, as areas are developed and/or redeveloped protection of existing natural resource areas (including those along the Wisconsin and Eau Claire Rivers) must be maintained.
- ✓ **Redevelopment:** There is a great amount of redevelopment potential in the City. It would benefit the City to encourage green space and natural features wherever possible into landscaping, parking areas, and overall design.
- ✓ **Shoreland Residential:** Many of the properties on Country Club Road are legal non-conforming due to changes in setback requirements.
- ✓ **Surface Water Quality:** To maintain the integrity of surface water quality, it would be beneficial to Schofield to work with the Lake Wausau Association to educate homeowners on the water on how to treat and maintain their lakefront properties to have a minimal impact on water quality.

- ✓ **Wildlife Habitat:** Although the majority of the City is built out, potential still exists to maintain the existing native areas to allow space for wildlife habitat.
- ✓ **Water Trails:** Work with adjacent municipalities and community groups to explore opportunities to create water trail infrastructure including launching, landing, wayfinding, and emergency access.
- ✓ **Historic Properties:** The City has a rich history including one property on the National Register of Historic Places. The City may work to identify other historic properties and plan for their protection.

Natural and Cultural Resources Goals, Objectives, and Actions

Goal 1: Protect and enhance threatened and endangered community types, floodways, shorelands, steep slopes (unique topographies), shoreland-wetlands and wetlands in the City.

The City of Schofield will strive to protect the natural environment from negative impacts of development and other activities.

Objectives:

1. Continue working with the WDNR and Marathon County to ensure appropriate preservation of wetlands and shorelines.
2. To the extent possible, limit uncontrolled runoff, overuse of fertilizers, and other contaminants that could negatively affect water quality.

Action:

1. Work with Lake Wausau Association property owners to educate property owners on best management practices for lawn care adjacent to water bodies.

Goal 2: Make a focused effort to integrate green space and natural features into development and redevelopment proposals.

The City of Schofield will strive to integrate natural space and natural features into future development and redevelopment.

Objectives:

1. Prioritize natural features when considering new development.
2. Preserve existing green space where possible.

Action:

1. Integrate green space and natural features with all development proposals.

Goal 3: Maintain water quality and preserve wildlife habitat.

The City of Schofield will work to maintain water quality and preserve existing natural areas.

Objectives:

1. Continue to educate about best practices to maintain surface water quality.
2. Continue to preserve existing natural areas.

Action:

1. Form partnerships and provide education to maintain water quality and preserve wildlife habitat.

Goal 4: Preserve and embrace the City’s rich cultural history.

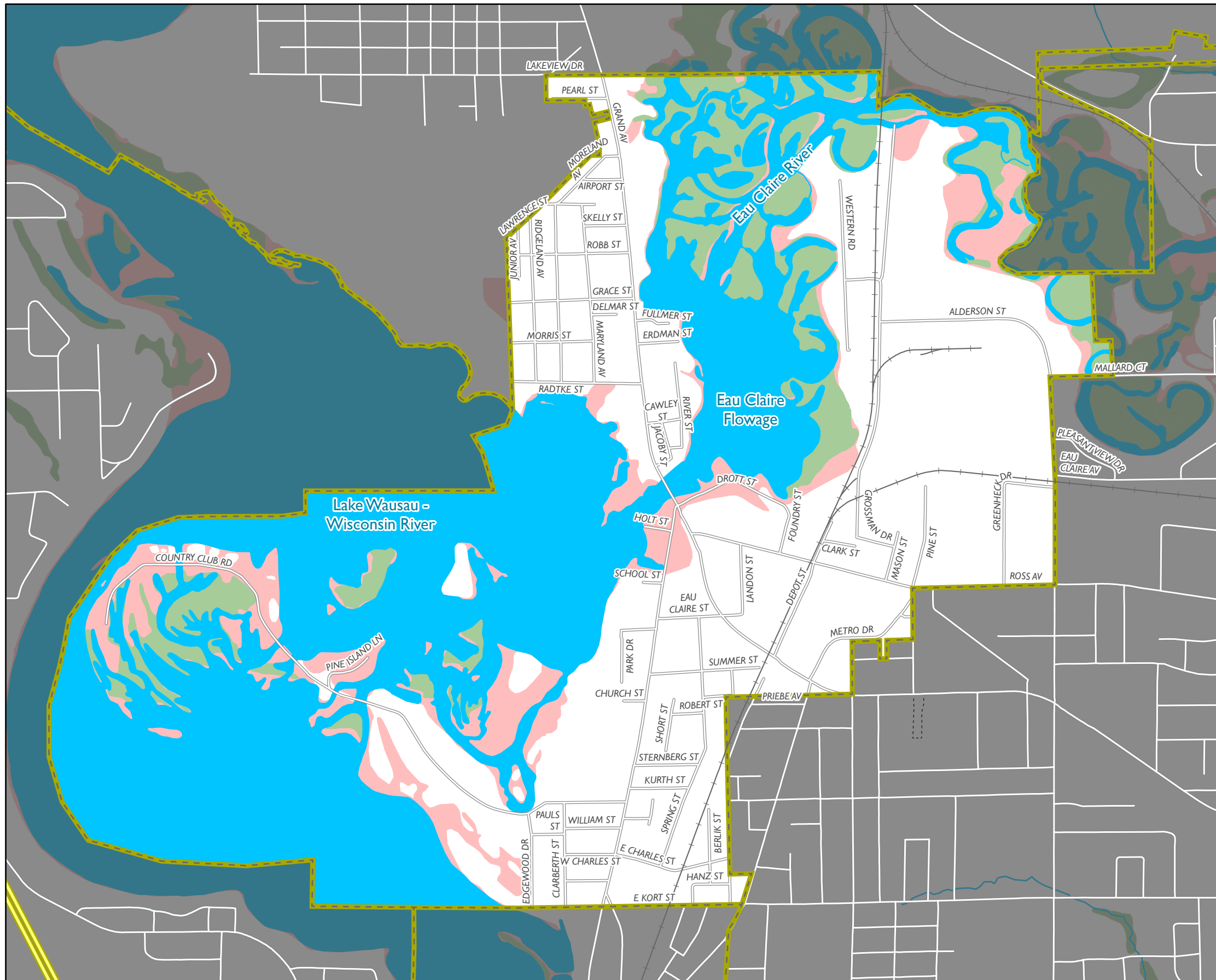
Schofield supports the preservation of historically significant sites and embraces its cultural heritage.

Objectives:

1. Work with the County Historical Society to identify and map historic sites and buildings so they may be considered in future planning.

Action:

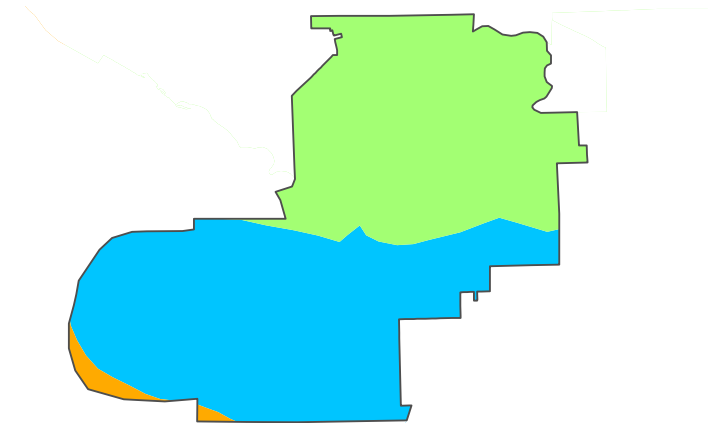
1. Establish best practices to plan for protecting properties of cultural or historical significance.
2. Work with the County Historical Society and State Historic Preservation Office to determine if structures are eligible for listing on the National Register of Historic Places or Wisconsin Architecture and History Inventory (AHI).



Natural Resources

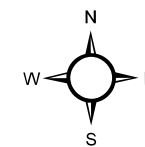
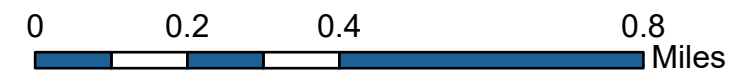
- Minor Civil Division
- U.S. Highways
- Local Roads
- Private Roads
- Rail Road
- Wetlands
- Floodplain
- Water

City of Schofield Watersheds



Watersheds

- Bull Junior Creek
- Lower Eau Claire (Marathon Co.) River
- Mosinee Flowage



Source: WisDOT, WI DNR, NCWRPC, Marathon Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Chapter 3: Housing

Chapter Intent

- Discusses current and past initiatives by others
- Describes the current conditions of the housing stock and livability in the City
- Identifies existing issues
- Describes goals and objectives to address the identified issues

Housing characteristics and trends are important components of a comprehensive plan. The physical location of housing determines the need of many public services and facilities. Furthermore, understanding dynamics in the market likely to affect housing development in the future provides a basis for the formulation of policy to coordinate transportation facilities with a sustainable pattern of residential development. Understanding the factors affecting people’s ability to meet their own housing needs provides a basis for reinforcing community ties, fostering economic development and environmental sustainability, and improving the quality of life.

Previous Plans and Studies

While quality housing is an essential aspect of livability, there are few housing plans or studies at the local level. Two plans, at the state and regional levels relate to housing in the area.

Wisconsin Realtors Association (WRA) Workforce Housing Report

The WRA released a study on September 3, 2019, finding a lack of workforce housing throughout the State of Wisconsin. The report claims Wisconsin is, “on the cusp of not being able to adequately provide housing for today’s growing workforce needs.” The claim is backed by the falling number of building permits being issued for new home construction, the rising cost of new home construction, a decline in home ownership, and a continued decline in overall affordability. The report can be found on WRA’s website.

Wisconsin State Consolidated Housing Plan

The Consolidated Housing Plan is required by the Department of Housing and Urban Development (HUD) in the application process required of the state in accessing formula programs including Small Cities Community Development Block Grants (CDBG), HOME Investment Partnerships, Emergency Shelter Grants, and Housing Opportunities for Persons with AIDS. “The Consolidated Plan provides the framework for a planning process used by states and localities to identify housing, homeless, community, and economic development needs and resources, and to tailor a strategic plan for meeting those needs.”

Regional Livability Plan

The 2015 Regional Livability Plan (RLP), written by the North Central Wisconsin Regional Planning Commission, addressed issues of livability in the areas of housing, transportation, economic development, and land use. The RLP identifies a number of issues affecting community livability related to housing:

- an aging population,
- smaller household sizes,
- a lack of housing options, and
- an increase in housing costs related to incomes.

Housing Data

A majority of the housing data in this section is taken from the 2000 and 2010 U.S. Census as well as the 2019 American Community Survey. Surrounding communities, the county, and the state are used for data comparison.

Housing Inventory

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

Table 6: Total Housing Units 2000-2019					
	2000	2010	2019	2000-2010 Net Change	2000-2010 % Change
C. Schofield	1,022	1,099	1,145	+77	+7.5%
V. Kronenwetter	1,953	2,810	2,923	+857	+43.9%
C. Mosinee	1,711	1,791	2,053	+80	+4.7%
T. Rib Mountain	2,769	2,761	2,678	-8	-0.3%
V. Rothschild	1,988	2,332	2,370	+344	+17.3%
C. Wausau	16,668	18,154	18,650	+1,486	+8.9%
V. Weston	4,806	6,364	6,369	+1,558	+32.4%
County	50,360	57,734	59,335	+7,374	+14.6%
State	2,321,144	2,624,358	2,694,527	+303,214	+13.1%

Source: U.S. Census, American Community Survey, 5-Year Estimates

As shown in Table 6, in 2010 the City of Schofield had 1,099 housing units, an increase of 77 units from 2000. This represents an increase of 7.5 percent in housing units, compared to an increase of 2.5 percent in population and a 3.0 percent increase in the number of households. Marathon County and the State of Wisconsin’s housing units grew by 14.6 percent and 13.1 percent respectively.

Housing Projections

Table 7 shows the projected number of housing units needed from 2020 to 2040. These housing projections were based on the DOA population and household projections from 2013. The calculation for the number of housing units was determined by dividing the projected population by the projected household size for each five-year increment. The total needed housing units shown below also assumed that the City vacancy rate of 10 percent would hold steady.

Table 7: Housing Unit Projections					
	2020	2025	2030	2035	2040
Schofield	939	950	956	957	947

Source: WDOA Estimates 2013

Housing Age

The age of a community’s housing stock typically reflects several important factors including size, offered amenities, and overall maintenance costs. Age of the house often also reflects different regional and national trends in housing development. Housing predating the 1940’s, for example, was typically smaller and built on smaller lots. In subsequent decades, both average lot and home sizes have increased. For example, average homes constructed after 1980 are typically much larger than housing built in previous decades. Additional bedrooms, bathrooms, and attached garage space are among the amenities found in newer housing units.

Table 8: Housing Units by Year Built 2019									
	<1940	'40's	'50's	'60's	'70's	'80's	'90's	'00's	>2010
C. Schofield	19.5%	7.8%	19.7%	9.9%	15.9%	10.4%	8.8%	8.0%	0.0%
V. Kronenwetter	7.0%	3.6%	0.8%	6.2%	22.1%	8.9%	15.8%	25.9%	9.9%
C. Mosinee	16.2%	5.7%	11.3%	14.7%	19.9%	10.9%	5.6%	10.9%	4.8%
T. Rib Mountain	2.4%	2.4%	13.5%	11.5%	21.9%	17.6%	23.9%	6.4%	0.4%
V. Rothschild	7.4%	4.0%	16.4%	11.4%	21.1%	9.1%	9.9%	17.6%	3.2%
C. Wausau	27.0%	9.2%	15.6%	8.5%	13.4%	7.2%	9.2%	6.6%	3.3%
V. Weston	2.2%	0.6%	7.0%	6.6%	18.4%	11.5%	21.7%	25.2%	6.8%
County	18.2%	5.4%	10.3%	8.2%	16.1%	10.2%	14.1%	13.8%	3.9%
State	19.3%	5.5%	10.8%	9.7%	14.6%	9.9%	13.9%	12.5%	3.8%

Source: American Community Survey, 5-Year Estimates

Table 8 shows housing age distribution in Schofield and surrounding communities for 2019. Housing built in the 1950’s makes up approximately 19.7 percent of the housing stock. Another 19.5 percent of housing was built prior to 1940. The predominance of housing constructed through the 1950’s is significantly higher than in the county and the state. Housing constructed in more recent decades including the 1990’s, 2000’s, and beyond, is substantially less than the county and state.

Housing Units by Type

Single-family detached units account for most of the housing in Schofield, at 60.6 percent. The amount is similar to the more urbanized areas such as the Cities of Wausau (62.8%) and Mosinee (64.8%) and the Village of Weston (53.2%). This is lower than both the county (73.9%) and the state (66.5%). Schofield has a suitable distribution of a variety of housing types. When compared to other area communities, proportionally Schofield has more apartment style homes with more than four units but less than 20.

In 2021, the City of Schofield voted to not issue an operating license to an existing mobile home park due to a variety of issues including multiple violations of park owners and operators. Table 8 indicates that in 2019, 63 or 5.5 percent of Schofield housing included mobile homes. Most, if not all, mobile

homes within Schofield were located within this mobile home park. Therefore, at present the number of mobile homes is effectively close to none.

Table 9: Housing Units by Type, 2019

Unit Type	City of Schofield	Village of Kronenwetter	City of Mosinee	Town of Rib Mountain	Village of Rothschild	City of Wausau	Village of Weston	Marathon County
1, detached	60.6%	84.3%	64.8%	87.2%	74.2%	62.8%	53.2%	73.9%
1, attached	2.5%	1.9%	9.0%	9.4%	1.5%	3.6%	10.3%	3.6%
Duplex	4.9%	0.0%	4.4%	1.3%	3.0%	11.1%	6.4%	5.3%
3 or 4	0.5%	0.6%	1.4%	0.6%	3.0%	3.3%	4.9%	2.1%
5 to 9	13.2%	4.4%	5.2%	0.0%	2.9%	4.7%	12.4%	4.2%
10 to 19	11.8%	6.6%	8.5%	0.0%	8.7%	5.5%	3.1%	3.8%
20 or more	1.0%	1.5%	6.7%	1.5%	6.4%	8.6%	6.2%	4.3%
Mobile home	5.5%	0.6%	0.0%	0.0%	0.5%	0.3%	3.5%	2.7%

Source: American Community Survey, 5-Year Estimates

From a governmental perspective, there is great benefit to communities offering a variety of housing styles, including multi-family units. The more compact design offers more efficient living space for seniors and smaller families, and less required upkeep such as appliances and lawn care. Often, multi family housing is closer to public transportation and community amenities.

Another national trend in residential development is Accessory Dwelling Units (ADUs). ADU, also called granny flats, are self-contained apartments attached to or on the same lot as the principal dwelling on a single-family lot. These units typically have their own entrance, kitchen, bathroom, and living area. Usually small one-bedroom or studio apartments, ADUs can be a means of increasing the variety of types of housing units available and can provide a way for seniors to downsize while staying in their neighborhood.

Occupancy Characteristics

In 2019, about 90 percent of housing units in Schofield were occupied and 10 percent (115 units) were vacant. Of these 115 units, 78 were rental units, 5 were for seasonal, occasional, or recreational use, and 32 were classified as “other”. The county occupancy rate was 93.5 percent and the state had 87.5 percent occupancy.

Homeownership

Schofield contains a mix of renters and owners. It has a much lower owner occupancy rate at 51.9 percent than both the county and state, at 72.2 percent and 67.0 percent respectively. In addition, it has a much lower occupancy rate than that of the surrounding communities, which in 2019 ranged from 58.1 percent in the City of Wausau to 87.1 percent in the Town of Rib Mountain. In Schofield, the homeownership rate increased slightly from 2000 to 2010, at a rate of 0.2 percent. However, from 2010 to 2019 the rate dropped sharply at 16.0 percent. Homeownership rates fell slightly at a steady rate in both the county and the state from 2000 to 2019.

	2000	2010	2019
C. Schofield	61.7%	61.8%	51.9%
V. Kronenwetter	90.7%	83.7%	84.3%
C. Mosinee	67.5%	67.9%	64.9%
T. Rib Mountain	87.8%	87.8%	87.1%
V. Rothschild	80.9%	74.0%	71.7%
C. Wausau	61.7%	58.2%	58.1%
V. Weston	67.2%	64.2%	56.1%
County	75.7%	73.5%	72.2%
State	68.4%	68.1%	67.0%

Source: U.S. Census, American Community Survey, 5-Year Estimates

Value Characteristics

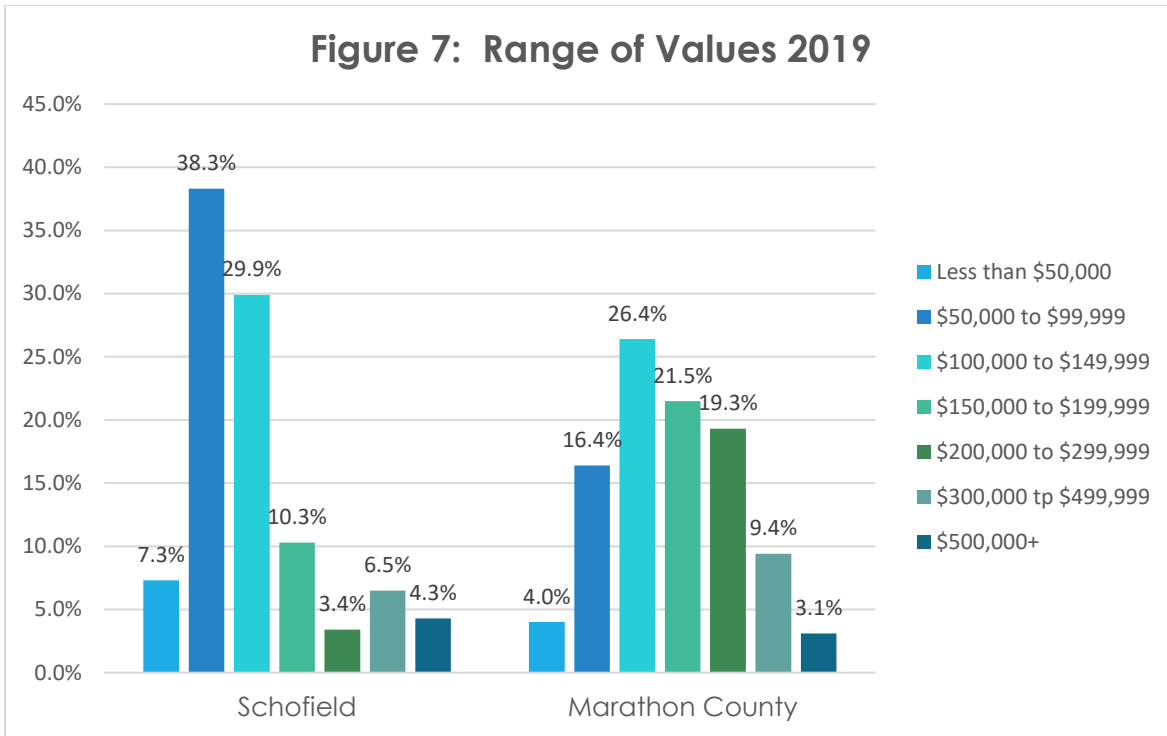
The median value of a single-family house in Schofield was \$102,053 in 2000, when adjusted for inflation in 2010 dollars. The median value then increased 1.3 percent in 2010 to \$103,400. The median value in Schofield is significantly lower than both the county and the state. From 2000 to 2010 the median value increased in both the county and state, at 13.4 percent and 17.3 percent respectively. In 2019, the median value in Schofield had risen slightly to \$105,700.

	2000 Inflation Adj. ('10\$)	2010 ('10\$)	2019 ('19\$)	2000-2010 Adj. Net Change	2000-2010 Adj. % Change
Schofield	\$102,053	\$103,400	\$105,700	+\$1,347	+1.3%
County	\$122,978	\$139,500	\$156,300	+\$16,522	+13.4%
State	\$144,030	\$169,000	\$180,600	+\$24,970	+17.3%

Source: U.S. Census, American Community Survey, 5-Year Estimates

Range of Values

Below, Figure 7 details the distribution of housing values in Schofield and Marathon County in 2019. For example, the figure to the left shows that in Schofield, 45.6 percent of homes are valued under \$100,000. The distribution of values in Schofield is heavily skewed to the left, with homes most commonly falling into the \$50,000 to \$99,999 range (38.3%) or the \$100,000 to \$149,999 range (29.9%). In contrast, in Marathon County there is more of a balanced distribution with homes most commonly falling in the \$100,000 to \$149,999 category (26.4%) followed by the \$150,000 to \$199,999 category (21.5%). Interestingly in Schofield, there is small skew on the far right, with 10.8 percent of homes valued over \$300,000. There are proportionately more homes valued over \$500,000 in Schofield (4.3%) than in the County (3.1%).



Source: American Community Survey 5-Year Estimates

Housing Affordability

Monthly Housing Costs

Table 12 displays the monthly housing costs by tenure. The median monthly housing costs for homeowners in Schofield was 28.9 percent lower than the county and 37.6 percent lower than the state in 2019. This is consistent with the lower median home values in Schofield compared to the county and state. Monthly homeowner costs for those without a mortgage in Schofield is also lower than the county and the state.

	Owner Occupied Median Selected Owner Costs		Renter Occupied
	With Mortgage	Without Mortgage	Median Gross Rent
Schofield	\$892	\$413	\$805
Marathon County	\$1,254	\$493	\$758
Wisconsin	\$1,430	\$553	\$856

Source: American Community Survey 5-Year Estimates

Median monthly costs for renters were 6.2 percent higher than the county, but 6.0 percent lower than the state. Gross rent is the contract rent plus the average estimated monthly cost of utilities (electricity, gas, water, and sewer) and fuels (oil, coal, kerosene, wood, and the like) if these are paid by the renter.

Affordability

Several factors impact the varied levels of housing affordability in Marathon County. These factors include rent and mortgage payments, maintenance expenses, lot size, and required or desired amenities for the home. Household size and income are also key factors contributing to what housing options are available and accessible to residents. Multi-family housing options tend to be more affordable housing options.

Statistically speaking, those spending more than 30 percent of their total household income on housing costs may be facing affordability difficulties. The United States Department of Housing and Urban Development (HUD) recommends rental housing costs not exceed 30 percent of monthly income. HUD also indicates mortgage lenders are more willing to make loans if the scheduled mortgage payment is less than 29 percent of the monthly household income.

	Owner w/ Mortgage	Owner w/o Mortgage	Renter Occupied
Schofield	19.2%	7.8%	39.2%
Marathon County	20.9%	11.2%	36.9%
Wisconsin	22.8%	13.3%	44.0%

Source: American Community Survey 5-Year Estimates

As shown in Table 13, 19.8 percent of homeowners with a mortgage paid more than 30 percent of their total household income on housing costs, which is slightly lower than the county and state. Only 7.8 percent of homeowners with no mortgage in Schofield paid more than 30 percent of their total household income on housing costs, again lower than the county and state. In contrast 39.2 percent of Schofield renters paid more than 30 percent of their income toward housing costs. This was 6.2 percent higher than the county and 10.9 percent lower than the state.

Senior Housing

In Marathon County, housing for seniors and populations with special needs is primarily provided in the urbanized areas in and around Wausau. The Aging and Disability Resource Center of Central Wisconsin, the Wisconsin Department of Health and Family Services, and the Marathon County United Way all maintain a list of these housing options throughout the county. Schofield does have both housing for seniors and an assortment of adult family homes for adults with disabilities.

Schofield Court Apartments are located at 2035 Grand Avenue in Schofield. This is a 16 unit property that includes studios and one bedrooms. The units are owned by Marathon Housing Association and managed by Wisconsin Management company. Tenants must be 62 and older or disabled and meet income guidelines. Casa Therese Apartments are located at 2114 Clarberth Street. This property includes nine units for those 55 and older. Three apartments are accessible.

As the number of elderly persons rises in upcoming years, there will most likely be increased need to continue to expand these options. Figure 2 in Chapter One shows the population at or near retirement age in Schofield as well as several nearby communities. In 2019, Schofield had 17.1 percent of residents 65 and over and 14.5 percent of residents 55 to 64. This accounts for 31.6 percent of the population.

Aging-in-place is the preference for most people, with the AARP finding that 73 percent of seniors would like to stay in their current residence and community as long as possible. However, remaining in their own house as they age raises some particular issues for seniors including: housing costs, maintenance needs, accessibility features, transportation concerns, and in-home health care options. Addressing these issues can help seniors achieve independence and age-in-place longer:

- **Housing Costs:** Most seniors are living on reduced or fixed incomes. Rent or mortgage payments are generally among the highest monthly household expenses. The increasing costs of housing related expenses force seniors to cut back on other necessities such as food and medical care.
- **Maintenance Needs:** Owning a house comes with a certain amount of necessary maintenance, both inside and outside the house. Both the cost of such maintenance and the physical demands it requires can be a significant burden to seniors.
- **Accessibility Features:** Much of the current housing stock lacks basic accessibility features. Many seniors with disabilities are unable to afford accessibility modifications, preventing them from living safely and comfortably in their homes. Some of the features which can improve accessibility for those with impaired mobility or difficulty grabbing and turning knobs include: no step entries and single floor living, switches and outlets reachable at any height, extra-wide hallways, and lever-style door and faucet handles.
- **Transportation Concerns:** Older adults are at risk of becoming homebound. Particularly in suburban and rural areas, seniors who are unable or unwilling to drive may find themselves homebound and disconnected from family and friends. Those with vehicles and able to drive have the additional stress of vehicle ownership and maintenance on their limited budgets. Further, pedestrian infrastructure is generally ill-suited to those who cannot or choose not to drive, making it impossible or unsafe to walk.
- **In-home Health Care Options:** In-home health services are expensive and affordable service-enriched housing is in scarce supply in most communities. Seniors who cannot access healthcare services where they live may be at high risk of premature institutionalization.

Communities can adopt policies to address these concerns and improve the ability of seniors to thrive in their homes. Incorporating livability principles through housing, transportation, and walkability initiatives can be a step to address several of the key concerns. Providing a range of smaller housing units within the community can ease the cost burden of owning or renting a house on a fixed income. Requiring all new residential construction to include certain accessibility features and offering tax incentives or low-cost loans to help owners modify their homes are methods to address the need to accessibility features. Providing access to recreational, educational, and other opportunities and services can enhance the quality of life for seniors in a community. Increasing availability of public transit and paratransit programs can greatly assist older citizens in making necessary trips to stores and medical appointments.

A variety of senior living communities, with varying levels of care, are also options for seniors unable to live at home any longer. These options include independent living communities, assisted living communities, and nursing homes.

- Independent living communities cater to seniors who are very independent with few medical problems. Residents in these communities, also called retirement villages or senior apartments,

living in private apartments with some communal amenities such as dining services and social events.

- Assisted living communities are designed for seniors who are no longer able to live on their own safely, but do not require the high level of medical care provided in a nursing home. Assisted living communities provide 24 hour per day staff for additional safety, some nursing services, communal dining, and assistance with tasks such as medications and housekeeping.
- Nursing homes provide around-the-clock skilled nursing care for the frail elderly who require a high level of medical care and assistance. Residents typically share a room and are served meals in a central dining area unless they are too ill to participate. Many nursing homes also provide short-term rehabilitative stays for those recovering from an injury, illness, or surgery.

A variety of home care services are also options which allow older people to remain in their homes while receiving the assistance they need to remain independent.

Livability

Livability is often defined as the sum of the factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment, and recreation possibilities. The Partnership for Sustainable Communities, a joint effort of HUD, the Department of Transportation, and the Environmental Protection Agency, has established six livability principles. The six principles are 1) provide more transportation choices, 2) promote equitable, affordable housing, 3) enhance economic competitiveness, 4) support existing communities, 5) coordinate and leverage federal policies and investment, and 6) value communities and neighborhoods.

Location of Housing

One aspect of a livable community is that housing is located in close proximity to the locations that people frequent on regular basis such as jobs, grocery stores, and medical facilities. One of the advantages of the older, higher density housing in Schofield is that it can capitalize on this. Interconnectedness and close proximity to amenities such as public transportation, park, stores, and places to socialize is more possible with higher density pedestrian scaled development. Much of the housing in Schofield has this potential.

Preservation and Rehabilitation of Older Housing Stock

Older housing is often located in traditional neighborhoods and has great character that adds to the identity of a community. Much of the housing stock in Schofield is older and preservation and rehabilitation of this housing stock is a high priority as it maintains the aesthetic and community character of the City. The care of these homes also helps to ensure that the diverse array of housing stock in Schofield remains viable.

Diversity of Housing Options

Having a diversity of housing options available in a community provides many benefits. Housing of different sizes and styles accommodates the diverse households within a community. Different sizes and styles also provide a variety of housing costs, allowing housing to be affordable to everyone. Schofield contains a mix of housing options and would benefit in continuing to explore new options with housing.

Housing Issues

- ✓ **Maintenance Free Living Options:** As the population ages, a greater need arises for housing options tailored to seniors, including resources to age-in-place and senior living facilities. The younger generation is also seeking similar living options, as they are opting to spend more of their free time traveling or pursuing other hobbies that they find to be more important. This in stark contrast compared to previous generations who spent more time on projects and maintenance on their home and travelled significantly less.
- ✓ **Rising Housing Costs:** The national trend of rising housing costs and stagnant wages affects almost every community. Although Schofield does have a fair amount of affordable housing options for owners and renters, there are still over one third of renters than spend over 30 percent of their incomes on housing.
- ✓ **Aging Housing Stock:** Many of the properties in Schofield are older. This adds to community character and contributes to the housing diversity. However, maintenance becomes more costly and difficult with older homes. It is beneficial for the City to explore housing rehabilitation options including support and assistance for owners of older properties.
- ✓ **Lack of Diversity:** Many of the properties in Schofield are detached single-family homes. It is important to encourage and support a variety of housing types including attached single-family and multi-family homes. This better accommodates those at various ages and life stages.
- ✓ **Limited Land Availability:** Most of Schofield is built out and there is a limited amount of land available for development. Therefore, it is important to continue to seek infill, redevelopment, and adaptive reuse opportunities within the City.

Housing Goals, Objectives, and Actions

Goal 1: Provide opportunities throughout the City for adequate and affordable housing in a wide range of housing types to meet the needs of the diverse resident base.

The City of Schofield will strive to provide equal access to quality, affordable housing for all residents.

Objectives:

1. Encourage redevelopment and new development where appropriate to provide new housing and a broad array of housing options. Encourage the construction of homes that encompass a variety of styles, floor plans and finished appearances in color and material within the same neighborhood.
2. Promote development of quality low- or no-maintenance development for seniors and those that desire maintenance-free living.
3. Continue to explore opportunities for infill housing development.

Action:

1. Facilitate the development of new housing with permit review and construction.
2. Consider zoning changes that allow more flexibility with housing development such as Accessory Dwelling Units (ADUs).
3. Work with Marathon County and Wausau Metro Area organizations to provide information to residents regarding area housing agencies that provide senior housing or aging-in-place options.

Goal 2: Enhance and maintain the quality of housing throughout the community.

The City of Schofield will strive to maintain high quality housing for all residents.

Objectives:

1. Encourage the maintenance and rehabilitation of both single-family and multi-family housing stock.

Action:

1. Provide residents with information about Housing Rehabilitation support services offered through partner agencies such as Central Housing Region Community Development Block Grant (CDBG) Program, CAP Services Inc., and the like.

Chapter 4: Transportation

Chapter Intent

- Review previous planning efforts
- Describe current conditions
- Identify issues
- Establish goals, objectives, and policies

Transportation is an important component of a community. The existing network, from roads to rails, needs to be coordinated to maximize efficiency for the overall system. Transportation is necessary for the effective movement of people and goods within and with connections outside of the City. A range of transportation alternatives should be supported, including walkability wherever possible. This chapter provides an inventory of the existing transportation facilities and services within the community.

Background

The City of Schofield was developed along Grand Avenue/Old Highway 51, which historically served as the primary route between Wausau and points south. With the opening of I-39/51, the old highway became Business 51, which remains a key regional commercial road corridor. A complete network of roads provides good access to and through the community.

Several State and County trunk highways serve as the main thoroughfares of the transportation system in the Wausau metropolitan area. Interstate 39/US 51 is located along the west of the City and serves as the major north/south transportation corridor, while STH 29 located south of the City, serves as a major east/west corridor through the area.

Previous Plans and Studies

Wausau MPO

Transportation planning in Marathon County is coordinated between the Marathon County Department of Conservation, Planning and Zoning (CPZ) staff and the Wausau Area Metropolitan Planning Organization (MPO); the body designated by the U.S. Department of Transportation to be responsible for transportation planning in the metropolitan area. Several plans developed by the MPO are outlined below:

Transportation Improvement Program (TIP)

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

Long Range Transportation Plan for the Wausau Metropolitan Area (LRTP)

The LRTP is prepared every five years by the MPO, the County, and WisDOT. The current LRTP was adopted in 2021 and identifies the current conditions in the area to recommend solutions to the issues regarding the deficiencies of the roadways in the area. This plan is currently being updated.

Local Arterial Circulation Plan

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

Wausau MPO Bicycle and Pedestrian Plan

This 2015 20-year comprehensive bicycle and pedestrian plan proposes recommendations and infrastructure improvements for non-motorized transportation. The plan also identifies various funding opportunities for pedestrians, bicyclists, and motorists.

Coordinated Public Transit-Human Services Transportation Plan

In 2019 the North Central Wisconsin Regional Planning Commission prepared this plan, which analyzes service gaps and needs in public transit and human services transportation. The plan also recommends strategies to address the gaps and needs in the system. This five-year plan will be updated in 2024.

Regional Livability Plan

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

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

Connections 2050

This plan was prepared by the Wisconsin Department of Transportation as a long-range, statewide, multimodal transportation plan. It identifies a series of system-level priority corridors that are critical to Wisconsin's travel patterns and the state economy. The plan focuses on surface transportation, but also examines other modes of transportation as well.

Inventory & Trends

Road Network

Road jurisdiction is commonly classified in one of two ways: by ownership or by purpose. Jurisdictional responsibility refers to ownership of a particular road, while functional classification, as described above, identifies the road by the level of service it provides. Jurisdiction refers to governmental ownership, not necessarily responsibility.

Functional Classification

A functionally classified road system is one in which streets and highways are grouped into classes according to the character of service they provide, ranging from a high degree of travel mobility to land access functions. At the upper limit of the system (arterials, for example), are those facilities that emphasize traffic mobility (long, uninterrupted travel), whereas at the lower limits are those local roads and streets that emphasize access.

The functional classifications are generally defined as:

- **Arterials** serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally serve all urban areas with populations greater than 5,000 or connect major centers of activity. They carry the highest traffic volumes and are designed to accommodate longer trips.
- **Collectors** provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. The collector system distributes trips from the arterials through the area to the local streets. The collectors also collect traffic from the local streets and channel it onto the arterial system.
- **Local Streets** comprise all facilities not on one of the higher systems. They serve primarily to provide direct access to abutting land and access to higher order systems. Local streets offer the lowest level of mobility, and high volume through-traffic movement on these streets is usually discouraged.

The City of Schofield current road network is 16.5 miles. That is made up of 2.3 miles of arterial, 1.7 miles of collector and 12.5 of local streets.

Jurisdictional Classification

Road network ownership is divided among the Federal, State, and local governments. Nationwide, the Federal Government has responsibility for about five percent, while States are responsible for over 20 percent of the system. The bulk of the nation’s roads, over 75 percent, are locally controlled. The City of Schofield is somewhat unique in that its entire road network is under local jurisdiction.

Major Road Facilities

Roadway facilities are shown on the Transportation Map. The following is a brief description of the major road facilities located in the City. Functional classification, jurisdiction, and Annual Average Daily Traffic (AADT), when available, are summarized for all major roads. See the Transportation Map.

- **Grand Avenue/ Schofield Avenue (Business 51)** is a principal north-south arterial and connects the City to Wausau to the north and Rothschild and Weston to the south. Traffic volumes exceed 16,000 vehicles per day.
- **Ross Avenue**, is an east-west minor arterial located near the City’s southern border. Traffic volumes are nearly 6,000 vehicles per day.
- **West Grand Avenue**, is a north-south minor arterial. Traffic volumes are nearly 3,000 vehicles per day.

Road Maintenance

The Pavement Surface Evaluation and Rating (PASER) system, which was designed by the Transportation Information Center of the University of Wisconsin-Madison, is the rating system used most by Wisconsin communities for the state required Wisconsin Information System for Local Roads (WISLR). PASER rates road surfaces on a scale of 1 to 10. This scale is broken down as follows:

- “1” and “2” = very poor condition
- “3” = poor condition
- “4” and “5” = fair condition
- “6” and “7” = good condition
- “8” = very good condition
- “9” and “10” = excellent condition

In addition to its use in WISLR, the rating system gives communities a detailed assessment of the appropriate maintenance method for each road segment under their jurisdiction. This assessment can be incorporated into the community’s pavement management plans. Currently, all roadway in the network is paved and nearly 14 miles are in fair or better condition. Only about 2.6 miles of roads are considered in poor or very poor condition.

Other Transportation Modes

Bicycle & Pedestrian

Throughout most of the City, particularly residential area, there are sidewalks for pedestrians. Recently, the City has been working with the other communities in the metropolitan area to establish bike route system. See Transportation Map for currently existing and proposed paved bike facility locations. The 2009 Wausau MPO Bicycle and Pedestrian Plan laid the foundation for a system of signed routes with consistent wayfinding signage for all the communities. Two primary routes were identified – one running along the length of Grand Avenue from Lakeview Drive to E. Kort Street, and the other running along Drott Street, Foundry Street, and Ross Avenue. See the Transportation Map.

In 2015, the City participated with a joint urban area committee that completed an update to the plan which contains a number of recommendations for the various routes throughout the area. That plan is currently being updated again, and one of the primary recommendations for Schofield is the construction of a bridge at the north end of Grossman Street to connect with Northwestern on the other side of the river. This would provide an alternative route to Grand Avenue for bikes and pedestrians.

Transit

Transit service for the elderly and disabled is provided by Marathon County through North Central Health Care (NCHC). The services include flexible demand and volunteer driver services available with a 48-hour notice (requests less than 48 hours are fulfilled as resources allow). Maintaining fixed route public transit in the City and surrounding area has been difficult in the current budget climate, and there is currently no regular fix route transit service within the City. However, there are a number of private taxi cab companies in the area. The nearest intercity bus access is available at the MetroRide transit center in downtown Wausau. Service is provided by Jefferson Lines and Lamers Bus Lines to Minneapolis, Greenbay Madison and Milwaukee.

Rail

The Canadian National Railroad (CN) Railroad runs through a portion of the City. The rail line connects with the cities of Wausau and Tomahawk to the north and Mosinee, Stevens Point and Wisconsin Rapids to the south. It also serves two major industrial businesses south of the City – the Domtar paper mill and Wisconsin Public Service’s power plant. Currently, there is a pending sale of this rail line to another rail company.

Airport

The City is served by two airports; the Central Wisconsin Airport (CWA) and the Wausau Municipal Airport. The Central Wisconsin Airport (CWA) is a regional non-hub airport located east of Mosinee and accessible via I-39. It is the only airport within Marathon County or neighboring counties that provides scheduled air passenger services. The airport is owned by Marathon and Portage Counties and is governed by the Central Wisconsin Joint Airport Board. CWA first opened in 1969 with 39,000 departing passengers annually. In 2015, the airport expects to see an estimated 130,000 departing passengers. CWA completed a concourse renovation in 1998, which equipped the airport with five departure gates and four boarding bridges. In 2015, a four-year terminal renovation and expansion project was completed which increased operational space, expanded the security checkpoint, expanded parking facilities and relocated car rentals to their own facility. Meanwhile, the Wausau Municipal Airport, located in the City of Wausau, provides general aviation services and is fully equipped to receive large corporate jets, charters, and privately owned aircraft. Air charter, flight instruction, aircraft rental, scenic rides, as well as aviation line services such as refueling, are some of the services available.

Transportation Issues

During the planning process a variety of issues were identified. Issues from the previous planning effort were also reviewed as part of this update.

- ✓ General Funding – Given limited budgets, identifying, prioritizing, and funding road maintenance needs and road improvements and ensuring the provision of a transportation network that is fiscally sustainable in the long-term is a continual challenge.
- ✓ Transit Service and Funding – Demand for transit throughout the urban area, including the along Grand Avenue and south into Rothchild and Cedar Creek is expected to increase. Although, there would likely be limited stops in Schofield, residents may benefit from access to a transit system. Unfortunately, funding is scarce and transit service requires a fair number of regular riders to be cost-effective.
- ✓ Grand Avenue/Schofield Avenue Traffic – Heavy traffic volumes on Business 51 continues to be a safety concern, as well as a maintenance concern.
- ✓ Railroad Crossing – Although a number of safety enhancements have been implemented for pedestrians, the close location of the rail line is a pedestrian safety concern in the community, particularly at Ross Avenue.
- ✓ Trail Coordination – The City is interested in implementing its trail plan and coordinating development of the trail/bikeway system with neighboring communities to create a connected regional trail system.

Goals, Objectives, and Policies

The following goals, objectives and policies are intended to provide a guide for the future development.

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

Objective 1: Continue to work with WDOT and Marathon County to address safety issues along Grand Avenue/Business 51.

Objective 2: Explore opportunities to improve safety at railroad crossings.

Policy 1: City places a high priority on maintaining a safe and efficient transportation system.

Goal 2: Provide for adequate maintenance and improvements to the road system.

Objective 1: Continue to use the Capital Improvement Program (CIP) budgeting process to prioritize and allocate funding for road maintenance and improvements.

Objective 2: Conduct a bi-annual road analysis, using Pavement Surface Evaluation Ratings (PASER) and the Pavement Management Plan (PMP), to rate local road conditions and prioritize maintenance scheduling.

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

Objective 4: To incorporate green infrastructure, including curb extensions and storm water planters, into street improvements where practical.

Policy 1: City will strive to ensure that roads are well maintained and designed to accommodate current and anticipated traffic volumes.

Goal 3: Provide more transportation choices.

Objective 1: Provide and improve transportation access for people of all ages and abilities to ensure lifelong mobility and accessibility.

Objective 2: Enhance the unique characteristics of the community by investing in healthy, safe, and walkable neighborhoods.

Policy 1: City will develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Goal 4: Ensure that new development will not negatively impact the local road system or create traffic issues.

Objective 1: Facilitate infill development on vacant and sub-standard parcels.

Objective 2: Require roads in new development to be designed to accommodate future expansion where appropriate.

Objective 3: Establish required developer contributions for road improvements that serve new developments.

Policy 1: City will strive to minimize the impacts of new development on existing roads and traffic patterns.

Goal 5: Provide continuous walkways along main thoroughfares in the City.

Objective 1: Clarify and strengthen sidewalk requirements for new development.

Objective 2: Encourage new development to incorporate bicycle and pedestrian facilities.

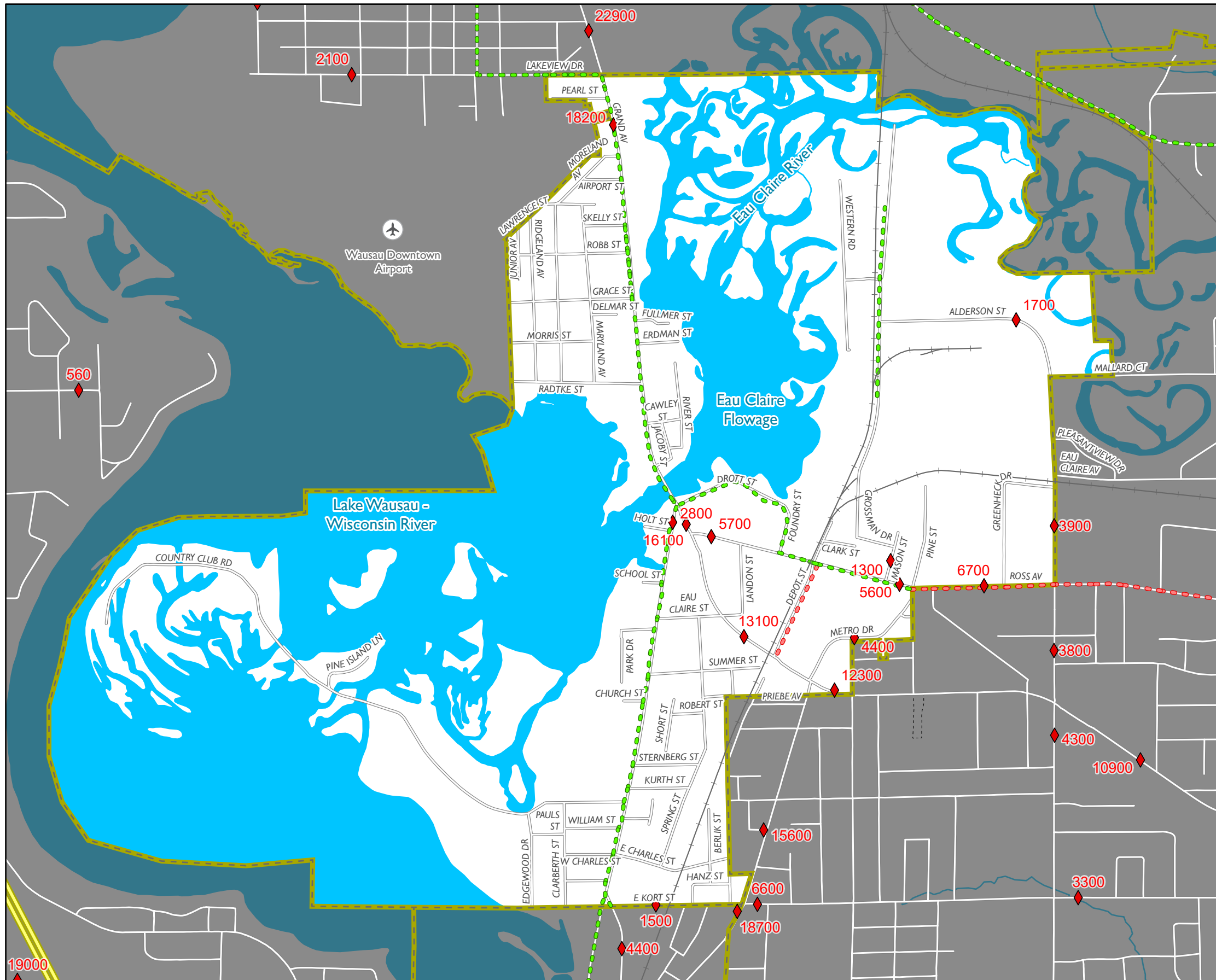
Policy 1: City will strive to ensure a safe and attractive environment for pedestrians and bicyclists.

Goal 6: Support development of a regional multi-use trail system.

Objective 1: Continue work with WDNR, WDOT, and Marathon County to fund and develop a trail system in the City, including connections to a planned regional trail system.

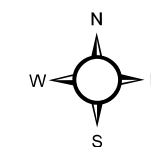
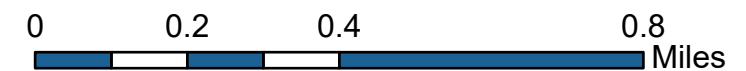
Objective 2: Coordinate with other communities (particularly Wausau, Rothschild, Weston, Rib Mountain and Kronenwetter) to identify routes for trail connections.

Policy 1: City will cooperate in efforts to develop a regional, multi-use trail system.



Transportation

- Minor Civil Division
- U.S. Highways
- Local Roads
- Private Roads
- Railroad
- Bike Lanes
- Bike Routes
- Airports
- Traffic Counts
- Water



Source: WisDOT, WI DNR, NCWRPC, Marathon Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Chapter 5: Utilities & Community Facilities

Chapter Intent

- Review previous planning efforts
- Describe current conditions
- Identify issues
- Establish goals, objectives, and policies

Utilities and community facilities play an important role in the livability of a community. Utilities and community facilities, provided by either public or private entities, are critical for community development. Utilities include things such as electrical service, natural gas, telephone and cable communications. Community facilities include local government buildings, libraries, educational facilities, and maintenance and storage facilities, as well as services like police, fire protection, and emergency medical services. See the Utilities & Community Facilities Map.

Previous Plans and Studies

Schofield Outdoor Recreation Plan

The City has developed an outdoor recreation plan (ORP), which identifies existing recreational opportunities and future recreational needs of the village. Projects listed in the ORP are eligible for state grant funding. To maintain that eligibility, the plan must be updated every five years. The current plan is expected to be updated next year.

Wausau Urban Area Sewer Service Plan

The sewer service area plan was updated in 2020. It is intended to help urban area communities look at wastewater collections systems to adequately accommodate growth in a cost-effective manner while protecting water quality through sound planning.

Marathon County All Hazard Mitigation Plan

This document examines general conditions, including an inventory of utilities, community facilities and emergency services, throughout the county. Risk assessment is at the heart of the All-Hazards Mitigation program. To mitigate the risks, it's necessary to assess their relative importance. The report looks at a series of mostly weather-related disasters; how they have affected the county in the past and how future instances are likely to affect the county and how local government should respond to such occurrences. The report concludes with suggested mitigation measures that might be taken by local governments to reduce the risk from the identified hazards. Counties and incorporated municipalities are required to adopt such plans with updates every five years, and the Marathon County program includes the City. This plan is being updated in 2021.

Inventory & Trends

Water & Wastewater

Public Water Service

The City has its own water supply obtained from the groundwater aquifer. The water quality is generally good. The City maintains its own wells, storage and distribution system. The storage system consists of two water towers.

Wastewater/Sanitary Sewer Service

The City does not have its own wastewater treatment plant, therefore wastewater is sent to the City of Wausau treatment plant. That plant which is currently undergoing a new facility planning process to ensure capacity to serve anticipated future development within the service area. The City does own and maintains the collection system.

The City is responsible for wastewater collection within its borders. The collection system is owned and maintained by the City and is generally in good condition. Sewer pipes and mains are replaced and upgraded in conjunction with road reconstruction or in response to known problems.

Schofield is within the sanitary sewer service area defined in the 2055 *Wausau Urban Area Sewer Service Plan*, which was approved in 2020, prepared by the NCWRPC. Preparation of this plan was mandated by the Wisconsin Department of Natural Resources (WDNR) as one component of the *Upper Wisconsin River Water Quality Plan* and as a requirement for receiving wastewater treatment facilities grants and administrative approval of sewer extensions. The WDNR's involvement in this planning effort is promulgated in State Administrative Rules and in the Federal Clean Water Act.

The primary purpose of the plan was to establish a sewer service boundary for the Wausau Urban Area. This boundary sets the 20-year maximum limit for extension of sanitary sewer services in a cost effective, environmentally sound manner. Generally, property located within the sewer service boundary line is eligible to receive sanitary sewer service during the 20-year planning period and property lying outside this sewer service area boundary would not, unless the boundary was amended.

Storm Water Management

Limited storm sewer exists within the City. The current Zoning Ordinance includes a storm water detention ordinance for commercial and residential developments. This ordinance includes provisions to control the rate of storm water runoff and possible flooding. The ordinance is periodically updated to keep pace with changes to Wisconsin Administrative Codes NR 151 and NR 152.

The City also participates in the North Central Wisconsin Stormwater Coalition with Marathon County and 11 other municipalities in the Wisconsin River Basin to cooperatively address federal and state stormwater regulations. The major issue currently facing group is the total maximum daily load (TMDL) limit on phosphorus being discharged into the river.

Solid Waste and Recycling

Solid Waste

The City contracts with a private company for waste management. Municipal, commercial, and industrial waste is accepted at the Marathon County Landfill in Ringle. The Marathon County Solid Waste Management Department oversees waste management for non-hazardous solid waste, it also operates a landfill, recycling, and composting programs. In addition, the County operates a Household Hazardous Waste Collection Facility where residents can drop off hazardous waste.

Recycling

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

City Operations

City Hall

The City Hall is located at 200 Park Street. The facility houses the administrative offices. City Hall also has a community room for rental. There is current discussion for the relocation of City Hall and the four-acre site to be redeveloped.

Public Safety

Police

The City of Schofield is part of the Everest Metropolitan Police Department, a multi-jurisdictional police department, which includes both the Village and Town of Weston. The department was formed in the fall of 1993 when the Schofield and Weston Police Departments merged. Currently, the department serves over 20,000 citizens. Everest Metro PD has mutual aid agreements with the City of Wausau Police Department and the Marathon County Sheriff's Department.

Fire / EMS

The City of Schofield is a member of the Riverside Fire District, which is a volunteer department covering Fire, EMS and Rescue operations for both the City of Schofield and the Village of Rothschild. The department was formed when the city and village merged in 2017.

E-911 Dispatch Service

The Marathon County Sheriff's Department Communications Division provides E-911 Dispatch for all Police, Fire, and Emergency Medical Services (EMS) agencies in Marathon County. The users are served by a microwave linked repeater radio system, consisting of a control center at the Sheriff's Department, and multiple remote radio tower sites spread throughout the County.

Health Care Facilities

Hospitals

Two major hospitals serve the north central Wisconsin area. One is in Weston – Ascension St. Clare's Hospital. This facility has over 100-beds and is near the intersection of STH 29 and CTH X. The other is Aspirus Hospital - located in the City of Wausau near STH 51 and STH 29. The 320-bed facility is a multi-specialty health center.

North Central Health Care (NCHC)

Marathon County contracts with NCHC to provide outpatient, day hospital, community support and inpatient services for mental/emotional problems; vocational, life skill training, early intervention, housing and care management services for the developmentally disabled; and assessment, individual and outpatient group counseling, intensive programming, day hospital, referral for residential and inpatient treatment, and education for alcohol and other drug problems. The NCHC main campus is in Wausau near the municipal airport.

NCHC also operates the County nursing home, Mount View Care Center, which offers skilled nursing services at the main campus in Wausau. This licensed facility serves persons requiring either short term or long-term skilled nursing care because of complex physical needs, psychiatric and neurological diseases, dementia, or behavior problems.

Energy and Telecommunications

Electric and Natural Gas

Wisconsin Public Service Corporation (WPS) provides electrical power and natural gas throughout the area.

Telecommunications

Telephone and high-speed internet service are provided primarily by Charter Communications, Frontier Communications, and TDS. Wireless telephone coverage in the area is delivered by most of the national providers.

Education, Recreation & Culture

Libraries

The City is served by the Marathon County Public Library system. The main branch is located in downtown Wausau and a Rothschild branch is located at the Rothschild Village Hall.

Schools

The City is located in the D. C. Everest School District, which operates six elementary schools, a middle, a junior high school and a senior high school. The junior and senior high schools are both in the Village of Weston and the senior high campus off Alderson Street also includes the Greenheck Field House.

Northcentral Technical College (NTC), located in the City of Wausau, offers over 40 one and two-year programs and certificates in business, technical, health and industrial fields. Approximately 2,300 full- and part-time students attend classes, although more than 16,000 people take at least one class annually.

University of Wisconsin – Stevens Point at Wausau, is in the City of Wausau. The branch campus of UWSP offers a variety of baccalaureate degrees. Enrollment averages around 750 students. Rasmussen College, also in Wausau, is a private college that provides hands-on career training with many degree programs.

Parks and Trails

The City maintains an Outdoor Recreation Plan. See that plan for more detailed information. The City currently owns and maintains several developed parks and open space areas, including:

Grace Park – located on Grace Street offers a variety of playground equipment, picnic tables and a ball diamond. This park is leased from the City of Wausau.

Mayoral Park - located on Spring Street offers playground equipment, a shelter, and a ball diamond. There is also a Butterfly display located at this location.

Radtke Park – located at the end of Radtke Street offers playground equipment, picnic tables and access via stairs to Lake Wausau. This park is also leased from the City of Wausau.

Schofield Park – located at the end of Park Street offers a shelter, picnic tables and a volleyball court.

Schofield Dam- located adjacent to Drott Street offers fishing areas and boat launches for both the Eau Claire Flowage and Lake Wausau. A new trail has been partially constructed in this area along the water's edge.

The City is currently exploring the development of an additional park facility near some public land adjacent to Lake Wausau. A state grant has been submitted for additional land acquisition.

Aquatic Center – operated jointly with the Village of Rothschild is located at the south end of Park Street in Rothschild. This facility offers a variety of amenities, including a swimming pool, water slide, and other related recreational amenities.

The City has a number of other segments of trails and routes and is in the process of developing an interconnected system with links to its surrounding neighbors.

Cedar Creek Trail is a nearby paved pedestrian and bike trail that follows the natural shoreline of the Wisconsin River. The trail currently extends approximately 7,700 feet of trail and features three bridges (two covered). Trail heads are located in the Cedar Creek business area by Stoney Creek Inn, as well as along West Military Road. This trail connects with a broader trail system.

County and State Park Facilities: There are several county and state park facilities within or in close proximity, including Rib Mountain State Park, Bluegill Bay County Park, Nine-Mile Forest Unit, Kronenwetter Forest Unit, and the Mountain Bay State Trail. See the Utilities and Community Facilities Map.

Utilities and Community Facilities Issues

During the planning process a variety of issues were identified. Issues from the previous planning effort were also reviewed as part of this update.

- ✓ Maintaining Infrastructure – Funding for existing and future is critical to providing the necessary levels of service for residents. Each year budgets are strapped and without adequate funding maintenance is deferred and new projects are pushed.
- ✓ Changing population - The population is aging and needs of an aging population places special burdens a range of services that are needed by seniors, including nutrition programs, health care, nursing home, and emergency medical services. Transportation alternatives that allow those who can no longer drive, or choose not to, can open opportunities for independent living and social support networks that are important to seniors and other special need populations.
- ✓ Maintaining Quality and Affordable Broadband Access - Internet access is the key to today's information economy. The City strives to stay at the leading edge of technology.
- ✓ Bike/Ped Facilities – Bike and pedestrian routes and trails are an important element in the livability of a community. The City is interested in implementing its trail plan and coordinating development of the trail/bikeway system with neighboring communities to create a connected regional trail system.

Goals, Objectives & Policies

The following goals, objectives and policies are intended to provide a guide for the future development in the City.

Goal 1: Maintain high quality sewer and water services.

Objective 1: Continue to utilize the Capital Improvement Program (CIP) to plan and budget for maintenance and improvements to the wastewater collection and water distribution systems.

Objective 2: Continue to coordinate maintenance and improvements to the water distribution system.

Objective 3: Continue to maintain sufficient water supply and storage facilities to keep pace with anticipated growth.

Policy 1: City will strive to provide high-quality sewer and water services in a cost-efficient manner.

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

Objective 1: Continue to enforce regulations and development restrictions established in the Wellhead Protection Ordinance.

Objective 2: Continue to manage storm water runoff and minimize flooding through enforcement of the storm water regulatory controls.

Objective 3: Continue to participate in the North Central Wisconsin Stormwater Coalition to cooperatively address storm water requirements and mandated phosphorus reduction.

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

Goal 3: Support and maintain existing community facilities and equipment.

Objective 1: Identify and prioritize capital improvement needs for community facilities (i.e., building improvements) and utilize the capital equipment fund to budget for equipment and vehicle maintenance and replacement.

Policy 1: City recognizes the importance of City Hall and other government buildings and will strive to provide a well-maintained and up to date facilities to serve the public.

Policy 2: Ensure broadband is available throughout the City.

Goal 4: Maintain current provision of community services.

Objective 1: Continue to use the Capital Improvements Program (CIP) to analyze, prioritize, and fund service provision requests.

Objective 2: Analyze future developments for their impact on the community's tax base in relation to the cost of additional services that they would require.

Policy 1: City will strive to maintain current levels of community services.

Goal 5: Maintain and improve existing and future parks and trails.

Objective 1: Provide ongoing maintenance and new facilities at a level sufficient to meet the recreational needs of residents.

Objective 2: Encourage new residential developments to include parks, green space and trails.

Objective 3: Improve walking and biking opportunities throughout the City.

Objective 4: Improve water recreation access along the Eau Claire River and Lake Wausau.

Policy 1: City will maintain the Outdoor Recreation Plan

Policy 2: The City will strive to provide timely and sufficient maintenance and upkeep of park facilities.

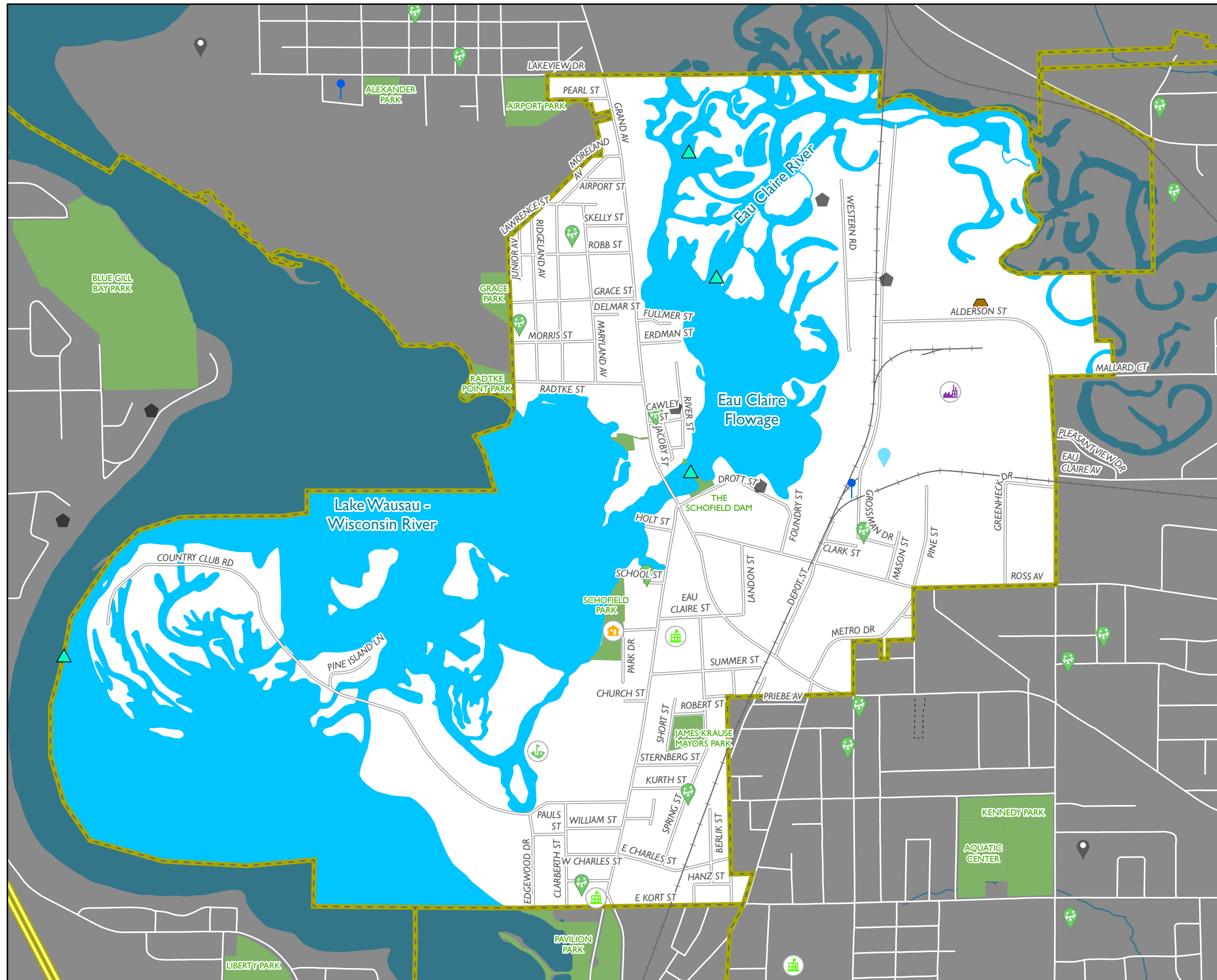
Policy 3: The City will strive to add park and recreation facilities to meet the needs of current and future residents.

Goal 6: Support development of a regional multi-use trail system.

Objective 1: To continue to work with WDNR, WDOT, and Marathon County to fund and construct the planned trail system in Rothschild, including connections to a planned regional trail system.

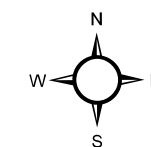
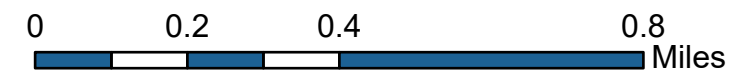
Objective 2: To coordinate with other communities (particularly Wausau, Rothschild, Schofield, Weston, Rib Mountain, and Kronenwetter) to identify routes for trail connections.

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



Utilities & Community Facilities

- Minor Civil Division
- U.S. Highways
- Local Roads
- Private Roads
- Railroad
- City Hall
- City Garage
- Child Care Facilities
- Former Landfill
- Golf Course
- Industrial Park
- Nursing Home
- School
- Dams
- Municipal Water Supply
- Water Towers
- Parks
- Water



Source: WisDOT, WI DNR, NCWRPC, Marathon Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Chapter 6: Economic Development

Chapter Intent

- Review previous planning efforts
- Describe the current economic conditions
- Identify issues
- Establish goals, objectives, and policies

The local economy directly influences local growth and development; and therefore, must be considered when planning for a community's future. Employment patterns and economic trends generally occur on a regional scale as oftentimes residents of one community work in another. Similarly, changes in a major industry can impact jobs and growth far beyond the community where the business is physically located.

Previous Plans and Studies

Metro Area Economic Assessment

In 2017, discussion began regarding a regional economic strategy for the Wausau metropolitan region. Community leaders from around the region came together to discuss economic development issues at the invitation of the Marathon County Economic Development Corporation now MCDEVCO. The North Central Wisconsin Regional Planning Commission prepared the study.

Slow population growth, labor shortages, low wages, and other issues were discussed. None of the local communities or Marathon County has a formal economic development strategy beyond the existing economic development sections from their individual comprehensive plans and other similar plans. One of the primary conclusions of these initial discussions was dealing with these challenges for individual communities was difficult and collaboration might be the best approach. By working together, the Metro Region municipalities are better equipped to solve these issues by pooling resources and cooperating with each other, rather than competing against each other.

The Metro Region Economic Development Assessment is the first step in creating a formal regional economic development strategy for the communities of Kronenwetter, Marathon City, Mosinee, Rib Mountain, Rothschild, Schofield, Wausau and Weston. Combined, these communities are the urbanized core of Marathon County. The purpose of this assessment is to provide background for a future regional economic strategy. This assessment combines community demographic, labor force, and local economy data to provide an illustration of the larger area trends within the metro region.

This assessment was presented to community and business leaders throughout the metro region. As a result, the Wausau Region Chamber of Commerce funded a complete Regional Economic Development Strategy. This effort is overseen by the chamber and the Wausau Prosperity Group.

Comprehensive Economic Development Strategy (CEDS)

Marathon County is one of 10 counties included in the North Central Wisconsin Economic Development District, as designated by the U.S. Department of Commerce, Economic Development Administration (EDA). The North Central Wisconsin Regional Planning Commission (NCWRPC) is the agency that is responsible for maintaining that federal designation. As part of maintaining the designation, the NCWRPC prepares a Comprehensive Economic Development Strategy (CEDS) for the region. The strategy was last updated in 2020 and is updated every five years.

The report serves to summarize and assess economic development activities of the past year and present new and modified program strategies for the upcoming year. Key components from this regional level plan include an inventory of the physical geography of the region and its resident population. Labor, income, and employment data are reviewed as well as an in-depth analysis of the economic status of the Region.

Regional Livability Plan (RLP)

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

- Available Labor Force and Employment. Businesses need a workforce with the proper education and skills to meet the demands of the changing job market. High labor needs combined with an older workforce preparing for retirement will result in a labor force shortage and inability to meet the workforce needs of area businesses. The future availability of a quality labor force is a major concern for the business community.
- Living Wage. Over the past 10 years, the Region's cost of living (i.e. home prices and rent) have increased faster than per capita and household incomes. Consequently, many working adults are seeking public assistance and/or hold multiple jobs in order to meet the basic needs of their families. Occupations paying a living wage provide families resources for savings, investments, education, and the purchasing of goods which improves the local economy and increases the quality of life of the region's population.
- Broadband. High-speed broadband connections are crucial for government services, healthcare, education, library systems, private businesses, and residents. Improving the region's telecommunication network can assist existing businesses, attract new businesses, and allow residents to access education opportunities.

Inventory & Trends

County Economic Environment

Originally, the Marathon County economy was based on forest resources and diversified agriculture. Increased population and infrastructure – railroads, roads and dams for power enabled the area to evolve beyond simple agricultural and logging operations. Resources once leaving the area unprocessed were now transformed into finished products within the County, providing employment opportunities and adding value in forest products and agricultural processing.

A number of related manufacturing operations grew up in the area, some based on forest products and agricultural products, others supplying the existing industries with fabricated metal products. As these industries progressed, so did industries such as transportation, communications, public utilities, government, trade, finance, insurance and real estate. Today the county enjoys a well-diversified economy.

Basic industries are those sectors exporting a product or service from the local community into the national or international economy. They are a critical part of the economic engine for a region, affecting the growth and health of many dependent sectors such as retail, transportation, construction, and local services. In 2019, there were 75,226 jobs in Marathon County with a Gross Regional Production of \$8.47 billion.

Some of the key economic sectors in the county economy can be identified by size of employment. In 2019, the Manufacturing Sector was the largest employment sector with 18,220 workers. Health Care and Social Assistance and Retail Trade were second and third with 9,797 and 7,573 employees respectively.

Local Economic Environment

The City of Schofield has a variety of commercial and industrial businesses providing over 4,400 jobs. The bulk of these are in manufacturing with over 3,500 jobs, followed by accommodations and food service with 260 jobs, and retail trade with about 140 jobs. **Table 14** shows the various Industry Sectors.

Table 14: Jobs by Industry Sector, 2019		
	Jobs	Percent of Jobs
Natural Resources and Mining	0	0.0%
Construction	88	2.0%
Manufacturing	3,504	79.3%
Wholesale Trade	44	1.0%
Retail Trade	140	3.2%
Transportation and Warehousing	70	1.6%
Information	7	0.2%
Finance and Insurance	55	1.2%
Real Estate and Rental and Leasing	0	0.0%
Professional Services	20	0.5%
Management of Companies	7	0.2%
Administration & Support	20	0.5%
Educational Services	0	0.0%
Health Care and Social Assistance	84	1.9%
Arts, Entertainment, and Recreation	40	0.9%
Accommodation and Food Services	262	5.9%
Other Services	29	0.7%
Public Administration	49	1.1%
Total	4,419	100.0%

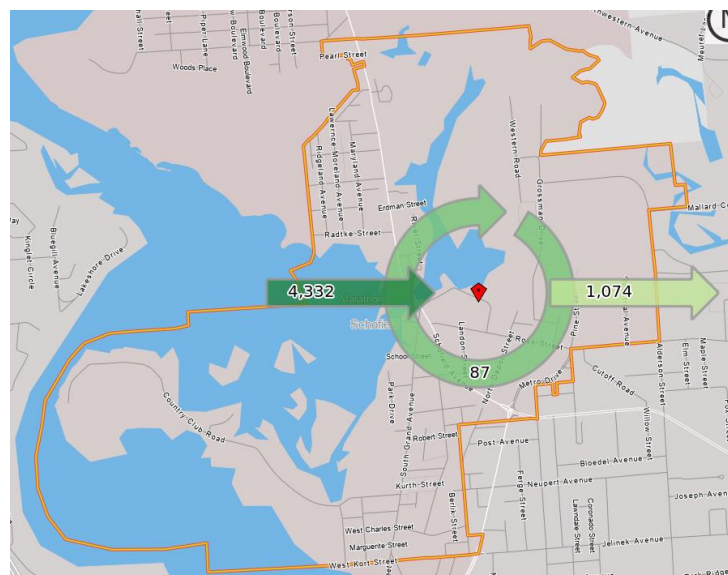
Another important factor is local labor force. In **Table 15** we compare the City of Schofield labor force for the period from 2010 to 2019. Over that period the number of persons in the labor force decreased by over 10%. In addition, the labor force participation rate declined by over 4%. Some of this is the result of an aging population as persons retire and leave the workforce.

Table 15 Labor Force			
	2010	2019	% Change
Population 16 Years and Over	1,902	1,789	-5.9%
Labor Force	1,332	1,196	-10.2%
Employed	1,267	1,152	-9.1%
Unemployed	56	44	-21.4%
Unemployment Rate	2.9%	2.5%	-13.8%
Participation Rate	70.0%	66.9%	-4.4%

Source: American Community Survey

Another important component of economic development is the labor shed – basically where folks travel to get to their job. As discussed in an earlier chapter, below is **Figure 6-1** which shows the number of persons that come to Schofield for a job, the number that both live and work in the city, and those that live in the city and leave for a job.

Figure 6-1: Labor Shed Inflow/Outflow Analysis, 2019



Source: U.S. Census “On the Map”

Over 4,300 persons come to the city, about 90 residents stay and work in the city, and another 1,000 residents leave the city for work. Of those traveling to work from outside the city most are coming from surrounding communities in the county, and those leaving the city to work are leaving for jobs in other nearby communities.

Employment Areas

There are two primary areas where most of the employment is located. One area is the Grand Avenue/Business 51 Corridor, and the other is the Industrial Park north of Ross Avenue.

Grand Avenue/Business 51 Corridor - This corridor is the city's primary commercial corridor. Traffic counts along this route are high and brings customers to these businesses. However, much of this corridor is maturing and limited greenfield development opportunities exist. Some areas could be targeted for redevelopment or new investment. The city remains committed to maintaining this area as the primary commercial/retail area in the community.

Industrial Park - The industrial park is an area of substantial employment. Several businesses are located here. The city is committed to maintaining this area for industrial uses.

Redevelopment Areas

Throughout the community there are buildings that are dated and in need of investment. These areas are prime locations for redevelopment. Some of these are located along the major travel corridors, while other are scattered sites in the city.

Economic Development Issues

Given the limited supply of vacant land for new development, redevelopment will become more prevalent in the future. Redevelopment projects are often more expensive and require a different level of creativity compared to traditional greenfield development. The success of future redevelopment projects will determinize the viability of the city's commercial corridor and industrial areas moving forward.

With the proximity of both Lake Wausau and the Eau Claire Flowage there is potential to promote waterfront development in the city. Many existing businesses ignore the waterfront. The city needs to balance the benefits and potential downfalls of further development along the shoreline, while improving access to Lake Wausau and the Eau Claire Flowage for recreational opportunities.

Economic Development Goals, Objectives, and Policies

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

Goal 1: Support local industrial development.

Objective 1: Improve access to the City's industrial park.

Objective 2: Encourage redevelopment and enhancements to existing businesses in the industrial park.

Objective 3: Establish development standards to improve the appearance and attractiveness of the industrial park.

Policy 1: The City of Schofield encourages and supports redevelopment that enhances its industrial park.

Goal 2: Encourage revitalization of older commercial areas.

Objective 1: Identify under-utilized commercial properties that could benefit from redevelopment, such as the mobile home park on Grand Avenue//Business 51.

Objective 2: Encourage existing business and new development along Business 51 to make site improvements to take advantage of their waterfront locations along Lake Wausau and the Eau Claire Flowage.

Objective 3: Encourage access management and aesthetic improvements along Grand Avenue/Business 51.

Policy 1: The City of Schofield will strive to maintain and encourage new, high-quality commercial development that enhances the tax base.

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

Objective 1: Continue to support commercial development along Grand Avenue/Business 51.

Objective 2: Identify commercial and/or industrial properties that should be targeted for redevelopment.

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

Policy 1: Continue to work with Marathon County and the WisDOT to implement adequate access management improvements along Grand Avenue/Business 51 to support current and anticipated regional traffic.

Policy 2: Continue to work with the other communities and business leaders in the metro area on related to economic development.

Policy 3: Encourage commercial and industrial development in appropriate locations as identified on the Future Land Use map.

Chapter 7: Land Use

Chapter Intent

- Review local and regional initiatives
- Describe the current land uses
- Identify future land use and redevelopment areas
- Establish goals, objectives, and policies

Background

The City of Schofield is located in the center of the Wausau metropolitan area, which roughly extends between Maine on the north and Mosinee on the south. The City is situated on the east side of the Lake Wausau along “old” Highway 51 (now Business 51). The City has very limited potential to expand since it is surrounded by incorporated municipalities to the north (City of Wausau), east (Village of Weston), and south (Village of Rothschild). Lake Wausau restricts expansion to the west.

Land Use is a crucial component of livability and provides a basis for the formulation of policy to coordinate a sustainable pattern of development. The existing natural landscape and land use patterns influence future land use and development. Much of the Region has population and housing densities well below the state average, which in turn places more reliance on automobiles to get to and from work, shopping and other activities. Balancing the needs of the community with land use issues requires that each situation be considered individually, and that the community seeks the solution which fits the unique challenges that it faces.

Previous Plans and Studies

Comprehensive Plan, 2007

The City of Schofield adopted a comprehensive plan. That plan was completed as part of a major planning effort coordinated by Marathon County that resulted in individual comprehensive plans for Marathon County and most of its 62 local units of government including the city. That comprehensive plan serves as a base for preparation of this comprehensive plan update.

Marathon County Comprehensive Plan, 2016

The Marathon County plan is a policy plan. The overall goal of the Comprehensive Plan is to help guide county decision makers on a wide array of issues over the next decade. The plan builds on Marathon County’s goal to become the preferred place to live, work, visit, and do business. Themes identified in the plan are Healthiest, Safest and Most Prosperous. Several of the chapters, such as the intergovernmental, discusses working with all the local communities in the county.

Regional Livability Plan, 2015

The Regional Livability Plan (RLP), prepared by the North Central Wisconsin Regional Planning Commission, addresses issues of livability in the areas of housing, transportation, economic development, and land use. Land use strategies are developed for promoting efficient development patterns and keeping governmental costs (and taxes) down, such as multi-modal transportation connections, traditional neighborhood designs as an alternative to subdivisions, new urbanism concepts with mixed-uses, services within walking distance, transit-oriented development, and clustered housing concepts which allow opportunities for trails or open space.

Inventory and Trends

Existing Land Use 2020

Residential and industrial lands dominate the 1,900 acres of the city. The city is separated by the Eau Claire River which flows into Lake Wausau in the center of the community. Grand Avenue has become a major commercial corridor. Most residential development consists of single-family homes, however, over the last several years multi-family has grown. Much of the industrial land uses are located north of Ross Avenue, which extends east of Grand Avenue. There is substantial waterfront throughout the community. Many of these areas are wooded, especially along the Eau Claire River.

Table 16 presents the breakdown of land-use types within the city in 2020. These uses were obtained from air photos and assessment records. They are intended to be general in nature.

Table 16: Existing Land Use 2020		
Land Cover Category	Acres	% of Total Land Area
Residential	278	15%
Government/ Institutional	23	1%
Commercial	166	9%
Industrial	242	13%
Open lands	38	2%
Outdoor Recreation	113	6%
Woodlands	183	10%
Transportation	134	7%
Water	735	37%
Total Land Area	1,912	100%

Source: NCWRPC 2020

Land Supply

The city has very limited potential to expand into new areas since it is surrounded by incorporated communities or water. The little vacant land is scattered throughout the city and much is in the industrial area. As a result, the city's emphasis is more on infill and redevelopment, than development of new areas.

Opportunities for Redevelopment

Opportunities for new development is limited to redevelopment. Several commercial buildings are in need of revitalization to draw in new tenants and investment. As indicated in the previous chapter, the city has a number of areas it is focusing on for redevelopment. One prime example is the former City Garage that has been sold and a new 84 unit multi-family housing project is under construction.

Land Demand

Being a land locked community that is basically fully developed, will see new development occur through redevelopment and reinvestment of existing properties. There are also some areas of the city where development is limited by wetlands and floodplains.

Within the former comprehensive plan, an estimate of future residential land was calculated based on projected population, WDOA household projections and the average density of dwelling units per acre in the community. A total of forty acres was identified. Meanwhile, estimated land needed for new non-residential development was based on projected changes in local employment and an estimated average density of employees per acre in the area. A total of 50 acres was identified. The city does not have this amount of land vacant.

Land Values

Table 17 indicates the change in assessed land values between 2010 and 2020 for the three main categories of land use. Overall, the city was assessed at over \$230,000,000 in 2020, which was up 36 percent since 2010. Residential land values have increased 30 percent over the decade, while commercial and industrial values increased 38 and 45 percent, respectively.

Table 17: Assessed Real Estate Values by Category				
Category	2010	2020	Total Change	% Change
Residential	\$73,814,300	\$96,165,000	\$22,350,700	30%
Commercial	\$53,835,400	\$74,417,600	\$20,582,200	38%
Industrial	\$41,237,300	\$59,883,100	\$18,645,800	49%

Source: WI Dept. of Revenue and NCWRPC, 2010 & 2020.

Future Land Use

The City of Schofield Future Land Use map represents the anticipated future land use pattern. The map is not the zoning map and the two do not need to directly match at the time the land use map is adopted, the intent is that the land use map will serve as a guide indicating how the property should eventually be zoned. Since the community is essentially fully developed, the existing and current land uses are expected to stay generally the same. Some redevelopment projects might change some uses, but most current uses are expected to continue.

The Future Land Use map includes distinct land use categories to guide where new residential and non-residential development should be encouraged to locate or where development should be discouraged. The categories uses are: Single Family Residential, Multi-Family Residential, Public, Unified Dwelling District, Recreational, Commercial, Industrial, Restricted Industrial, Forest Land, and Barren, along with Transportation and Water.

Land Use Conflicts

Any plan should seek to avoid or minimize potential future land use conflicts through controlled development, planned use-buffers, and public information and education components. To attain that outcome, it is important to identify the existing or potential conflicts between land uses in the city. There may be some degree of undesirability between many land use combinations, such as a residential development near a particular industrial or commercial development that might conflict with sight, sound, odor, or other undesirable characteristics.

Land Use Issues

During the planning process a variety of issues were identified. Issues from the previous planning effort were also reviewed as part of this update.

- The city is essentially land locked by incorporated municipalities and the Lake Wausau. Opportunities for new development are limited by constraints on the amount of developable land available.
- Several of the commercial buildings within the city are vacant, dilapidated, or in need of revitalization to draw in new tenants and new customers.
- Grand Avenue/Business 51 appearance is important since the route is the primary travel corridor through the city and functions as a gateway from both the north and south. The corridor is characterized by older, strip type development with lots of signs, minimal landscaping, and no uniformity of appearance.
- Industry/Residential Conflicts can be caused by traffic and noise. Lack of screening for parking lots and storage areas can detract from neighborhood character. Truck traffic is another concern. Large trucks can be noisy and pose potential safety concerns in neighborhoods.

Goals, Objectives, and Policies

The following goals, objectives and policies are intended to provide a guide for the future development.

Goal 1: Improve Access to the waterfront in Schofield.

Objective 1: Encourage existing business and new development along Business 51 to make site improvements to take advantage of their waterfront locations along the Wisconsin River and/or Eau Claire River flowage.

Policy 1: The city recognizes water frontage as an asset contributing to the community character and work to increase public access to waterways.

Goal 2: Reduce conflicts between residential and industrial uses.

Objective 1: Prohibit new low-density development in commercial areas.

Objective 2: Continue to work with the Village of Weston to identify and appropriate truck route to access the Industrial Park.

Objective 3: Consider establishing screening and buffer requirements for industrial and commercial uses located adjacent to residential uses.

Objective 4: Encourage multi-family development in areas where it can serve as a buffer between single family residential and commercial development.

Policy 1: The city will strive to minimize land use conflicts and ensure adequate buffering is provided between land uses of different intensities.

Goal 3: Improve the appearance and access management along Business Highway 51.

Objective 1: Encourage high-quality, attractive development and redevelopment.

Objective 2: Implement streetscape improvements (decorative street lighting, sidewalks, landscaping, etc.) in conjunction with road reconstruction.

Objective 3: Work with existing businesses to consolidate driveway openings on Business 51 in conjunction with road reconstruction or site redevelopment.

Policy 1: The City will strive to improve community aesthetics and safety.

Goal 4: Protect floodplains from uncontrolled development activity.

Objective 1: Work to eliminate or minimize existing non-conforming structures located in the 100-year floodplain.

Objective 2: Continue working with the WDNR and Marathon County to ensure all new development meets current floodplain setback requirements.

Objective 3: Strive to ensure that development occurs in an environmentally sensitive manner.

Policy 1: The city will strive to minimize development impacts in floodplain areas.

Goal 5: Explore redevelopment opportunities *and encourage new, high-quality development that fosters a diverse economic base.*

Objective 1: Review and update if needed the zoning and subdivision regulations to ensure they support the community vision expressed by the future land use map.

Objective 2: Explore opportunities to enhance the City Industrial Park through property improvements and/or redevelopment.

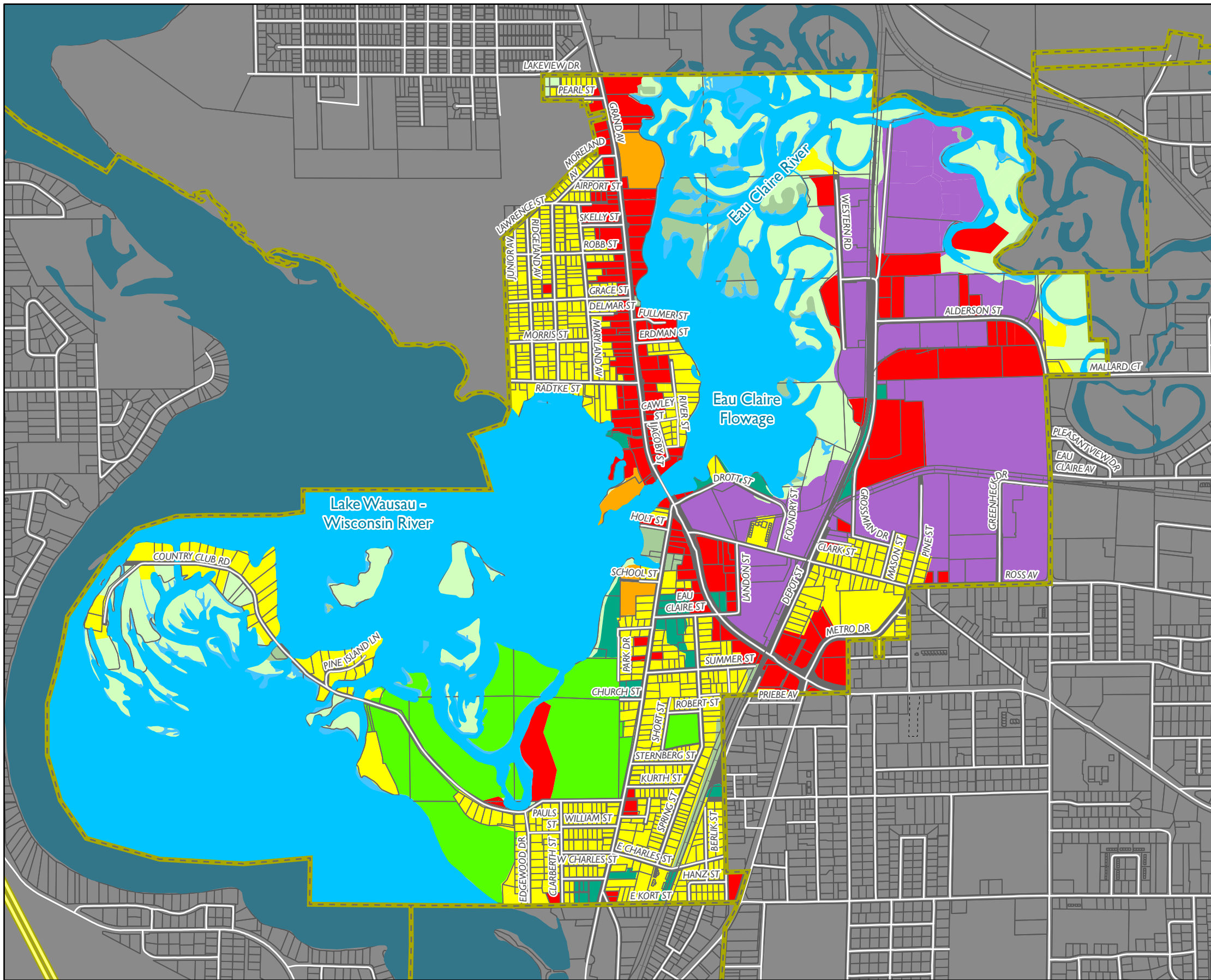
Objective 3: Identify potential sites throughout the city that may have potential for redevelopment or infill development (residential, commercial, and industrial).

Policy 1: The city encourages redevelopment that enhances the appearance and tax base of the community.

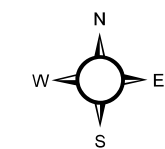
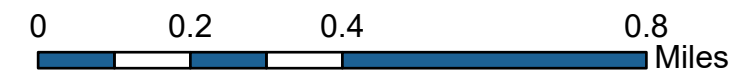
Policy 2: The city will coordinate planning efforts with Marathon County and surrounding communities.

Policy 3: The city will enforce and update its various development related codes and ordinances.

Existing Land Use



- Minor Civil Division
- U.S. Highways
- Local Roads
- Private Roads
- Rail Road
- Parcels
- Residential
- Multi-Family
- Governmental / Institutional
- Commercial
- Industrial
- Open Lands
- Outdoor Recreation
- Transportation
- Woodlands
- Water

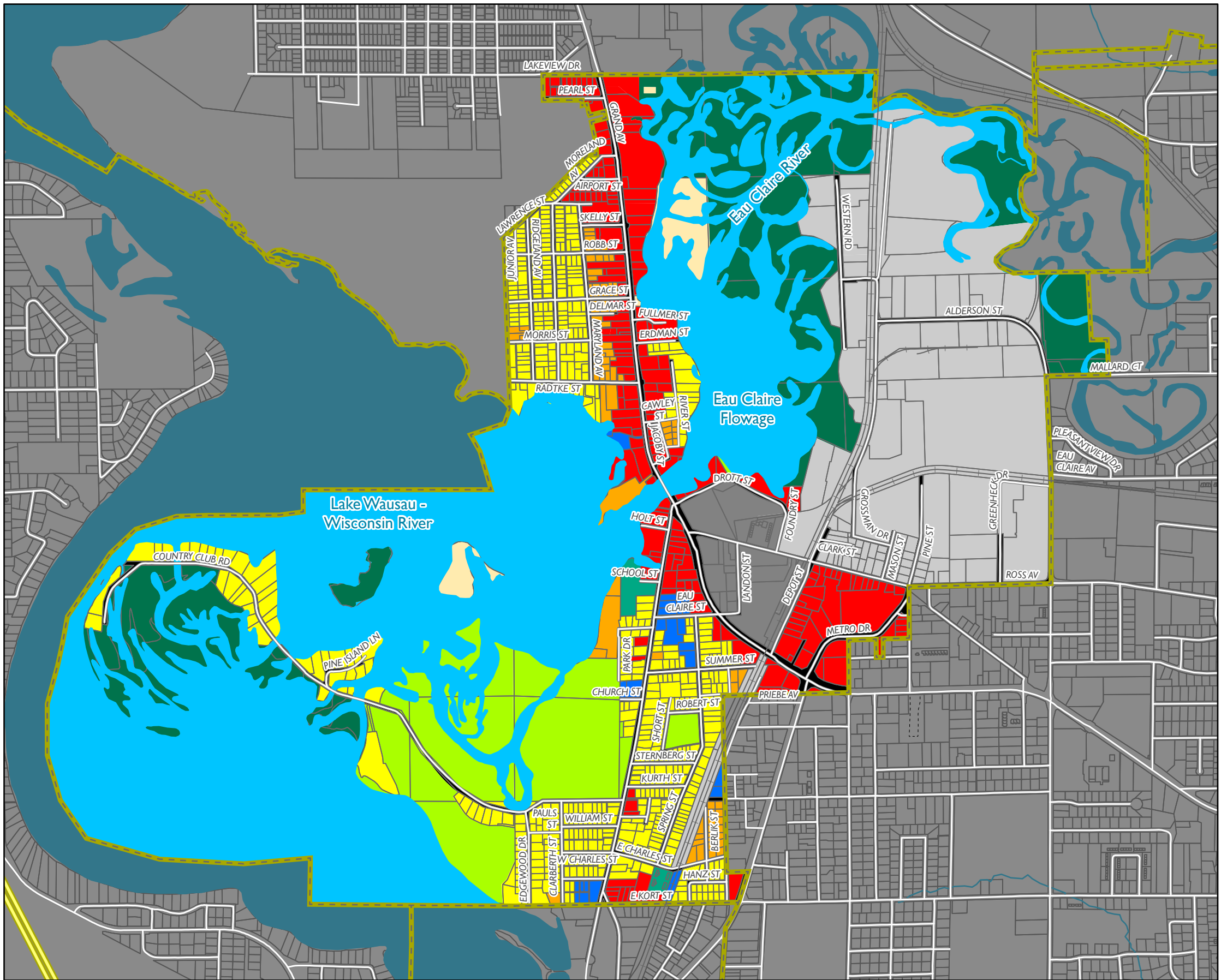


Source: WisDOT, WI DNR, NCWRPC, Marathon Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



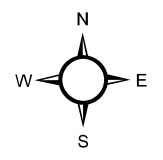
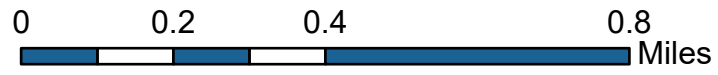
Prepared By:
North Central Wisconsin Regional Planning Commission

210 McClellan St., Suite 210, Wausau, WI 54403
 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org



Future Land Use

- Minor Civil Division
- U.S. Highways
- Local Roads
- Private Roads
- Rail Road
- Parcels
- Future Land Use**
- Single-Family Residential
- Multi-Family Residential
- Public
- Unified Development District
- Recreational
- Commercial
- Industrial
- Restricted Industrial
- Forest Land
- Barren
- Transportation
- Water



Source: WisDOT, WI DNR, NCWRPC, Marathon Co
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Chapter 8: Intergovernmental Cooperation

Chapter Intent

- Review local, state, and federal governmental relationships
- Establish goals, objectives, and policies

Background

This section describes existing mechanisms the city uses to coordinate with other units of government, including: Marathon County, adjacent units, the school district, the State of Wisconsin and the Federal government. Mechanisms for cooperation and coordination primarily take the form of intergovernmental agreements, leases and contracts, and regulatory authority. Some of the reasons for cooperation are listed below:

- Opportunities to reduce or eliminate duplication of services
- Identify incompatible goals, objectives, policies, and development
- Establish mechanisms for conflict resolution
- Identify opportunities for joint planning and decision making.

Following is a brief description of the various functional areas and services that require intergovernmental coordination at various levels.

Local and Regional Level Cooperation

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

Shared Services

Fire and Emergency Response

The city cooperates with the Village of Rothschild for both fire and emergency services. Riverside Fire District is a volunteer department covering Fire, EMS and Rescue operations. The organization was founded in 2017.

Utilities

The City owns the local wastewater pipes but does not have a treatment facility. Wastewater treatment is provided by the Wausau Sewerage District via an agreement.

Cooperative Practices

School District

The City is served by the DC Everest School District, which operates several schools in the area. The City and the School District also cooperate on occasion.

Marathon County

The city currently receives law enforcement services from the Everest Metro Police Department. Marathon County provides 911 dispatch service, maintenance and improvement of County Highways, as well private sewage system regulation and animal waste and manure management, among other services.

Regional Agencies

The City of Schofield is a member of the Wausau Area Metropolitan Planning Organization (MPO), whose primary function relates to coordination of regional transportation planning. The city is also a member, with all of Marathon County, in the North Central Wisconsin Regional Planning Commission (NCWRPC). The NCWRPC provides land use planning, economic development, mapping, and other planning services to member municipalities in the Region.

The City maintains membership in various regional economic development organizations, such as the Marathon County Economic Development Corporation (MCDEVCO), the Central Wisconsin Economic Development Fund (CWED), and the North Central Wisconsin Economic Development District. In addition, the city and many neighboring municipalities also signed the Marathon County Municipalities Economic Development Agreement to help protect the prosperity of each participating community by setting principles and standards for economic development efforts.

The City is also a member of the North Central Wisconsin Stormwater Coalition (NCWSC) with 12 other municipalities and Marathon County to coordinate compliance with mandated stormwater quality requirements.

State and Federal Agencies

The City has limited direct contact with State or Federal agencies. However, State agencies regulate certain activities such as shoreland, floodplain and wetland zoning oversight, navigable waters protection, compliance with water quality standards, and various tax credit programs.

Intergovernmental Cooperation Goals, Objectives, and Policies

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

Goal 1: Provide cost-effective public safety services.

Objective: Establish regular discussions with surrounding municipalities to review service agreements and identify opportunities to improve efficiency and cost-effectiveness.

Objective: Continue to participate and contribute to the Everest Metro Police Department.

Objective: Continue to support the Riverside Fire District

Policy: The City will strive to foster cooperation with other municipalities to provide cost-effective and efficient public safety services.

Policy: Continue to provide mutual-aid agreements with surrounding municipalities.

Goal 2: Improve access management along Business Highway 51.

Objective: Continue to work with surrounding communities, Marathon County, and the State of Wisconsin to coordinate and implement roadway improvements throughout the corridor.

Policy: The city will continue to work collaboratively to improve the design and safety of Business Highway 51.

Goal 3: Communicate with other communities and Marathon County officials on various issues.

Objective: Continue to coordinate with Marathon County on road maintenance and improvements.

Policy: The City will continue to cooperate with Marathon County for which the county is responsible.

Policy: Continue to participate in discussions with neighboring municipalities and the Wausau metropolitan area regarding service consolidation and opportunities to share services and/or public facilities.

Policy: Continue to participate with the Metropolitan Planning Organization (MPO) to coordinate timing of road maintenance and improvements with surrounding communities.

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

Objective: Encourage local officials to participate in county and state government activities and organizations.

Objective: Encourage regular participation and feedback from city residents and businesses through website, surveys, informational public meetings, newsletters, or other activities.

Objective: Continue to participate with the Metropolitan Planning Organization (MPO) to coordinate timing of road maintenance and improvements with the surrounding communities.

Policy: The City encourages local officials and residents to actively participate in government, planning, and policy related activities and organizations.

Chapter 9: Implementation

Chapter Intent

- Outlines tools to implement plan
- Details process to amend and update plan
- Provides recommendations

Background

The implementation chapter is intended to provide a summary of actions necessary to carry out the goals and objectives determined through the planning process. Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use is required to be consistent with that local governmental unit's comprehensive plan, this includes:

- official mapping established or amended under s. 62.23;
- local subdivision regulation under s. 236.45 or 236.46;
- zoning ordinances enacted or amended under s. 62.23;
- zoning of shorelands or wetlands in shorelands under s. 59.692, 61.351 or 62.231;

Other actions that may use the comprehensive plan for general guidance include:

- an improvement of a transportation facility that is undertaken under s. 84.185;
- impact fee ordinances that are enacted or amended under s. 66.0617; land acquisition for recreational lands and parks under s. 23.09 (20);
- construction site erosion control and storm water management zoning under s. 59.693, 61.354 or 62.234; and
- any other ordinance, plan or regulation of a local governmental unit that relates to land use, except conditional use permits.

Consistency Review

There are no known inconsistencies among the planning chapters. This Plan, having been prepared as a single unit, is consistent in its parts and there is no inconsistency between them.

In the future, as plan text and map amendments occur, it is important that city staff and the plan commission conduct consistency reviews. These reviews will ensure that changes do not conflict with other sections of the plan.

Tools to Implement the Plan

Having the appropriate tools to implement the recommendations in this comprehensive plan is critical. The most common implementation tools are ordinances. In particular, the zoning ordinance and subdivision (or land division) regulations are the primary regulatory devices used to protect existing development and guide future growth and development as identified in this comprehensive plan. There are also non-regulatory approaches to implementing the comprehensive plan; including decisions about how the community will utilize its financial resources.

- **Zoning Ordinance and Map:** Zoning is used to manage and control how land is used and developed in the city. Zoning ordinances typically establish detailed regulations concerning how land may be developed, including setbacks, the density or intensity of development, the height and bulk of buildings and other structures, and parking requirements. The general purpose of zoning is to minimize undesirable side effects resulting from development by segregating and/or buffering incompatible uses and by maintaining standards that ensure development will not negatively impact the community's character or environment.

The establishment of zoning districts and the zoning map indicates where development can and should be located. Zoning districts shown on the zoning map should be coordinated with the land use plan and map. While the zoning map and land use map do not need to directly match at the time the land use map is adopted, the intent is that the land use map will serve as a guide indicating how the property should eventually be zoned.

However, there may be situations where changing the zoning district boundary is in the best interest of the community. If changing the zoning would result in a conflict with the future land use map, the land use map should also be changed. However, the future land use map should only be changed if it does not accurately reflect the community's desired land use pattern.

- **Capital Improvement Plan (CIP):** This is an ongoing financial planning program that allows local communities to plan for capital expenditures and minimize unplanned expenses. A CIP prioritizes expenditures in a way that can influence where and when development or redevelopment occurs and can be a powerful tool in implementing the goals of the comprehensive plan.
- **Tax Incremental Financing (TIF):** This is a very important tool, especially related to economic development. TIF allows local governments to invest in infrastructure and other improvements and pay for them by capturing the increase in property taxes by the development.
- **Annual Operating Budget:** The City prepares a budget each year. It is a statement of the prioritization and allocation of financial resources to achieve certain objectives over a specific time. The budget is based on the needs of city residents, priorities set by the City Council, and the related work plans identified by each department. The budget and the services provided by that budget are instrumental in achieving the goals and objectives of the plan.

- Other Tools: Other tools that can implement the comprehensive plan and influence development such as: fee simple land acquisition, purchasing or acquiring easements, transfer or purchase of development rights, deed restrictions, land dedication, impact fees, utility districts fees, and building permits, and other ordinances.

Plan Amendments & Updates

The Comprehensive Plan is intended to be a “living” document. While the plan is intended to provide a long-term framework for the community, it must also be responsive to change. As things change so should the plan. Over time it is expected that numerous things, from the economic climate to social demands will create a need for change. As such, the comprehensive plan should be periodically reviewed and revised as needed.

Amendments

Amendments are minor changes to the plan. Periodically, development proposals or changing circumstances within the city may trigger consideration of an amendment. Examples may include requests to change the zoning of a parcel to a use that is inconsistent with the future land use map in the Comprehensive Plan, changes recommended through a detailed planning effort conducted by the city, or a simple error in the document. The city will address these issues on an as-needed basis, rather than waiting for a scheduled review of the plan.

The following criteria should be considered when reviewing plan amendments:

- The change is consistent with the overall goals and objectives of the Comprehensive Plan.
- The change does not create an adverse impact on public facilities and services that cannot be mitigated.
- The change allows a more viable transition to the planned uses on adjacent properties than the current land use.
- The change does not have a significant adverse impact on the natural environment including trees, slopes and groundwater, or the impact could be mitigated by improvements on the site or in the same vicinity.
- Development resulting from the change does not create an undue impact on surrounding properties. Such development should be consistent with the physical character of the surrounding properties.
- There is a community or regional need identified in the comprehensive plan for the proposed land use or service.
- The change corrects an error made in the original plan.

Upon Plan Commission review and resolution to make recommended changes to the plan, the City Council shall call a public hearing to allow citizens time to review and comment on the recommended plan changes. The public hearing shall be advertised using a Class I notice. Based on public input, staff, and plan commission recommendations, as well as other facts, the council will then formally act on the recommended amendment(s).

Updates

Under current law, it is required that an update of the comprehensive plan be undertaken once every ten (10) years. Updates will ensure that not only the data and other information is current, but also the plan's goals, objectives, and policies reflect the desires and needs of the city. An update will also include a review of all planning maps. However, it is recommended the plan be reviewed at least once every five years. Some critical parts of the plan, such as the Future Land Use Plan Map, might warrant annual review.

It is important that all segments of the public are involved in the update process. Thus, a Public Participation Plan is required to ensure that the public is engaged in the planning process.

Measuring Plan Progress

To implement the goals of the comprehensive plan, various objectives and policies that relate to each chapter of the plan were developed. These are intended to provide direction to local leaders and staff, as well as citizens of the City of Schofield for the implementation of the Comprehensive Plan.

To measure progress towards meeting these goals, objectives, and policies, a variety of actions need to take place. Therefore, the task to measure plan progress, is as simple as determining if any action was taken or not, and if that action was taken according to the timeline.

To do that a periodic "Plan Status" report could be prepared to summarize the progress toward implementation. This report might be jointly developed by various city departments, as related to their involvement in the implementation of the goals, objectives, and policies developed within this plan. Ultimately, the success of the planning process will be measured by the future quality of life and prosperity experienced by both residents and visitors to Schofield.

Recommendations

Implementation of this plan depends on the willingness of local officials, to use it as a guide when making decisions that affect growth and development in the city. This section outlines some recommendations to implement the goals, objectives, and policies that are contained in the previous chapters of this plan.

These recommendations are:

1. The City Council should adopt the plan and use it as a guide for decision making.
2. The Plan Commission should become knowledgeable of the plan and use it to justify recommendations to the City Council on development issues.
3. The city should encourage citizen awareness of the Comprehensive Plan. It is also important that developers are aware of the plan.
4. City staff should incorporate the goals, objectives, and policies of the plan into annual work plans and budgets.
5. The Zoning Ordinance and other regulations should be reviewed for any needed changes.
6. The city should periodically review the Comprehensive Plan and update the document in ten years.

Attachment A

Public Participation Plan & Resolution

City of Schofield
Public Participation Plan (PPP)

The city recognizes the importance of public participation in the planning process. As such, a goal during the comprehensive planning process will be to inform and involve the public in the planning process.

I. Plan Development:

Throughout the plan process, the Plan Commission will provide oversight for the update of the Comprehensive Plan. The Plan Commission will also recommend adoption of the Public Participation Plan to the City Council.

The public participation plan will incorporate the following:

1. All meetings for the planning process will be posted and open to the public.
2. Plan related materials will be available at the City Hall for review by the public.
3. The draft plan and maps will be available on a website for review by the public.
4. A public hearing will be held to solicit comment from the public.
5. The Comprehensive Plan will be distributed as outlined in state statute.

The Plan Commission will review and recommend adoption of the Comprehensive Plan to the City Council.

II. Implementation, Evaluation & Update:

The Comprehensive Plan will be used as a general guideline for development in the City. The plan will support the existing zoning and other regulations that are in place.

As with all plans, it is critical for the Comprehensive Plan to be maintained and updated on a regular basis to keep it current as things change.

Any planning process is subject to change, and this public participation plan is no different. Over the planning period the process may vary from that presented.

Resolution 2021-22 for the Adoption of a
PUBLIC PARTICIPATION PLAN (PPP)

THE CITY OF SCHOFIELD DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the City is updating its Comprehensive Plan as outlined in Wisconsin Statutes; and

WHEREAS, public participation is critical for the development of a plan; and

WHEREAS, it is necessary for the City Council to approve a process to involve the public in the planning effort; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council does approve and authorize the Public Participation Plan as attached to this resolution.

This Resolution is being adopted by the Common Council at a duly scheduled meeting on August 10, 2021.



Mayor Kregg Hoehn

ATTEST:



Lisa Quinn – Clerk/Treasurer

Attachment B

Plan Commission Resolution

CITY OF SCHOFIELD PLAN COMMISSION
Marathon County, Wisconsin

RESOLUTION 2022-07

The Plan Commission of the City of Schofield, Wisconsin, by this resolution, adopted on proper notice with a quorum and by a roll call vote of a majority of the Plan Commission present and voting resolves and recommends to the City Council:

Adoption of the City of Schofield Comprehensive Plan.

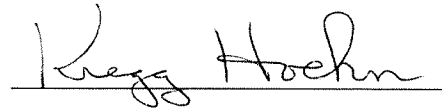
The Plan Commission, by this resolution, further resolves and orders as follows:

All maps and other materials noted and attached as exhibits to the Comprehensive Plan are incorporated into and made a part of the Comprehensive Plan.

The vote of the Plan Commission in regard to this resolution shall be recorded in the official minutes of the Plan Commission.

The clerk shall properly post or publish this resolution as required under Wis. stats.

Adopted this 6th day of June 2022.



Chair- Kregg Hoehn

Members:
Kregg Hoehn
Tharen Gorski
Lisa Krause
Mark Thuot
John Lopez
Mike Steele
Kari Carroll
Dan Hoehn
Pat Snyder



ATTEST:
Lisa Quinn – Clerk/Treasurer

Vote: 9 AYE 0 NAY

Attachment C

Adoption Ordinance

**CITY OF SCHOFIELD
MARATHON COUNTY, WISCONSIN
AN ORDINANCE AMENDING THE CODE OF THE CITY OF SCHOFIELD
CHAPTER 55 ZONING AND PLANNING,
ARTICLE VII MISCELLANEOUS PROVISIONS,
SECTION 55-694 ENTITLED
“ADOPTION OF COMPREHENSIVE PLAN”**

The Common Council of the City of Schofield, Marathon County, Wisconsin do ordain as follows:

Section 1: CHAPTER 55 ZONING AND PLANNING, ARTICLE VII MISCELLANEOUS PROVISIONS, SECTION 55-694 ENTITLED “ADOPTION OF COMPREHENSIVE PLAN” of the Code of the City of Schofield is hereby amended to provide as follows:

Sec. 55-694. – Comprehensive Plan.

- (a) Pursuant to Wis. Stats. §§ 62.23 and 66.1001(4), the City of Schofield is authorized to prepare, adopt and amend its Comprehensive Plan as defined and provided for in Wis. Stats. § 66.1001.
- (b) The Common Council by the enactment of Ordinance No. 55-694, formally adopted the document entitled “City of Schofield Comprehensive Plan 2006” in May of 2006.
- (c) The Common Council amended Ordinance No. 55-694 entitled “City of Schofield Comprehensive Plan; Goals, Objectives, Policies & Implementation; Revision September 2017” and so amended the Comprehensive Plan for the City.
- (d) The Common Council again amended Ordinance No. 55-694 entitled “City of Schofield Comprehensive Plan; Goals, Objectives, Policies & Implementation; Revision February 2021” and so amended the Comprehensive Plan for the City.
- (e) After due public notice and hearing, the Common Council, by a majority vote of the entire Commission recommends to the Common Council the adoption of amendments to the Comprehensive Plan.
- (f) The Common Council hereby approves the amended Comprehensive Plan as submitted by the Plan Commission which shall hereafter be entitled and known as, the Comprehensive Plan hereafter shall be “City of Schofield Comprehensive Plan; Goals, Objectives, Policies, & Implementation; Revision August 2022.”

- (g) The City Clerk is hereby directed to send a copy of the Comprehensive Plan amendment adopted hereto to the parties listed in Wis. Stat. § 66.1001(4)(b).

Section 2: If any provision of this Ordinance is invalid or unconstitutional or if the application of this Ordinance to any person or circumstances is found invalid or unconstitutional by a Court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the provision or applications of this Ordinance which can be given effect without the invalid or unconstitutional provisions of applications.

Section 3: All Ordinances and parts of Ordinances in conflict herewith and hereby repealed.

Section 4: This Ordinance shall be in full force and effect from and after its date of passage and notice to the public as required by law.

Adopted this 16th day of August, 2022.

CITY OF SCHOFIELD

By: Kregg Hoehn
Kregg Hoehn, Mayor

ATTEST:

By: Paula Brummond
Paula Brummond, Clerk

Adopted: 8/16/2022
Published: 8/22/22