



**CITY OF WAUPACA
CITY PLAN COMMISSION MEETING
WEDNESDAY, SEPTEMBER 2, 2020 5:15 P.M.
COUNCIL CHAMBERS, CITY HALL**

CITY OF WAUPACA MISSION STATEMENT: “The city of Waupaca’s mission is to lead creatively, plan wisely and spend prudently to provide the services that ensure a safe and vibrant community.”

AGENDA:

1. Approve Agenda
2. Approval of Plan Commission Minutes
 - a. August 5, 2020 Minutes
3. ACTION ITEMS:
NONE
4. DISCUSSION ITEMS:
 - a. Comprehensive Plan Update | Review Transportation Chapter
 - b. Review of Zoning Code Re-write, Continuation
5. REPORTS:
 - a. August 2020 Building Permits
 - b. August 2020 Code Enforcement Status Report
 - c. Development update
6. Adjournment

Mayor Brian Smith, Chairperson
City Plan Commission

THIS MEETING WILL BE CONDUCTED VIA VIDEO/TELECONFERENCING.

PLEASE NOTIFY THE CLERK’S OFFICE IF YOU ARE UNABLE TO ATTEND.

PLEASE ADVISE THE CITY CLERK’S OFFICE IF YOU REQUIRE SPECIAL ACCOMMODATIONS. THE CITY OF WAUPACA PROVIDES EQUAL OPPORTUNITIES FOR PUBLIC MEETINGS.

**CITY OF WAUPACA
CITY PLAN COMMISSION**

**REGULAR MEETING
COUNCIL CHAMBERS, CITY HALL AND
VIA VIDEO / TELECONFERENCING**

WEDNESDAY, AUGUST 5, 2020

5:15 P.M.

1. ROLL CALL

Present: Mayor Brian Smith, Chairperson, Commissioners Ald. Alan Kjelland, Justin Berrens, Public Works Director, Tracy Behrendt, Pat Phair and John Kneer

Absent: Ald. Eric Olson (excused)

Others Present: Aaron Jenson, City Administrator, Andrew Dane and Jeff Sanders, Zoning Administrator

2. APPROVAL OF AGENDA

MOVED by Ald. Kjelland **SECONDED** by Comm. Phair to **APPROVE** the Agenda with uploaded minutes as presented. 6 ayes, 0 nays, 1 absent. **MOTION CARRIED** on a voice vote.

3. APPROVAL OF PLAN COMMISSION MEETING MINUTES: July 13, 2020 Special Meeting Minutes and July 29, 2020 Special Meeting Minutes

MOVED by Comm. Phair, **SECONDED** by Ald. Kjelland to **APPROVE** the July 13, 2020 City Plan Commission Public Hearing and Meeting Minutes with one correction that this was a ‘special’ meeting not a ‘regular’ meeting as listed on the minutes and places them on file and to approve the July 29, 2020 Special meeting minutes. 6 ayes, 0 nays, 1 absent. **MOTION CARRIED** on a voice vote.

4. SITE PLAN REVIEW / WISCONSIN PUBLIC SERVICE CORP., AMERICAN TRANSMISSION COMPANY, AGENT, 430 RIVER STREET

Jeff Sanders, Zoning Administrator said this proposed site by Wisconsin Public Service Corp., American Transmission Company, Agent, 430 River Street is compliant with the zoning ordinance and he recommends approval of the site plan. Justin Berrens, Public Works Director commented that this Site Plan is based on DNR recommendations which included the following:

- Total square foot disturbance should be estimated and noted.
- Will any erosion control devices be needed? None are noted.
- Surface runoff drainage direction should be noted on the plan sheet.
- During heavy rain falls the public road way and ditch lines get overwhelmed with storm water in this area. The gravel driveways should be regraded to direct water to nearby wooded areas and not to the gravel road. Please include reshaping gravel to promote proper drainage.

MOVED by Comm. Phair, **SECONDED** by Comm. Kneer to **APPROVE** the Site Plan for Wisconsin Public Service Corp., American Transmission Company, Agent, 430 River Street. 5 ayes, 0 nays, 1 absent, 1 abstain (Ald. Kjelland). **MOTION CARRIED** on a voice vote.

City Plan Commission
August 5, 2020

5. COMPREHENSIVE PLAN UPDATE / REVIEW LAND USE CHAPTER

Informational, discussion only.

7. REPORTS: JULY 2020 BUILDING PERMITS, JULY 2020 CODE ENFORCEMENT STATUS REPORT AND DEVELOPMENT UPDATE

- a. **July 2020 Building Permits** – informational
- b. **July 2020 Code Enforcement Status Report** - informational
- c. **Development Update** – informational

8. ADJOURNMENT

MOVED by Ald. Kjelland, **SECONDED** by Comm. Kneer, to **ADJOURN** the August 5, 2020 Regular City Plan Commission Meeting. 6 ayes, 0 nays, 1 absent. **MOTION CARRIED** on a voice vote.

The meeting adjourned at 6:21 p.m.

Mayor Brian Smith, Chairperson

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TRANSPORTATION

Goal: Provide a safe and reliable transportation network that ensures that people of all ages and abilities can navigate to meet their daily needs and access work and play opportunities throughout the community

As defined in Wis. State Statutes, the transportation element identifies objectives, policies, goals, maps and programs to guide the future development of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric scooters, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element compares the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans.

"We live less than 2 miles from South Park, but would not feel comfortable riding our bikes there (lack of trails, no city street bike lanes, inadequate shoulder space, inattentive drivers)"

Introduction

Transportation infrastructure establishes how people and goods move throughout the local economy and connect to the broader region. Mobility improvements set the stage for community growth and development, thereby influencing land values and land use patterns.

Planning, constructing, and maintaining transportation infrastructure in the City of Waupaca is challenging due to the City's large geographical footprint. From east to west the City stretches over six miles, making it wider than either Appleton or Oshkosh. From north to south the City stretches over three miles. Wetlands, rivers, and topography have all contributed to a dispersed land use pattern, as have past improvements such as the State Highway 22/54 bypass.

Issues and Opportunities

1. Sidewalks. While 81% of survey respondents said their neighborhood was walkable, there are some gaps in the pedestrian network especially in more heavily visited destinations such as those found along Fulton Street.
2. Street Funding. Construction and maintenance costs continue to climb, while the future of local, state and Federal funding is uncertain.
3. Bicycle network. 66% of survey respondents said their neighborhood was bike friendly, leaving room for improvement. Establishing bike lanes which traverse the City East to West and North to South was suggested.
4. Public Transportation. Several people commented that the public transportation is limited. The idea of reintroducing a shuttle to and from the Chain to downtown Waupaca was mentioned during the planning process.
5. Trail development. Several opportunities to expand the trail network were identified, including an off-road trail from the High School to the Red Mill.
6. Downtown parking is underutilized. Making downtown parking more accessible, promoting downtown public parking areas, and providing better parking for downtown residents were identified as opportunities.
7. Safer intersections. Several people commented on the need to slow down traffic for bikers and pedestrians at intersections.
8. Fulton Street. From US HWY 10 to River Street, Fulton Street is considered a "connecting highway," which is a local street maintained by the City that carries state highway traffic. Speeding is an issue especially along the western portion of this corridor. Long-term there is a

desire to improve this corridor in a manner that will support future housing and economic development while also improving aesthetics, walkability, and neighborhood access.

9. Anderson Road and US HWY 10 intersection. WisDOT plans to eliminate this intersection, which will reduce access to and from the Woodridge and Covered Bridge subdivisions from the City. This change could prompt discussion regarding potential annexation of these areas into the City.
10. Crestview Lane, Longview Drive, and Meadow Lane. This subdivision, north of the railroad tracks off of Parkview Way, has been platted but not built.
11. Intersection of STH 22 and US HWY 10. There are concerns regarding school bussing and ramp controls at this intersection.
12. Growth areas. As the City identifies potential growth areas, there may be a need to extend streets to facilitate new growth.

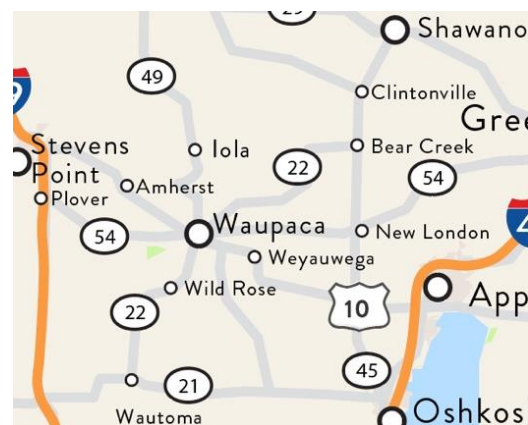
"It would be nice to see many city sidewalks updated to be wide enough for people to walk next to each other. As a parent of young children, I have walked many of the city's sidewalks with babies/toddlers in strollers and there is barely enough room for 1 other person to walk next to me. Going out with a friend who has a stroller as well, is next to impossible on most sidewalks."

Current Transportation Network

The City of Waupaca's existing transportation network includes streets, rail, pedestrian and bicycle paths, and air transportation. US Highway 10 (US HWY 10) bisects the City from east to west, providing convenient access to and from US Interstate 41 (I-41) to the west and US Interstate (I-39) to the east. State Highway 22 runs in a northeasterly direction through the City, linking Waupaca with the rural areas to the south (Wild Rose, Wautoma, and Redgranite) and to the north (Manawa and Bear Creek). State Highway 49 runs north-south through town, providing easy access to the City for residents of Iola and Scandinavia. State Highway 54 connects Plover to Waupaca and westward to Green Bay. The transportation system is well developed making Waupaca highly accessible.

(insert local street map)

In addition to the street network, the Canadian National Mainline runs through the north part of the city and provides freight rail service primarily to the industrial park. The Waupaca Municipal Airport, located on the southeast side of the city, serves corporate jets, small passenger and cargo jets, and small airplanes used in consumer air service. The airport features flight training, aircraft repair, hangar rental and ownership, 24-hour self-serve fuel, showers, and a courtesy car. The airport is managed/operated through a contract with Plane Guys Aviation LLC.



Finally, bicycle and pedestrian networks include the River Ridge Trail, which has been incorporated into new residential, commercial, and industrial developments since the early 1990s, as well as the Wau-King trail connecting downtown Waupaca to King.

(insert River Edge Trail Map)

Future Transportation Network

The City of Waupaca maintains a five-year road improvement plan. Each year the road improvement plan is updated to reflect the highest priorities, the greatest needs for repair and improvement, and the availability of funds. Recently completed projects include Lake Street (2017), City Hall Parking Lot (2018), and Evans Street (2019). Major projects identified for the next five years include:

- Granite Street and Downtown Alleys (2020)
- Main Street (2021)
- Harrison Street (2022)
- High Street (2022)
- Fulton Street (2024)

In addition to the projects identified above, there may be a need to expand the transportation network to facilitate new growth opportunities. The diagram below illustrates potential network expansion opportunities, which would likely be driven by future growth demands.

Comparison with County, State, and Regional Transportation Plans

State, regional, and county transportation plans have been reviewed for their applicability to the City of Waupaca. No regional or county plans include major improvements that will impact the city, but projects planned by Waupaca County and the state will impact the city. In the rural Waupaca area, the County plans to do work on CTH Z, CTH A, CTH .

WisDOT's Six Year Highway Improvement Program (2020-2025) identifies the following projects which impact the City of Waupaca:

- City of Waupaca Main Street Reconstruction (2021)
- USH 10 road improvements from Marshfield to Appleton – Major Highways Program (2020)
- Waupaca to Appleton bridge replacement (2020)
- 10.43 miles of STH Wautoma to Waupaca (2020)
- 4 miles of STH 22 Waupaca to Clintonville (2020)
- 2.5 miles of STH 22 Waupaca to Clintonville (2020)
- 1.8 miles of STH 22 City of Waupaca road improvements – resurfacing (2025)
- 4.7 miles of STH 49 Waupaca to Northland (2022)
- 12 miles of STH 22 Waupaca to Clintonville (2023)
- 4.65 miles of STH 54 Plover to Waupaca (2025)
- The city's plan for future land use is general compatible with these planned transportation improvements.

The city's plan for future land use is general compatible with both the County and state planned transportation improvements identified above.

"I have concerns about High Street and Lakeside parkway by Shadow Lake. The bike/walking trail the curves around the stonewall beneath the cemetery is very dangerous. Bikes/walkers can easily collide if coming around the wall in different directions. I was pulling my children in a bike cart around the wall and a driver came

onto the trail with their vehicle and nearly hit our bike cart. I also feel the portion of road on High street in the woods near the apartment complex could use a sidewalk. There are many walkers and it is especially dangerous when people walk that stretch in the dark. "

Strategies + Actions

The City of Waupaca's plan for transportation is to continue to provide a safe, efficient, and cost-effective multi-modal transportation system for the movement of people and goods. The city plans to accomplish this by ensuring that new streets provide safe and efficient connections to the existing transportation network, and by ensuring that developers pay an equitable share of the cost of constructing new streets. The city will continue to use tools that are already in place such as driveway and access controls, development agreements, and subdivision regulations.

Strategy No. 1: Improve bikability, walkability, and pedestrian safety

1a. Prepare a Bike and Pedestrian Plan

The City has an extensive trail and sidewalk network, yet public feedback indicates a desire for additional trails, bike lanes and pedestrian safety improvements (57% of respondents indicated more off street bicycle and pedestrian trails are needed; 48% said more on-street bike lanes are needed). A Bike and Pedestrian plan should address connectivity between City parks as well as connections and access to commercial districts.

1b. Continue to regularly repair and replace sidewalk segments throughout the City.

Using GIS, the City should prepare and regularly update a sidewalk rehabilitation plan to guide future improvements. Survey participants identified deficiencies on High Street and Lakeside Parkway.

1c. Identify and explore opportunities to implement "road diet" conversions on City streets.

Wider streets with low to moderate traffic volumes (Royalton Street, Churchill Street for example) are good candidates for road diet conversions. A typical road diet converts 4 lanes of traffic to two lanes of traffic, a center two-way turn lane, and two bike lanes. Some 2-lane residential roads in Waupaca may also be excessively wide. These may be good candidates for bike lanes, or may be narrowed when it is time for road reconstruction.

1d. Improve pedestrian safety at intersections with high crash rates

Strategy No. 2: Plan for future growth and development

2a. Plan and design new transportation infrastructure to support the City's vision for Future Land Use

The City should plan, design, and construct new streets and transportation infrastructure in accordance with the overall vision for future land use as identified in the City's Future Land Use Map.

The City should also continue to review relevant plans such as the Downtown Plan (2017), Parking Study (2016), and Wayfinding Signage Plan (2020) when designing new improvements to the transportation system.

2b. Update the City's Official Map

The Official Map is defined in State Statutes. It is a tool to help plan for future roads, bike lanes, trails, parks, and other community infrastructure. The City should update the Official Map to illustrate future street and trail connections. This strategy is also identified in the Land Use chapter.

2c. Prepare a Fulton Street Corridor Plan

This action supports land use and economic development strategies intended to stimulate additional development along Fulton Street. A special area plan should identify potential roadway improvements, redevelopment concepts, and aesthetic treatments that will support existing businesses and stimulate new development along the corridor.

2d. Prepare a Churchill Street Corridor Plan

This action supports land use and economic development strategies intended to stimulate additional development along Churchill Street. A special area plan should identify potential roadway improvements, redevelopment concepts, and aesthetic treatments that will support existing businesses and stimulate new development along the corridor.

Strategy No. 3: Maintain existing street, trail, and airport networks and assets

3a. Continue to maintain and upgrade City street network.

Continue to utilize the CIP planning process to identify 5-year roadway improvements.

3b. Continue to plan and implement improvements to the municipal airport

Strategy No. 4: Support and expand public transit and shared use mobility

4a. Explore potential for a shuttle/trolley to link Waupaca and the Chain of Lakes area

There previously existed a trolley linking Waupaca to the Chain of Lakes. The City, in partnership with the CVB and the Towns of Dayton and Farmington, should explore the feasibility of reestablishing this service as a means of reinforcing the "Chain to Main" brand while providing a memorable experience for visitors. The analysis should also consider opportunities to enhance resident access to community facilities and commercial destinations.

4b. Encourage new and enhance existing shared use mobility services

Shared-use mobility (SUM) practices are transportation services that are shared among users. SUM can include 'traditional SUM' practices such as public transit, taxis, limousines, etc., or 'technology enabled SUM' (practices such as ridesourcing, carsharing, bikesharing, micortransit services, etc¹).

While many of these options are currently only available in larger cities, technology advances may bring them to rural areas such as Waupaca over the next 5 to 10 year period. Therefore, the City should regularly assess the opportunity and potential for encouraging and supporting SUM strategies locally. This should include regularly reviewing the effectiveness of the City's shared taxi service.

Strategy No. 5: Improve parking and wayfinding

¹ <http://onlinepubs.trb.org/onlinepubs/nchrp/2065/Task76Report.pdf>

5a. Encourage shared parking agreements among downtown business and property owners

The City should encourage downtown businesses to share parking in order to minimize the need for additional surface parking, which undermines walkability.

5b. Improve downtown public parking lots

The City should provide better wayfinding and identification signage for downtown public parking lots. The lots should also be branded to reflect the history of the district.

5c. Implement the 2020 wayfinding signage plan

The recently completed plan will likely take several years to implement. The City and CVB should build a coalition of municipalities and businesses to spearhead implementation of the plan.

5d. Review the City's policy for providing parking to downtown residents

As additional housing is developed in the downtown area, the City should review its program for providing downtown residents parking within the district.

Strategy No. 6: Review and update existing transportation related ordinances to support economic development and quality of life improvements

6a. Consider relaxing minimum off-street parking requirements

Communities across the U.S. are revising (and sometimes eliminating) their off street parking requirements for businesses. The City should consider relaxing these requirements to facilitate development. Furthermore, the City should discourage additional private parking within the Downtown District as recommended in the Downtown Parking Study (2016).

6b. Review and update street design standards

The City's current street width requirements may be too excessive, encouraging inefficient and costly infrastructure development, and encourage speeding. The City should review and consider modifying the existing requirements. In addition, the City may wish to develop standard street typologies for each functional street classification (arterial, collector, residential, etc.). These typologies may include recommendations related to street trees, bicycle accommodation, lighting, street width, and street furnishings. These typologies can serve as a general guide for future street design.

6c. Review, modify, and consolidate as needed the following transportation related policies below (this will be done prior to adoption of updated plan)

These existing policies should be removed for relevancy and codified as necessary.

Policies: City Position

- T1 Streets that provide access to multiple improved properties should be built to city standards as a condition of approval for new development (Source: Strategy T1).
- T2 Developers shall bear an equitable share of the cost of constructing new streets to city standards before they are accepted as public streets (Source: Strategy T1).

- T3 When new access points or intersections are created, intersecting access points shall generally align directly opposite each other (rather than offset from each other) to form a single intersection, and have an intersection angle of 90 degrees (Source: Strategy T3).
- T4 Street design standards that coincide with pedestrian routes (especially those used by school children, senior citizens, or physically challenged persons) shall include intersection design features, signal phasing, and roadway width and design that enhance the safety of pedestrians and minimize conflict with motorists (Source: Strategy T3).

Policies: Development Review Criteria

- T5 Development proposals shall provide the community with an analysis of the potential transportation impacts including, but not necessarily limited to, potential street damage and potential traffic impacts. The depth of analysis required by the community will be appropriate for the intensity of the proposed development (Source: Strategy T1).
- T6 The development of new or improved access shall meet city standards for:
- ◆ Minimum intersection spacing.
 - ◆ Minimum site distance (Source: Strategy T3).
- T7 Residential subdivisions and non-residential development proposals shall be designed to include:
- ◆ Safe and efficient systems of internal circulation for all vehicles and pedestrians.
 - ◆ Safe and efficient external collector streets where appropriate.
 - ◆ Safe and efficient connections to arterial roads and highways where applicable.
 - ◆ Sidewalks or trails where appropriate (Source: Strategy T3).



City of Waupaca

111 South Main Street

Waupaca, WI 54981

Phone: (715) 258-4404

Fax: (715) 258-4426

www.cityofwaupaca.org/development

Permits Issued

7/29/2020 To 8/25/2020

Permit # / Type	Date	Location	Description of Work	Fees	Cons. Value
20-131-B1 Building	08/14/2020	430 RIVER ST	INSTALL 37'X17' ELECTRICAL SUBSTATION CONTROL HOUSE W/ INTERNAL ACCESSORIES TO MAINTAIN & MONITOR IN/OUT HIGH VOLTAGE ELECTRICAL TRANSMISSION. CONTROL HOUSE TO CONTAIN NECESSARY ENVIRONMENTAL & MONITORING CONTROL EQUIPMENT, SECURED W/ LOCKS & CAMERAS.	\$1,750.00	\$100,000.00
20-170-B1 Building	08/19/2020	1004 EVANS ST	REROOF & RESIDE (SEE ATTACHED BIDS)	\$50.00	\$27,702.00
20-176-B1 Building	08/04/2020	1777 ROYALTON ST	FRAME IN & DRYWALL 2 OFFICES, ADD NEW HANDICAP BATHROOM, & MISC REPAIRS TO SHOP BATHROOM	\$635.00	\$19,000.00
20-177-B1 Building	07/29/2020	217 N MAIN ST	REMODELING 22'X36' GARAGE INTO A TRAINING ROOM	\$515.00	\$11,000.00
20-178-B1 Building	08/06/2020	534 CLARKE ST	4 SEASONS ROOM TO BE PLACED ON EXISTING DECK LOCATION	\$570.00	\$42,000.00
20-179-B1 Building	07/29/2020	111 S MAIN ST	REROOF; YES TEAR OFF, NO SHEATHING REPLACE, YES ICE & WATER SHIELD, EXISTING ROOF VENTS MAINTAINED, 20 YR ON 60 MIL RUBBER SYSTEM	\$0.00	\$100,000.00
20-182-B1 Building	08/05/2020	406 N DIVISION ST	WAUPACA FOUNDRY PLANT 1 REROOF; EPDM (RUBBER)	\$1,075.00	\$55,958.00
20-183-B1 Building	08/04/2020	214 S FRANKLIN ST	RESIDE; VINYL, NO TEAR OFF, YES TYVEK NO 1/2" OR 1/4" R-BOARD, NO ALUM SOFFIT/FASCIA, NO WINDOW/DOOR TRIM (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$10,900.00
20-184-B1 Building	08/05/2020	116 GRANITE ST	(3) KITCHEN STORM WINDOWS *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$627.00



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Permit # / Type	Date	Location	Description of Work	Fees	Cons. Value
20-185-B1 Building	08/05/2020	310 CENTER ST	(16) WINDOWS; (4) LIVING ROOM CASEMENT/DBL-HUNG/PICTURE, (4) DBL-HUNG KITCHEN, (1) DBL-HUNG DINING ROOM, (6) DBL-HUNG BEDROOM, (1) SLIDER BATH *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK-FEE WAIVED)	\$0.00	\$3,760.00
20-187-B1 Building	08/05/2020	637 W FULTON ST	(8) REPLACEMENT PICTURE WINDOWS IN BASEMENT *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$4,048.00
20-188-B1 Building	08/05/2020	617 ELM ST	(10) WINDOWS; (2) LIVING ROOM DBL-HUNG, (1) KITCHEN DBL-HUNG, (6) BEDROOM DBL-HUNG, (1) BATH DBL-HUNG *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$4,887.00
20-189-B1 Building	08/05/2020	723 E LAKE ST	(4) WINDOWS REPLACEMENT IN DETACHE GARAGE; (2) DBL-HUNG, (2) PICTURE *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$1,839.00
20-190-B1 Building	08/05/2020	816 PARKVIEW WAY	(5) BEDROOM SLIDER WINDOWS, (1) 6' PATIO DOOR *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$5,846.00
20-191-B1 Building	08/05/2020	413 WAUPACA ST	(12) STORM WINDOWS; (11) BEDROOM STORM WINDOWS, (1) BATH STORM WINDOW *ALL FIT EXISTING OPENINGS (ROCK THE BLOCK- FEE WAIVED)	\$0.00	\$3,259.00
20-193-B1 Building	08/06/2020	809 S MAIN ST	REMOVE & REPLACE EXISTING CONCRETE FLOOR IN ATTACHED GARAGE	\$110.00	\$3,000.00



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20-194-B1 Building	08/06/2020	718 LARSEN ST	REROOF; YES TEAR OFF, YES SHEATHING REPLACE, YES ICE/WATER SHIELD, YES ROOF VENT(S), YES RIDGE VENT, APPROX 20 SQ.	\$50.00	\$8,000.00
20-195-B1 Building	08/10/2020		RAZE 24'X28'X12' BUILDING	\$50.00	\$5,000.00
20-196-B1 Building	08/10/2020		RAZE 20'X22'X10' BUILDING	\$50.00	\$5,000.00
20-198-B1 Building	08/11/2020	122 S MAIN ST	GIFT SHOP INTERIOR ALTERATIONS	\$400.00	\$10,000.00
20-199-B1 Building	08/12/2020	806 HARDING ST	(8) WINDOW REPLACEMENTS & (1) PATIO DOOR REPLACEMENT *ALL FIT EXISTING OPENINGS	\$298.78	\$22,378.00
20-205-B1 Building	08/20/2020	1555 WEBSTER WAY	FINISHING BASEMENT	\$125.00	\$5,000.00
20-206-B1 Building	08/19/2020	1955 BRUNNER DR	REROOF; YES TEAR OFF, EPDM (RUBBER), NEW INSULATION & COVERBOARD (TAPERED & FLAT INSULATION, 1/2" SECUROCK COVERBOARD)	\$2,299.55	\$136,637.00
20-209-B1 Building	08/20/2020	512 WISCONSIN ST	REROOF; YES TEAR OFF, NO SHEATHING REPLACE, YES ICE & WATER SHIELD, NO ROOF VENT(S), YES RIDGE VENT, LIFETIME CERTAINTTEED LANDMARK	\$50.00	\$6,000.00
20-168-1 Deck	07/30/2020	410 N FRANKLIN ST		\$110.00	\$2,550.00
20-131-E2 Electrical	08/14/2020	430 RIVER ST	ELECTRICAL FOR CONTROL HOUSE *ELECTRICAL PERMIT FEE INCLUDED IN BUILDING PERMIT FEE	\$0.00	\$0.00



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20-132-E3 Electrical	07/30/2020	1401 WARE ST	ELECTRICAL FOR INTERIOR ALTERATION	\$225.00	\$15,000.00
20-175-E1 Electrical	07/30/2020	321 W FULTON ST	CURRENTLY (2) 200 AMP SERVICES CONVERTING TO (1) 320 AMP SERVICE	\$250.00	\$1,000.00
20-176-E2 Electrical	08/04/2020	1777 ROYALTON ST	ELECTRICAL FOR INTERIOR ALTERATION	\$22.50	\$1,500.00
20-177-E2 Electrical	07/29/2020	217 N MAIN ST	ELECTRICAL FOR INTERIOR ALTERATIONS	\$22.50	\$1,500.00
20-178-E2 Electrical	08/06/2020	534 CLARKE ST	ELECTRICAL FOR 4 SEASONS ROOM	\$110.00	\$1,500.00
20-181-E1 Electrical	08/04/2020	106 N MAIN ST	ADD OUTLETS TO REDUCE EXTENSION CORD USE	\$35.00	\$250.00
20-198-E2 Electrical	08/11/2020	122 S MAIN ST	ELECTRICAL FOR INTERIOR ALTERATIONS	\$22.50	\$1,500.00
20-205-E2 Electrical	08/20/2020	1555 WEBSTER WAY	ELECTRICAL FOR FINISHING BASEMENT	\$110.00	\$2,500.00
20-062-1 Fence	08/13/2020	719 BERLIN ST		\$40.00	\$100.00
20-203-1 Fence	08/17/2020	1555 WEBSTER WAY		\$40.00	\$4,720.00
20-117-M4 Mechanical	07/29/2020	225 GRAND SEASONS DR	HVAC FOR ADDITION	\$825.00	\$55,000.00
20-119-M1 Mechanical	07/31/2020	607 HONEY BEAR CT	(1) AIR CONDITIONER; 36,000 BTUs, RHEEM / RA1336AJ1NA	\$75.00	\$3,240.00



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Permits Issued 7/29/2020 To 8/25/2020

Permit # / Type	Date	Location	Description of Work	Fees	Cons. Value
20-125-M1 Mechanical	07/31/2020	600 OAK ST	(1) AIR CONDITIONER; 24,000 BTUs, RHEEM RA1324BJ1NA	\$75.00	\$2,475.00
			LOT 129- ROSE KOONTZ, 715-942-2091		
20-132-M2 Mechanical	07/29/2020	1401 WARE ST	HVAC FOR 3,197 SQ. FT. INTERIOR ALTERATION FOR DEVICE ROOM	\$665.64	\$44,376.00
20-176-M4 Mechanical	08/04/2020	1777 ROYALTON ST	HVAC FOR INTERIOR ALTERATION	\$52.50	\$3,500.00
20-177-M4 Mechanical	07/29/2020	217 N MAIN ST	HVAC FOR ALTERATION	\$37.50	\$2,500.00
20-186-M1 Mechanical	08/05/2020	805 W FULTON ST	(1) ROOF TOP UNIT; 15-TON, TRANE YSD180G3RHA0015	\$520.00	\$18,000.00
20-202-M1 Mechanical	08/13/2020	1136 EVANS ST	(1) AIR CONDITIONER; 24,000 BTUs, TRANE XR13 4TTR3024	\$75.00	\$3,590.00
20-205-M4 Mechanical	08/20/2020	1555 WEBSTER WAY	HVAC FOR FINISHING BASEMENT	\$110.00	\$500.00
20-210-M1 Mechanical	08/24/2020	523 S MAIN ST	(1) FURNACE; 40,000 BTUs, BRYANT 912, 900 SQ. FT. FOR FOYER & ONE OFFICE AIR CONDITIONING IN SPRING	\$250.00	\$6,500.00
20-212-M1 Mechanical	08/24/2020	1136 EVANS ST	(1) FURNACE; 60,000 BTUs, TRANE S9V2B060	\$75.00	\$4,480.00
20-213-M1 Mechanical	08/24/2020	308 W FULTON ST	(1) FURNACE; 120,000 BTUs, TRANE S9X1D120 (1) AIR CONDITIONER; 60,000 BTUs, TRANE XR13 4TTR3060	\$250.00	\$9,140.00
20-214-M1 Mechanical	08/24/2020	321 S MAIN ST	(1) AIR CONDITIONER; 60,000 BTUs, TRANE XR13 4TTR3060	\$250.00	\$4,440.00



City of Waupaca

111 South Main Street
 Waupaca, WI 54981
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Permits Issued 7/29/2020 To 8/25/2020

Permit # / Type	Date	Location	Description of Work	Fees	Cons. Value
20-176-P3 Plumbing	08/04/2020	1777 ROYALTON ST	PLUMBING FOR INTERIOR ALTERATION	\$15.00	\$1,000.00
20-177-P3 Plumbing	07/29/2020	217 N MAIN ST	PLUMBING FOR INTERIOR ALTERATIONS	\$15.00	\$1,000.00
20-204-P1 Plumbing	08/18/2020	413 CENTER ST	3/4" WATER; REPLACING WATER LINE FROM HOME TO STREET	\$50.00	\$1,000.00
20-205-P3 Plumbing	08/20/2020	1555 WEBSTER WAY	PLUMBING FOR FINISHING BASEMENT	\$110.00	\$2,013.00
20-130-SN1 Sign	07/29/2020	111 JEFFERSON ST	REMOVE EXISTING "BANK FIRST" WALL & MONUMENT SIGNS AND REPLACE W/ NEW (1) MONUMENT SIGN; 102"X96" (2) WALL SIGNS; 18"X132" EACH	\$450.00	\$25,000.00
20-157-SN1 Sign	07/29/2020	450 INDUSTRIAL DR	(1) MONUMENT/GROUND SIGN; 4'X8' POS & PANEL (1) WALL SIGN; 12'X24' ACM ALL NON-ILLUMINATED, MPD-MANUFACTURED PALLET DISPOSAL	\$300.00	\$5,500.00
20-180-SN1 Sign	08/04/2020	106 CTY HWY QQ	REMOVING EXISTING PRICERS FROM EXISTING SIGN & REPLACING W/ A NEW MODEL OF PRICERS	\$100.00	\$8,000.00
20-192-1 Uniform Construction	08/13/2020	901 BIG PINE CT		\$2,860.00	\$229,000.00
Permit Count: 57			Totals:	\$16,176.47	\$1,054,215.00



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Code Enforcement Status Report

Status: Completed

<u>Case Number</u>	<u>Case Date</u>	<u>Parcel Number</u>	<u>Site Address</u>	<u>Case Type</u>	<u>Violation Date</u>	<u>Corrected Date</u>
20-063	08/03/2020	34 25 12 33	1070 W FULTON ST	Zoning	07/31/2020	08/17/2020
20-064	08/03/2020	34 29 74 97	804 CHURCHILL ST	Nuisance	07/31/2020	08/13/2020
20-065	08/03/2020	34 19 79 14	113 OMAN ST	Nuisance	08/03/2020	08/20/2020
20-066	08/03/2020	34 19 79 6	116 OMAN ST	Nuisance	08/03/2020	08/20/2020
20-067	08/03/2020	34 19 41 4	641 HOLBECK ST	Nuisance	08/03/2020	08/20/2020
20-068	08/03/2020	34 19 79 27	709 WESLEY ST	Nuisance	08/03/2020	08/20/2020
20-069	08/04/2020	34 30 70 28	419 JEFFERSON ST	Nuisance	08/04/2020	08/20/2020



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Code Enforcement Status Report

Status: Open

<u>Case Number</u>	<u>Case Date</u>	<u>Parcel Number</u>	<u>Site Address</u>	<u>Case Type</u>	<u>Violation Date</u>	<u>Corrected Date</u>
20-070	08/04/2020	34 30 21 1	615 HILLCREST DR	Nuisance	08/04/2020	
20-071	08/03/2020	34 25 12 35	1066 COVERED BRIDGE RD	Zoning	07/31/2020	
20-072	08/20/2020	34 29 22 45	118 N STATE ST		08/20/2020	
20-073	08/20/2020	34 19 78 29	518 CENTER ST	Nuisance	08/19/2020	
20-074	08/20/2020	34 29 75 73	813 BERLIN ST	Nuisance	08/20/2020	
20-075	08/20/2020	34 34 70 36	2255 MAYEK DR	Zoning	08/17/2020	
20-076	08/21/2020	34 19 81140	413 SCOTT ST	Nuisance	08/20/2020	
20-077	08/25/2020	34 19 82260	500 MILL ST	Zoning	08/24/2020	