



CITY OF ANTIGO

CITY PLAN COMMISSION MEETING

MULTI-PURPOSE ROOM

Tuesday, July 11, 2017

CITY HALL, 700 EDISON STREET

5:30 PM

Call to Order

Discussion and Action May Occur on Any of the Following Agenda Items:

1. Approval of the Minutes from the June 6, 2017 Meeting
2. Certified Survey Map approval
3. Vacation of Deans Circle
4. City Wide Comprehensive Plan Update Including Follow-up Conversations from Previous Meeting(s) along with Discussions on Transportation, Economic Development and Land Use Chapters (Presented by North Central Wisconsin Regional Planning Commission)

Any Other Matters Authorized by Law to be Considered

Adjournment

Upon reasonable notice, efforts will be made to accommodate disabled individuals through appropriate aids and services. For additional information, contact Jaime Horswill, 700 Edison Street, Antigo, Wisconsin 54409. (715) 623-3633 extension 100. Members of and possibly a quorum of members of other governmental bodies may be in attendance to gather information. Any governmental body other than that specifically referred to above will take no action.

DATE MAILED: July 05,2017

BILL BRANDT



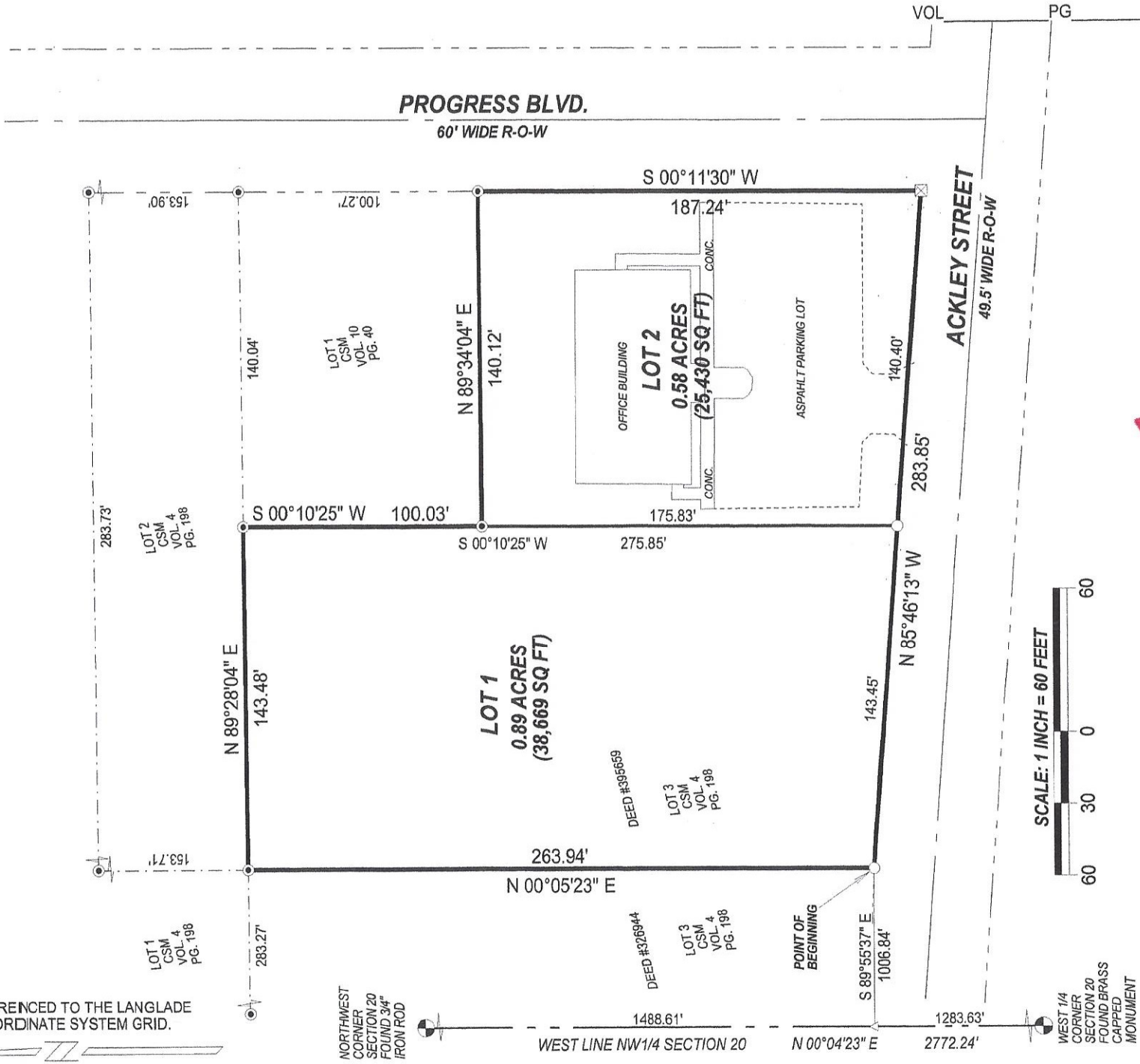
To: Mayor and City Council
From: Charley Brinkmeier, Land Surveyor/Project Manager
Date: July 11, 2017
Re: Certified Survey Map approval

Tim Rusch has submitted this CSM for a division and a approval.

CERTIFIED SURVEY MAP

PART OF LOT 3 OF CERTIFIED SURVEY MAP VOLUME 4 PAGE 198,
LOCATED IN THE NW1/4 NW1/4 AND SW1/4 NW1/4 OF SECTION 20,
T31N-R11E, CITY OF ANTIGO, LANGLEADE COUNTY, WISCONSIN

BEARINGS REFERENCED TO THE LANGLEADE
COUNTY COORDINATE SYSTEM GRID.



LEGEND

- △ COMPUTED POINT
- FOUND 1.3" IRON PIPE
- ⊠ CHISELED "X" IN CONCRETE
- SET 1.05" O.D. X 18" LONG IRON PIPE WEIGHING 1.13 LBS/LF

SURVEYED BY:
RUSCH ENGINEERING & SURVEYING LLC
400 RUSCH ROAD
ANTIGO, WI 54409
(715)623-5044
PROJECT #17-5712



CERTIFIED SURVEY MAP

PART OF LOT 3 OF CERTIFIED SURVEY MAP VOLUME 4 PAGE 198,
LOCATED IN THE NW1/4 NW1/4 AND SW1/4 NW1/4 OF SECTION 20,
T31N-R11E, CITY OF ANTIGO, LANGLADE COUNTY, WISCONSIN

Surveyor's Certificate

I, Timothy J. Rusch, Professional Land Surveyor, hereby certify:

That I have surveyed and mapped by the order of Tom Schermetzler, owner, a parcel as described in deed #395659, being part of Lot 3 of Certified Survey Map Volume 4 Page 198, located in the NW1/4 NW1/4 and SW1/4 NW1/4 of Section 20, T31N-R11E, City of Antigo, Langlade County, Wisconsin. Said parcel is more particularly described as follows:

Commencing at the West 1/4 Corner of Section 20; Thence N00°04'23"E, along the West line of the NW1/4 of said Section, 1283.63 feet; Thence S89°55'37"E, 1006.84 feet to the Point of Beginning; Thence N00°05'23"E, 263.94 feet; Thence N89°28'04"E, along the North line of Lot 3 of Certified Survey Map Volume 4 Page 198, 143.48 feet; Thence S00°10'25"W, along the West line of Certified Survey Map Volume 10 Page 40, 100.03 feet; Thence N89°34'04"E, along the South line of said Certified Survey Map, 140.12 feet; Thence S00°11'30"W, along the West right-of-way of Progress Boulevard, 187.24 feet; Thence N85°46'13"W, along the North right-of-way of Ackley Street, 283.85 feet to the Point of Beginning. Said parcel contains 1.47 acres.

That said parcel is subject to any right-of-way, easement, reservation or restriction in use or of record.

That this map is a true and correct representation of all boundaries of the land surveyed, to the best of my knowledge and belief, and that I have complied with the provisions of Wisconsin Statute 236.34 and Land Division Ordinances of City of Antigo in surveying and mapping same.

Dated this 28th day of June, 2017



Timothy J Rusch
Professional Land Surveyor S-2671

Rusch Engineering & Surveying LLC
400 Rusch Road
Antigo, WI 54409
(715)623-5044
Project #17-5712

PRELIMINARY

WISCONSIN
TIMOTHY J. RUSCH
S-2671
ANTIGO, WI

Land Surveyor

1006/28/2017

Owners:
Thomas and Rosanne Schermetzler
4627 River Bend Road
Rhinelander, WI 54501

VOL _____ PG _____

Antigo City Plan Commission Approval

This Certified Survey Map located in the NW1/4 NW1/4 and SW1/4 NW1/4, Section 20, T31N-R11E, City of Antigo, being part of Lot 3 of Certified Survey Map Volume 4 Page 198, presented by Thomas Schermetzler, is hereby approved by the City Plan Commission.

Approved: _____ Mayor

I hereby certify that the foregoing approval is in accordance with the action taken by the City Plan Commission of the City of Antigo.

Signed: _____ City Clerk

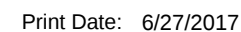


To: Mayor and City Council
From: Charley Brinkmeier, Land Surveyor/Project Manager
Date: July 11, 2017
Re: Vacation of Deans Circle

Allen Keeper, owner of the south half of the Moonlit Meadows Plat, will be selling the property to Mike Schmidt. They are both requesting vacation of Deans Circle to construct a new residence in that area. We do not have any infrastructure nor has there been any other utilities constructed within this area.



City of Antigo GIS



Allen and Kim Keepers



7595 State Hwy 32 55, Argonne, WI 54511
715-649-3282, cell: 715-902-0162
keeperskim@yahoo.com

June 1, 2017

Dear Mark,

As owners of the property titled Moonlit Meadow (part of the southeast ¼ of the northwest ¼ of section 19, city of Antigo) we are requesting to vacate the currently drawn cul-de-sac shown as Dean Circle on the subdivision plat.

Warm regards,
Allen and Kim Keepers





To: Mayor and City Council
From: Mark Desotell, Director of Administrative Services
Date: July 11, 2017
Re: City Wide Comprehensive Plan Update Including Follow-up Conversations from Previous Meeting(s) along with Discussions on Transportation, Economic Development and Land Use Chapters (Presented by North Central Wisconsin Regional Planning Commission)

I will be out of town on vacation for the 4th of July week so any questions that you may have may either be directed towards Roger Musolff or to my e-mail or cell phone; we will do our best to assist you. The information in your agenda packet represents what the North Central Wisconsin Regional Planning Commission anticipates as proposed changes to the existing City-wide Comprehensive Plan relative to the Chapters on Transportation, Economic Development and Land Use. Please take time to familiarize yourself with this information so that our meeting discussions help to advance the final document's framework.

Warmest regards,

Mark A. Desotell, P.E.

715-216-2872 (cell)

mdesotell@antigo-city.org <<mailto:mdesotell@antigo-city.org>>

Chapter 4 - Transportation

Transportation is necessary for the effective movement of people and goods within and with connections outside of the City. Transportation is also critical to development and land use. This chapter provides an inventory of the existing transportation facilities and services within the City.

Transportation is a crucial component of livability and provides a basis for the formulation of policy to coordinate transportation facilities with a sustainable pattern of development. The existing network, from roads to rails, needs to be coordinated to maximize efficiency for the overall system. The connection between home and work is an important part of any transportation system. A range of transportation alternatives should be supported, including walkability wherever possible.

Transportation planning in the City of Antigo is coordinated between the Transportation Division of the City's Public Works Department and the Langlade County Highway Department. The City cares for local roads while the County manages the county highways and state highways.

Previous Plans and Studies

[any local transportation plans?]

Regional Livability Plan

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

- Modes of Transportation to Work – The region's workforce is extremely dependent on the automobile. In 2012, over 80 percent of the region's workforce drove alone to work on a daily basis. Another 10 percent carpooled, leaving less than 10 percent for the non-automobile methods such as walking, biking, and using transit. The average commute time in the central sub-region, which includes Marathon County, was 18.7 minutes.
- Age of Drivers in the Region – The region is seeing a change in the number of licensed drivers by age groups. Between 2004 and 2013, the region saw a 20 percent decrease in the number of drivers 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.

Regional Bicycle and Pedestrian Plan

This 2017 plan is a region-wide effort to improve bicycling and walking across the communities. The plan assesses existing conditions related to bicycling and walking, identifying other potential trail and route user groups, identifying routes and describing policies and programs to assist local governments in improving bicycling and walking to promote connectivity between communities and destinations throughout north central Wisconsin.

Connections 2030

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

Inventory & Trends

Road Network

Functional Classification

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

The functional classifications are generally defined as:

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

Jurisdiction

Roads are 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. For example, some State owned roads are maintained by local jurisdictions. Additionally, the designation of a public road as a “Federal-aid highway” does not alter its ownership or jurisdiction as a State or local road,

only that its service value and importance have made that road eligible for Federal-aid construction and rehabilitation funds.

Ownership is divided among the Federal, State, and local governments. States own over 20 percent of the national road network. The Federal Government has responsibility for about five percent, primarily in national parks, forests, and Indian reservations. Over 75 percent of the road system is locally controlled.

In some cases, local municipalities are responsible for conducting routine maintenance and minor repairs on State and Federal highways within their jurisdictional boundaries. In return, the State generally provides financing to those jurisdictions. However, major repairs and reconstruction are generally still the responsibility of the State Department of Transportation.

Major Road Facilities

Roadway facilities, including jurisdictions (i.e., U.S., State, and County highways) are shown on the Transportation Map. The following is a brief description of the major road facilities located in the Village. Functional classification, jurisdiction, and Annual Average Daily Traffic (AADT), when available, are summarized for all major roads.

- US 45/WI 47/Superior St is a north-south principal arterial which serves as a central street for Antigo. US 45 had average daily traffic counts between 11,000 and 14,500 at different points in the City in 2015.
- STH 64 is an east-west highway across central Wisconsin which passes through the northern part of the City. Traffic counts were 5,100 west of US 45 and 8,300 east of US 45.
- 5th Ave/CTH F is an east-west minor arterial which runs through the center of the City and is Antigo's mainstreet downtown. Traffic counts in 2015 were 4,800 west of US 45 and 5,200 east of US 45.
- CTH Y/Forrest Ave is an east-west minor arterial located along the City's southern edge. Traffic counts were 1,200 west of US 45 and 880 east of US 45.

Road Maintenance

The City's road system is a manageable size making it easy to identify road maintenance needs. However, road system improvements are constrained by funding.

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.

Table 15 below illustrates the WISLR road assessment done in 2015 by road surface condition rating. The vast majority of roads in the City are paved with asphalt. The majority of the road miles within the City were in Fair or better condition in 2015.

Table 15: Summary of Pavement Conditions (miles)

Surface Condition Rating - WISLR Data						
No Data	Failed	Poor	Fair	Good	Very Good	Excellent
0.16	1.56	3.13	11.95	11.80	7.62	5.60

Source: WDOT (WISLR), 2015

[add info about major road projects, either recently completed or soon to begin]

Other Transportation Modes

Pedestrian

The City has sidewalk requirements in its municipal code. Although not all areas of the community have sidewalks. The commercial district in the northern area of the City is an auto-oriented environment where better pedestrian facilities could improve pedestrian comfort and safety.

Bicycle

Antigo is a bicycle friendly community, with a designated City Bike Route and facilities for bicycling located throughout the City. The City Bike Route connects community facilities, businesses, schools, and parks through paths and on-street routes. It is well designated and signed for ease of use.

The North Central Wisconsin Regional Planning Commission has a Regional Bike Plan. This plan includes linkages between Antigo and Langlade County with other communities and surrounding Counties. The majority of the bike trails in this plan operate on County highways, however there are a few exceptions such as Jack Lake Mountain Bike Area and the Wolf River Mountain Bike Area.

Transit

Intra-community transportation services include a number of public taxi options and transit service for specific communities. North Central Health Care provides transit service for the elderly and disabled through an on-demand, volunteer driver service. Menominee Regional Public Transit offers a Red Robin bus service through the City of Antigo.

The nearest intercity bus access is available in downtown Wausau or in Wittenberg, both provided by Jefferson Lines and Lamers Bus Lines to Minneapolis, Green Bay, Madison, and Milwaukee.

Rail

The City of Antigo is not served by freight rail service. The nearest rail services is 18 miles away in the City of Merrill. This railroad does not offer piggyback service.

The City of Antigo does not have passenger rail service.

Airports

The City of Antigo is served by the Langlade County Airport, which is located 1 mile from the City limits in the Town of Antigo. The airport has two runways and a variety of hangers and associated facilities.

Nearby airport with air passenger service include the Central Wisconsin Airport (CWA) in Mosinee and the Rhinelander/Oneida County Airport (RHI) in Rhinelander. Both of these non-hub airports are located approximately 50 miles from Antigo, and provide limited passenger service.

Transportation Issues

- [insert Transportation issues here]

Transportation Goal

Transportation Goal: The City of Antigo has a safe and efficient transportation network that facilitates the movement of people and goods throughout the community.

1. Improve the safety and efficiency of all modes of transportation.
 - a. Continue a program of road maintenance.
 - b. Utilize the Capital Improvements Plan for street reconstruction projects.
 - c. Incorporate design elements into the reconstruction of downtown streets, to increase safety and visibility and to further the economic development of downtown by creating a sense of place.
 - d. Within the downtown, prioritize walkability over traffic movement to encourage more foot traffic.
 - e. Work closely with DOT to ensure facilities under their jurisdiction meet the needs and desires of the City.
2. Create an environment that is safe and conducive to walking and bicycling throughout the entire city.
 - a. Increase connectivity within the City through the installation of sidewalks and trails in existing and new developments.
 - b. Continue to implement the City's sidewalk policy plan.
 - c. Provide walking paths through subdivisions to main destination sites such as schools, playgrounds, etc.
 - d. Develop a comprehensive system of trails that connects points of interest within the City but also to points and trail systems outside the City.
 - e. Develop and install signage to mark local bicycle routes.
 - f. Bike lanes/infrastructure???
3. Design and improve the transportation system to facilitate the interaction of various land use activities while protecting those activities from the adverse effects associated with the transportation system (noise, air pollution, congestion, speeding, etc.).
 - a. Remove truck traffic from the downtown area to minimize pedestrian and vehicle conflicts and to reduce congestion.
 - b. Utilize truck routes to minimize the negative impacts of truck traffic on residential areas.
 - c. Implement traffic calming measures in residential areas where cut-through traffic and speeding impact neighborhood safety and livability.

Chapter 6 - Economic Development

The economic development chapter provides an overview of the local economy and identifies goals, objectives and policies to improve the local economy. Enhancing economic competitiveness is one of the principles of livability. A community can improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

Antigo is home to several large national and regional companies, which provide employment opportunities for residents as well as people living throughout the region. The City contains a variety of commercial/retail businesses that serve local and regional customers and serves as a regional commercial center.

Previous Economic Development Plans and Studies

Local Redevelopment Plans / Project Plan: Tax Increment Finance Districts???

Comprehensive Economic Development Strategy (CEDS)

Langlade County is one of ten 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 is the agency that is responsible for maintaining that federal designation. As part of maintaining that designation, the NCWRPC annually prepares a Comprehensive Economic Development Strategy (CEDS) report. The report serves to summarize and assess economic development activities of the past year and present new and modified program strategies for the upcoming year.

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

Regional Livability Plan

The 2015 Regional Livability Plan (RLP), written by 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 economic development issues:

- Available Labor Force and Employment - Businesses need a workforce with the proper education 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 must seek 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

Economic Sectors

In 2015, there were 3,600 persons employed in the eleven basic economic sectors in the City. This is a decrease of over six percent since 2000, see Table 16.

Between 2000 and 2015, six of the sectors grew, while five lost employment within the City. The six sectors which grew were Natural Resources and Mining, Information, Financial Activities, Professional & Business Services, Education & Health Services, and Leisure & Hospitality. It should also be noted that the number of employees in certain sectors, particularly those workers engaged in Natural Resources and Mining, which includes agriculture, forestry, and fishing, may be understated in this data set.

Table 16: Employment by Sector				
Sector	2000	2010	2015	2000-2015% Change
Natural Resources and Mining	161	63	204	26.7%
Construction	214	173	212	-0.9%
Manufacturing	769	938	558	-27.4%
Trade, Transportation, & Utilities	976	843	706	-27.7%
Information	45	23	114	153.3%
Financial Activities	114	146	162	42.1%
Professional & Business Services	128	99	154	20.3%
Education & Health Services	723	814	743	2.8%
Leisure & Hospitality	393	298	481	22.4%
Other Services	202	214	131	-35.1%
Public Administration	140	177	135	-3.6%
Total	3,865	3,788	3,600	-6.9%

Source: U.S. Census Bureau

Labor Force Analysis

Labor Force

Labor force is defined as the number of persons, sixteen and over, employed or looking for employment. Overall, the City labor force has fluctuated from 4,098 in 2000 to 4,175 in 2010 to 3,958 in 2015. That represents an overall decrease of 3.4 percent. In the same period, the number of employed persons also decreased, from 3,865 in 2000 to 3,788 in 2010 to 3,600 in 2015.

Unemployment

Unemployment is defined as the difference between the total civilian labor force and total persons employed. Stay-at-home parents, retirees, or persons not searching for employment are not considered unemployed because they are not considered to be part of the “labor force”. In 2000, the City had 5.7 percent unemployment.

In 2010 the unemployment rate in Antigo was 9.3 percent, which was higher than the State (6.6%) and Nation (7.9%). However, over the last five years unemployment rates have decreased. In September of 2015 the state unemployment rate was 4.3 percent, while the Langlade County rate was 5.0 percent. In 2015, City unemployment was 9.0%.

Workforce Participation

Workforce participation is a measure expressed in terms of a percentage of persons actively seeking employment divided by the total working age population. People not participating in the labor force may not seek employment due to a variety of reasons including retirement, disability, choice to be a homemaker, or simply are not looking for work. In 2000, 60.8 percent of the population over 16 in Antigo was in the labor force. By 2010, that rate increased to 63.5 percent. The national participation rate in 2010 was 65 percent, and the state rate was 69 percent. In 2015, the City participation rate was 60.0%.

Table 17: Labor Force				
	2000	2010	2015	2000-2015 % Change
Population 16 Years and Over	6,745	6,579	6,532	-3.2%
Labor Force	4,098	4,175	3,958	-3.4%
Participation Rate	60.8%	63.5%	60.6%	-0.3%
Employed	3,865	3,788	3,600	-6.9%
Unemployed	233	387	358	53.6%
Unemployment Rate	5.7%	9.3%	9.0%	57.9%

Source: U.S. Census Bureau

For greater understanding of labor force conditions, the City of Antigo was again compared to five other peer communities and their labor forces. Table 18 shows that Antigo has a slightly lower participation rate than the other communities, and a high unemployment rate.

Table 18: Labor Force Comparison, 2015

	Population 16 Years and Over	Labor Force	Participation Rate	Employed	Unemployed	Unemployment Rate
Antigo	6,532	3,958	60.6%	3,600	358	9.0%
Marinette	8,813	5,604	63.6%	5,253	351	6.3%
Merrill	7,530	4,994	66.3%	4,646	348	7.0%
Rhineland	6,123	3,838	62.7%	3,479	347	9.1%
Shawano	7,316	4,527	61.9%	4,362	165	3.6%
Waupaca	4,838	2,969	61.4%	2,796	173	5.8%

Source: U.S. Census Bureau, 2015

Worker Demographics

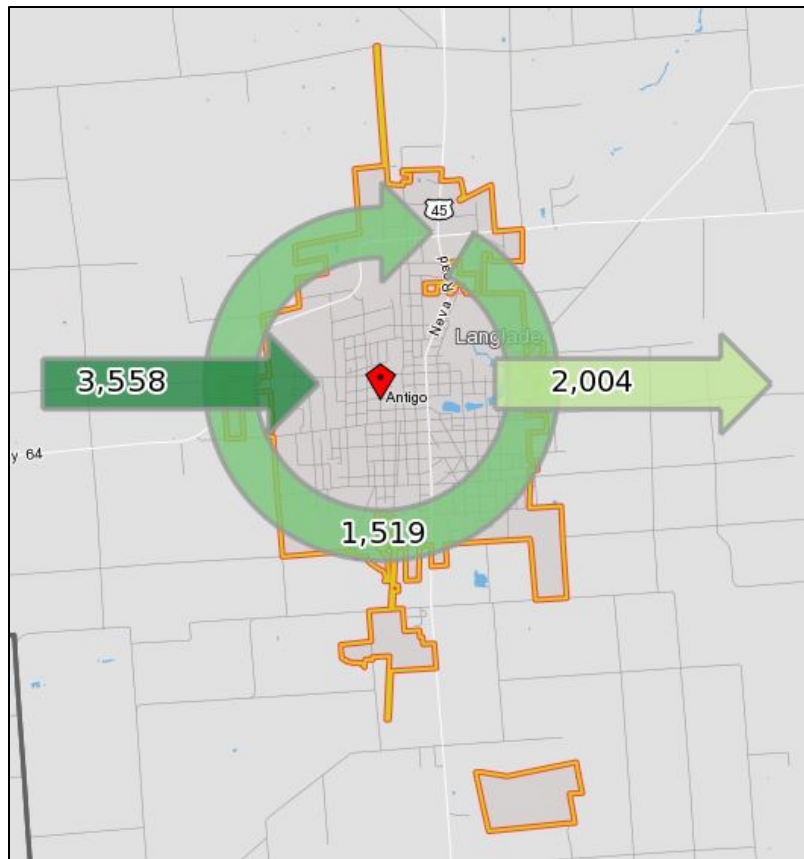
According to the U.S. Census Bureau, there were 5,077 primary jobs in the City of Antigo in 2014. The workers who held these jobs were a relatively diverse group of people. Of all people working in Antigo in 2014, 20.8% were under 30 years of age, 50.6% were between 30 and 54 years of age, and 28.5% were 55 years of older. Only 2.5 percent of those working in the City identified their race as something other than White, and 99.2% of workers identified as Not Hispanic or Latino. The educational attainment of workers in Marathon City was spread with 6.9% at less than a high school degree; 32.1% with a high school degree, no college; 27.4% some college or an Associate degree; and 12.7% had a Bachelor's degree or advanced degree. The worker population in 2010 was 55.7% female and 44.3% male.

Work Commute

The mean commute time to work for residents of Antigo was 14.9 minutes in 2000 and 18.7 minutes in 2015. These are shorter times than for residents of Langlade County which had mean commute times to work of 20.3 minutes in 2000 and 21.9 minutes in 2015.

In 2014, according to the U.S. Census Bureau's OnTheMap tool, 5,077 people were employed in the City of Antigo while 3,523 residents of Antigo were employed. Graphic 1 demonstrates the inflow/outflow of employees in the City. In 2014, 1,519 people lived and worked within the City, 3,558 people lived outside of the City but commuted to Antigo for work, and 2,004 people lived within Antigo but commuted outside the City for work.

Graphic 1: Inflow/Outflow, 2014



Employment Projections

Using data from EMSI, an economic data and modeling company, Table 19 shows employment projects for the year 2025 and percent change from employment in 2010. The four largest employment industries from 2010 (Mining, Quarrying, and Oil and Gas Extraction; Retail Trade; Manufacturing; and Health Care and Social Assistance) are projected to remain the largest in 2025. Five industries are projected to experience more than 30 percent growth in employment between that time frame: Finance and Insurance; Administrative and Support and Waste Management and Remediation Services; Retail Trade; Professional, Scientific, and Technical Services; and Transportation and Warehousing. Five industries are projected to experience more than a 10 percent decrease in employment: Utilities; Arts, Entertainment, and Recreation; Other Services; Information; and Construction. It is important to note that this data is for the 54409 zip code, which includes all of the City of Antigo, but also portions of the Towns of Ackley, Antigo, and Rolling.

Table 19: Employment Projections by Sector			
Sector	2010	2025	% Change
Crop and Animal Production	345	320	-7.2%
Mining, Quarrying, and Oil and Gas Extraction	21	<10	ID
Utilities	32	12	-64.3%
Construction	261	223	-14.4%
Manufacturing	1,311	1,190	-9.2%
Wholesale Trade	193	196	1.5%
Retail Trade	1,144	1,677	46.6%
Transportation and Warehousing	341	446	30.8%
Information	70	51	-27.4%
Finance and Insurance	223	377	69.0%
Real Estate and Rental and Leasing	38	45	17.7%
Professional, Scientific, and Technical Services	134	182	35.7%
Management of Companies and Enterprises	23	24	4.7%
Administrative and Support and Waste Management and Remediation Services	88	138	57.0%
Educational Services	<10	77	ID
Health Care and Social Assistance	983	1,001	1.9%
Arts, Entertainment, and Recreation	69	38	-45.5%
Accommodation and Food Services	581	527	-9.2%
Other Services (except Public Administration)	536	338	-36.9%
Government	853	819	-4.0%
Unclassified Industry	<10	0	ID
Total:	7,252	7,681	5.9%

Source: EMSI. ID=Insufficient Data

Education & Training

In addition to participation, worker productivity has often been cited as an important reason for the strength of Wisconsin's economy. Both education and training is critical to maintaining that productivity.

The level of educational attainment is an important indicator of the skills of the labor force. Formal education and job training reflect a community's ability to provide a labor force for certain types of industry. Educational attainment in the City and County are very similar, but are both slightly lower than the State in terms of population with a high school degree or higher, and significantly lower in terms of population with a bachelor's degree or higher.

Partnerships between local businesses, governments, and educational institutions are very useful in developing the Regional economy. Institutions such as UW-Stevens Point, the nearest four-year

university, UW-Marathon County, and Northcentral Technical College, which has a satellite campus in Antigo, often direct their programs to the training needs of local workers and businesses.

Occupations

In 2010 the largest occupation sector in Antigo was Sales and Office; followed by Management, Business, Science and Arts; Service; and Production, Transportation, and Material Moving. The Management, Business, Science and Arts sector was the largest for both Langlade County and Wisconsin. The Natural Resources, Construction, and Maintenance sector was the smallest for Antigo, Langlade County, and Wisconsin. Table 6, which is found on Page X in Chapter 1, illustrates the breakdown, by occupation, of the employed population in 2015, age 16 years and older.

A listing of economic development programs can be found in Attachment C.

Economic Development 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.

- [insert Economic Development Issues here]

Economic Development Goal

Economic Development Goal: The City of Antigo has a diverse economy that is a place of opportunities where people and businesses can grow and be successful.

1. Stimulate community and economic growth and development by supporting business expansion and retention in competitive sectors.
 - a. Continue to develop Antigo's industrial and commercial areas.
 - b. As necessary, expand the industrial park to provide adequate land for new developments.
 - c. Develop a tourism marketing strategy that emphasizes the natural resources and outdoor activities Antigo has to offer.
 - d. Develop funds, such as grants, city funds, and TIF, that will allow the City to purchase land, extend utilities to property, etc
 - e. Investigate the development of a business incubator site to allow new entrepreneurs to locate in the City and develop their business.
 - f. Continue to work with the Antigo School District, NTC, and areas businesses to link educational opportunities with post-graduation employment.
2. Revitalize the older and industrial areas in Antigo.
 - a. Create a long-range plan for the downtown area to assist in economic development, historical preservation, and downtown redevelopment.
 - b. Encourage the establishment of a downtown organization that focuses on the health and vitality of the downtown area.
 - c. Encourage streetscaping and pedestrian improvement that make downtown a walkable, pedestrian friendly area.
 - d. Create and maintain a list of identified under-utilized commercial and industrial properties that could benefit from revitalization.
 - e. Rehabilitate brownfields within the City.
3. Cultivate a professional lifestyle environment that attracts and retains professionals and businesses, including excellent public infrastructure and municipal services and a high quality of life.
 - a. Improve high-speed communications infrastructure.
 - b. Improve information centers for people who visit Antigo on weekends.
 - c. Maintain and enhance existing major traffic arterials for easy movement of people and goods.

Chapter 8 - Intergovernmental Cooperation

The issue of intergovernmental cooperation is increasingly important; since many issues cross over political boundaries, such as watersheds, labor force, commuter patterns, and housing. Communities are not independent of each other, but rather dependent on each other. The effects from growth and change on one spill over to all surrounding communities and impact the region as a whole.

Wisconsin Statute s.66.30, entitled "Intergovernmental Cooperation", does enable local governments to jointly do together whatever one can do alone. Unfortunately, there is little public policy in Wisconsin law that encourages, let alone requires, horizontal governmental relationships. The result is that towns, villages, cities and counties often act more as adversaries than as partners.

State-wide, Wisconsin has over 2,500 units of government and special purpose districts. Having so many governmental units allows for local representation, but also adds more players to the decision making process. In general terms, intergovernmental cooperation is any arrangement by which officials of two or more jurisdictions coordinate plans, policies, and programs to address and resolve issues of mutual interest. It can be as simple as communication and information sharing, or it can involve entering into formal intergovernmental agreements and sharing resources such as equipment, buildings, staff, and revenue.

As jurisdictions communicate and collaborate on issues of mutual interest, they become more aware of one another's needs and priorities. They can better anticipate problems and work to avoid them. Intergovernmental cooperation makes sense for many reasons including trust, cost savings, consistency, and ability to address regional issues. Cooperation can lead to positive experiences and results that build trust between jurisdictions. It can save money by increasing efficiency and avoiding unnecessary duplication. It can lead to consistency of goals, objectives, plans, policies, and actions of neighboring communities. Finally, by communicating and coordinating their actions and working with regional and state jurisdictions, local communities are able to address and resolve issues that are regional in nature.

The major beneficiary of intergovernmental cooperation is the local resident. They may not understand, or even care about, the details of a particular intergovernmental issue, but residents can appreciate their benefits, such as cost savings, provision of needed services, a healthy environment, and a strong economy.

A variety of factors, some long-standing and others more recent, have brought the issue of intergovernmental cooperation to the forefront. Some of these factors include:

- Local government financial condition;
- Opportunity to reduce costs by working together;
- Elimination of duplication of services;
- Population settlement patterns and population mobility; and
- Economic and environmental interdependence.

In addition, as more jurisdictions create and implement comprehensive plans and share them with surrounding communities, new opportunities for intergovernmental cooperation will be identified.

The City of Antigo 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 City 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.

Inventory & Trends

Intergovernmental Relationships

Currently the City of Antigo has numerous relationships and several general agreements in place. The following is a summary of existing and potential cooperative efforts.

Surrounding Communities

The City of Antigo maintains working relationships with the Towns of Ackley, Antigo, and Rolling, which surround the City. The City works with all three on land use and development concerns along mutual boundaries.

Additionally, the City of Rolling is the home of the Antigo City Landfill. This property is owned and operated by the City of Antigo. The Town of Rolling is also home to the City of Antigo Waste Water Treatment Facility and a stormwater drainage ditch.

County

Langlade County directly and indirectly provides a number of services to the City and the City enjoys a good working relationship with many of the responsible departments.

The County Highway Department maintains and plows County and State highways within the City.

The County Sheriff manages the 911-dispatch center for police, fire and ambulance/EMS response.

The Antigo Public Library is a county library which serves all the peoples of Langlade County and includes three branch locations in Elcho, Elton, and White Lake.

The Parks, Recreation and Forestry Department maintains a county-wide park system and county forest system for the use and enjoyment of all residents.

School Districts

The Unified School District of Antigo serves most of Langlade County, as well as portions of Shawano and Marathon Counties. Most of the School District's facilities are located within the City of Antigo.

The City is within the Northcentral Technical College service area and is home to an NTC campus.

North Central Wisconsin Regional Planning Commission

The North Central Wisconsin Regional Planning Commission (NCWRPC) was formed under §60.0309 Wis. Statutes as a voluntary association of governments serving a ten county area. Marathon County is a member of the NCWRPC, which includes all of its local units of government.

NCWRPC provides both regional and local planning assistance. Typical functions of the NCWRPC include (but are not limited to) land use, transportation, economic development, intergovernmental and geographic information systems (GIS) planning and services.

State and Federal

The Wisconsin Departments of Natural Resources and Transportation are the primary agencies the City might deal with regarding development activities. Many of the goals and objectives of this plan will require continued cooperation and coordination with these agencies.

The WDNR takes a lead role in environmental protection and sustainable management of woodlands, wetlands, and other natural areas. The WDOT is responsible for the planning and development of state highways, railways, airports, and other transportation systems. State agencies make a number of grant and aid programs available to local units of government. Examples include local road aids and recycling grants. There are also a number of mandates passed down from the state that the City must comply with, such as the biannual pavement rating submission for the Wisconsin Information System for Local Roads.

In Wisconsin, most federal programs are administered by the state, so the City would be dealing with the responsible state agency with regard to federal programs and regulations.

Intergovernmental Cooperation Goal

Intergovernmental Cooperation Goal: The City of Antigo will continue to strengthen and expand its cooperative activities with all levels of government to improve the provision of public services and facilities.

1. Continue to coordinate development and planning activities with surrounding communities.
 - a. Communicate with surrounding communities when proposed development is on a boundary or could have impacts on the adjacent community.
 - b. Inform adjacent towns of annexation petitions received by Antigo and invite their participation in City land use and public facilities planning activities that affect their community borders.
 - c. Work with surrounding communities in preservation of natural resources.
 - d. Continue to work with the County and DOT to coordinate timing of road maintenance and improvements with surrounding communities.
 - e. Work with other units of government to advocate for State and Federal legislation that would be beneficial to Antigo.