

Office of the Clerk/Treasurer

W240N3065 Pewaukee Road
Pewaukee, WI 53072
(262) 691-0770 Fax 691-1798

~ VIRTUAL MEETING ONLY ~ SEE NOTICE BELOW ~

**COMMON COUNCIL
MEETING NOTICE AND AGENDA**

Monday, January 4, 2021

7:00 PM

~ VIRTUAL MEETING ONLY ~

City of Pewaukee ~ W240 N3065 Pewaukee Road ~ Pewaukee, Wisconsin 53072

-
1. Call to Order and Pledge of Allegiance
 2. Public Comment - Please limit your comments to two (2) minutes, if further time for discussion is needed please contact your District Alderperson prior to the meeting.
 3. Consent Agenda
 - 3.1. Approval of Accounts Payable Listing Dated January 4, 2021
 4. Discussion and Possible Action Regarding Extending the Families for Coronavirus Response Act Emergency Paid Sick Leave for Employees who Become Infected with Coronavirus or are Put Under Quarantine Due to a Family Member Becoming Ill [Woldanski].
 5. Presentation and Possible Approval of the Needs Assessment Study and Impact Fees Analysis for Parks, Fire Department and Trails [Diane Thoun - Clark Dietz]
 6. Discussion and Possible Action Regarding Resolution 21-01-01 Establishing the 2021 Impact Fees [Fuchs]
 7. Public Comment - Please limit your comments to two (2) minutes, if further time for discussion is needed please contact your district Alderperson prior to the meeting.
 8. Adjournment

Kelly Tarczewski
Clerk/Treasurer

December 31, 2020

NOTICE

Due to City Hall being closed to the public due to the COVID virus, this meeting will only be held virtually.

To attend this meeting virtually or by phone please contact Kelly Tarczewski, City Clerk, 262-691-0770, tarczewski@pewaukee.wi.us **before 3 P.M. on the date of the meeting** for directions. Meeting materials are available at <https://pewaukee.novusagenda.com/AgendaPublic/>.

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a

quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the Clerk/Treasurer, Kelly Tarczewski, at (262) 691-0770 three business days prior to the meeting so that arrangements may be made to accommodate your request.

**CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 3.1.**

DATE: January 4, 2021

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Approval of Accounts Payable Listing Dated January 4, 2021

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Accounts Payable 1-4-2021

Check Date	Check	Vendor Name	Description	Amount
12/30/2020	189(E)	DELTA DENTAL	Dental Clearing	1,168.00
				363.28
				1,531.28
12/30/2020	191(E)	DIVERSIFIED BENEFIT SERVICES, INC.	Flex Spend	2,052.19
12/31/2020	178(E)	WISCONSIN RETIREMENT SYSTEM	WRS GENERAL EMPLOYEES	32,729.56
			WRS FIRE EMPLOYEES	39,808.38
			WRS Voluntary Contributions	169.60
				72,707.54
01/01/2021	190(E)	HUMANA	Health Insurance Clearing	95,716.70
100 TOTALS:				
(1 Check Voided)				
Total of 301 Disbursements:				802,998.26

**CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 4.**

DATE: January 4, 2021

DEPARTMENT: Employee Services

PROVIDED BY: Kelley Woldanski

SUBJECT:

Discussion and Possible Action Regarding Extending the Families for Coronavirus Response Act Emergency Paid Sick Leave for Employees who Become Infected with Coronavirus or are Put Under Quarantine Due to a Family Member Becoming Ill [Woldanski].

BACKGROUND:

The attached federal act ended on December 31, 2020. Several communities are extending this policy through March or April however to allow employees to take off without using their own accrued time should they become ill and/or are forced to quarantine. Please note this is a ONE TIME benefit and any employee who has already utilized it, would not be given it again. This extension would only be afforded to employees who have not yet used it.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Families First Coronavirus Response Act Policy



Administration

W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770

Fax (262) 691-1798

Families First Interim Compliance Policy

Effective April 1, 2020 to December 31, 2020

Introduction

The federal government has passed the “Families First Coronavirus Response Act” to assist employees during the current public health emergency. As a covered employer, we provide the temporary benefits required by the Act as summarized in this policy. This policy may change in response to any new or revised guidance issued by the Department of Labor or at the City’s discretion.

Eligibility

All employees, except emergency responders. Emergency responders includes firefighters, paramedics, EMT’s, all staff from the water utility/streets/parks departments who have been assigned rotational responsibility for those respective departments, and all supervisors/department heads. Emergency responders are eligible for benefits outlined in the attached Addendum to this policy. Staff who have been employed fewer than 30 days are not eligible for the temporary expansion of FMLA (section B).

If you are eligible for leave under sections A and B, the total amount of leave available is capped at 12 weeks.

A. Emergency Paid Sick Leave Benefit

1. Full-time employees will receive up to two weeks (80 hours) of paid sick leave benefits to be used for covered absences. Part-time employees will receive a pro-rated paid sick leave benefit based on the number of hours you work on average over a two-week period. The full benefit for which you are eligible is available for immediate use.
2. You are not required to exhaust other forms of paid leave before using this paid sick leave. The paid sick leave is in addition to any paid leave you already have.
3. This benefit is available to you if you cannot work (in person or remotely) for any of the following reasons:
 - a. You are subject to a federal, state, or local Coronavirus quarantine or isolation order;
 - b. You are advised by a health care provider to self-quarantine for Coronavirus concerns;
 - c. You are experiencing symptoms of Coronavirus and seeking a medical diagnosis;
 - d. You are caring for an individual who is under a Coronavirus quarantine or isolation order or has been advised by a health care provider to self-quarantine;
 - e. You are caring for a child whose school or child care provider has been closed or is unavailable because of Coronavirus;



Administration

W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770

Fax (262) 691-1798

- f. You are experiencing any other substantially similar condition specified by the Secretary of Health and Human Services.
4. We may require you to submit documentation of your need for leave, including a certification from a health care provider confirming the applicable circumstance of section 3 above.
5. If you qualify for paid sick leave, we will pay you the following amounts:
 - a. If you require leave for reasons 3(a), (b), or (c) above, we will pay you your regular rate of pay, up to \$511 per day and/or \$5,110 in the aggregate.
 - b. If you require leave for reasons under 3(d), (e), or (f) above, you will receive two-thirds of your regular rate of pay, up to \$200 per day and/or \$2,000 in the aggregate.
 - c. You may use your accrued sick time to be paid at 100% of your normal pay.
6. Your ability to use paid sick leave for purposes specified in the law will end upon termination of the qualifying event.
7. Paid leave provided under this law does not carry over year to year and unused leave is not paid out.

B. Temporary Expansion of Family & Medical Leave

Federal Family and Medical Leave is temporarily expanded to include a qualifying need related to the Coronavirus public health emergency, as declared by federal, state, or local authorities. The conditions of this expansion are outlined below.

1. You are eligible for the leave if you have worked at least 30 calendar days.
2. A “qualifying need” is limited to circumstances where you cannot work (in person or remotely) because of your need to care for your son or daughter under age 18 due to a Coronavirus-related public health emergency school or child care closing/unavailability.
3. You may take up to 12 weeks of leave for the temporary FMLA under this Section B; however, if you are eligible for Paid Sick Leave under Section A as well, the total amount of leave available is capped at 12 weeks.
4. Pay for the temporary FMLA leave will be as follows:
 - a. The first 10 days of the leave are unpaid. You may elect to use the Paid Sick Leave Benefit (Section A above) or any accrued paid leave during this time if available.
 - b. After the first 10 days, we will pay you two-thirds of your regular rate of pay, up to \$200 per day and \$10,000 aggregate. We will require you to use your accrued vacation and compensatory time to pay you at 100% of your normal pay. Your paid vacation and compensatory time will run concurrently with the temporary FMLA benefit until your vacation and compensatory time are exhausted; if you continue to need temporary FMLA when your vacation and



Administration

W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770

Fax (262) 691-1798

compensatory time is exhausted, we will continue to pay you at two-thirds of your regular pay up to the applicable caps.

5. Your total annual FMLA leave entitlement for any qualifying reason remains at 12 weeks per calendar year.

Intermittent Leave

Intermittent leave will be permitted only if you need time off for childcare, as outlined in Section A.3.e or Section B. You and your manager must agree to the terms and schedule of such leave and notify Employee Services of that agreement. The total amount of intermittent leave taken under Section A or Section B will not exceed 12 weeks.

Notice

You must communicate your need for leave under this policy as soon as possible by contacting Employee Services or having someone do so on your behalf. You will be asked to document your need for leave using the FFCRA Leave of Absence Request Form. You must provide sufficient information to allow us to determine that your need for leave is covered by the terms of this policy.

Insurance Continuation

Your health insurance will continue while you are on leave under this policy, provided you continue to pay your share of the premium. Life and disability insurance will also continue provided you pay your share of the premium. Payment arrangements can be discussed if needed by contacting Employee Services.

Return to Work

You will be entitled to reinstatement to the same or equivalent position once your leave ends, subject to the provisions of the FFCRA.

Conclusion

Please contact Employee Services if you have questions regarding this policy.



Administration

W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770

Fax (262) 691-1798

ADDENDUM – Families First Interim Compliance Policy For Emergency Responders

Effective April 27, 2020 to December 31, 2020

Eligibility

Emergency responders. Emergency responders includes firefighters, paramedics, EMT's, all staff from the water utility/streets/parks departments who have been assigned rotational responsibility for those respective departments, and all supervisors/department heads.

A. Emergency Paid Sick Leave Benefit

1. Full-time employees will receive up to two weeks (80 hours for regular full-time employees and 112 hours for union firefighters) of paid sick leave benefits to be used for covered absences. Part-time employees will receive a pro-rated paid sick leave benefit based on the number of hours you work on average over a two-week period. The full benefit for which you are eligible is available for immediate use.
2. You are not required to exhaust other forms of paid leave before using this paid sick leave. The paid sick leave is in addition to any paid leave you already have.
3. This benefit is available to you if you cannot work (in person or remotely) for any of the following reasons:
 - a. You are personally subject to a federal, state, or local Coronavirus quarantine or isolation order;
 - b. You are advised by a health care provider to self-quarantine for Coronavirus concerns;
 - c. You are experiencing symptoms of Coronavirus and seeking a medical diagnosis;
 - d. You are caring for an individual who is personally under a Coronavirus quarantine or isolation order or has been advised by a health care provider to self-quarantine;
4. We may require you to submit documentation of your need for leave, including a certification from a health care provider confirming the applicable circumstance of section 3 above.
5. If you qualify for paid sick leave, we will pay you the following amounts:
 - a. If you require leave for reasons 3(a), (b), or (c) above, we will pay you your regular rate of pay, up to \$511 per day and/or \$5,110 in the aggregate.
 - b. If you require leave for reasons under 3(d) above, you will receive two-thirds of your regular rate of pay, up to \$200 per day and/or \$2,000 in the aggregate.
 - c. You may use your accrued sick time to be paid at 100% of your normal pay.
6. Your ability to use paid sick leave for purposes specified in the law will end upon termination of the qualifying event.



Administration

W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770

Fax (262) 691-1798

7. Paid leave provided under this law does not carry over year to year and unused leave is not paid out.

Intermittent Leave

Intermittent leave is not available under this paid sick leave benefit.

Notice

You must communicate your need for leave under this policy as soon as possible by contacting Employee Services or having someone do so on your behalf. You will be asked to document your need for leave using the FFCRA Leave of Absence Request Form. You must provide sufficient information to allow us to determine that your need for leave is covered by the terms of this policy.

Insurance Continuation

Your health insurance will continue while you are on leave under this policy, provided you continue to pay your share of the premium. Life and disability insurance will also continue provided you pay your share of the premium. Payment arrangements can be discussed if needed by contacting Employee Services.

Return to Work

You will be entitled to reinstatement to the same or equivalent position once your leave ends, subject to the provisions of the FFCRA.

Conclusion

Please contact Employee Services if you have questions regarding this policy.

**CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 5.**

DATE: January 4, 2021

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Presentation and Possible Approval of the Needs Assessment Study and Impact Fees Analysis for Parks, Fire Department and Trails [Diane Thoun - Clark Dietz]

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Needs Assessment Report



Needs Assessment Study and Impact Fees Analysis for Parks, Fire Department, and Trails

Prepared for: City of Pewaukee, Wisconsin

Prepared by: Clark Dietz, Inc.

Date: November 2020

Professional Consulting and Design Services

ClarkDietz

Engineering Quality of Life™

Table of Contents

	<u>PAGE NO.</u>
CHAPTER 1 – INTRODUCTION	
INTRODUCTION	1-1
BACKGROUND AND HISTORY	1-1
PURPOSE AND SCOPE	1-3
SERVICE AREA	1-3
RELATED STUDIES AND REPORTS	1-3
CHAPTER 2 – EXPECTED CITY GROWTH	
GENERAL	2-5
POPULATION SUMMARY	2-5
POPULATION FORECASTS/PROJECTION	2-5
NON-RESIDENTIAL DEVELOPMENT	2-6
CHAPTER 3 – IMPACTS ON SELECTED EXISTING AND FUTURE PUBLIC FACILITIES	
INTRODUCTION	3-7
PUBLIC PARKS AND RECREATION FACILITIES	3-7
GENERAL	3-7
STANDARDS	3-8
PARK AND RECREATION INVENTORY	3-8
NEEDS ASSESSMENT	3-9
FIRE AND RESCUE FACILITIES	3-12
GENERAL	3-12
GUIDELINES	3-12
INVENTORY	3-13
FIRE DEPARTMENT NEEDS ASSESSMENT	3-13
TRAIL FACILITIES	3-15
GENERAL	3-15
STANDARDS	3-16
INVENTORY	3-16
NEEDS ASSESSMENT	3-16
COST SUMMARY	3-18
CHAPTER 4 – SUMMARY AND CONCLUSIONS	
GENERAL	4-19
CURRENT IMPACT FEES	4-19
RESIDENTIAL IMPACT FEES	4-19
RECOMMENDED IMPACT FEES	4-19
RECOMMENDED ORDINANCE	4-20
AFFORDABLE HOUSING	4-20
PERIODIC REVIEW	4-21

List of Tables

2-1	POPULATION FORECASTS/PROJECTION	2-5
3-1	EXISTING PARK AND OPEN SPACE SITES – 2019	3-9
3-2	PROPOSED NEW PARK PROJECTS – 2019 TO 2050	3-10
3-3	REMAINING SPORTS COMPLEX DEVELOPMENT PROJECTS	3-11
3-4	PARK IMPACT FEE CALCULATION – RESIDENTIAL USES	3-11
3-5	FIRE IMPACT FEE CALCULATION – NON-RESIDENTIAL USES	3-14
3-6	FIRE IMPACT FEE CALCULATION – RESIDENTIAL USES	3-15
3-7	PROPOSED BIKE/HIKE TRAIL CONSTRUCTION PROJECTS – 2019 TO 2050	3-17
3-8	TRAIL IMPACT FEE CALCULATION – NON-RESIDENTIAL USES	3-17
3-9	TRAIL IMPACT FEE CALCULATION – RESIDENTIAL USES	3-18
3-10	PUBLIC FACILITIES ESTIMATED COST SUMMARY – 2019 TO 2050	3-18

Appendix List

A	§66.0617, WISCONSIN STATUTES
B	IMPACT FEE AREA (CITY LIMITS), LAND USE PLAN
C	MAP OF CITY PARKS
D	2003 BICYCLE AND PEDESTRIAN FACILITY PLAN WITH 2019 PLAN UPDATES
E	IMPACT FEE ORDINANCE
F	AFFORDABLE HOUSING ANALYSIS

Chapter 1

Introduction

INTRODUCTION

The City of Pewaukee, Wisconsin is located in east-central Waukesha County, approximately 20 miles west of downtown Milwaukee. Until about 1980 the Town (now City¹) of Pewaukee was, basically, a 25 square mile rural town with only limited public sanitary sewerage services near the shore of Lake Pewaukee. The Town population was about 9,000 in 1980. The urban development and proliferation of public utility services that has occurred throughout the Town/City during the past 30 years based on sound long range plans has, however, resulted in significant low - to medium density residential development and medium density office, manufacturing and warehouse development. At the same time, over 25 percent of the City's total land area is being permanently protected as wetlands, floodlands, and general open space – in addition to about two square miles of Lake Pewaukee. The City is bounded by the Town and City of Brookfield and the Village of Menomonee Falls to the east, the City of Waukesha to the south, the Town of Delafield and Town of Merton to the west, and the Town of Lisbon and Villages of Sussex and Pewaukee to the north. The City surrounds the Village of Pewaukee on three sides. The City currently encompasses 21.3 square miles of land and water area.

Between the 2000 and 2010 federal census of population, the City of Pewaukee's population increased at a higher rate than Waukesha County as a whole. The City had a population growth rate of 9.4 percent, while the County experienced a growth rate of 8.1 percent. This trend of higher population growth rates in the City than in the County is expected to continue during the next 21 years. The 2010 population of the City of Pewaukee was 13,195. The City's official January 1, 2018 population is 14,436 people, which represents a 9.4 percent increase over the 2010 census figure. The City of Pewaukee is currently experiencing moderate residential, industrial, and commercial development. This moderate growth trend is projected to continue over the planning period. ² The City's Neighborhood Plans anticipate a population of 20,100 by 2050, or a 39 percent increase over the next 32 years.

BACKGROUND AND HISTORY

Section 66.0617 of Wisconsin statutes, originally enacted in 1993 and subsequently revised, provides authority for municipalities (cities, villages, or towns) to enact ordinances that impose impact fees on builders/developers based on the impact such development will have on the community's facilities and services. A copy of the statute is provided as Appendix A to this document. The statute authorizes a municipality to impose impact fees to offset capital costs to construct, expand, or improve the following public facilities due to the impact of new development on the community:

1. Highways and other transportation facilities including traffic control devices.
2. Facilities for collecting and treating sewage.
3. Facilities for collecting and treating storm and surface waters.
4. Facilities for pumping, storing, and distributing potable water.
5. Parks, playgrounds, and athletic fields.
6. Solid waste and recycling facilities.
7. Fire protection facilities.
8. Law enforcement facilities.
9. Emergency medical facilities.
10. Libraries.

¹ The Town of Pewaukee incorporated as the City of Pewaukee in February 1999.

² All population data are as provided by the Wisconsin Department of Administration and the U.S. Census Bureau.

Capital costs include the costs to construct new or expand existing public facilities as listed above, including the cost of land. It may also include legal, engineering, and design costs, except that not more than 10 percent of capital costs may consist of such costs. "Public facilities" may not include facilities owned by a school district. Also, impact fees may not include amounts necessary to address existing deficiencies in public facilities. The imposition of impact fees does not prohibit or limit the authority of a municipality to finance public facilities by any other means authorized by law, except that the amount of an impact fee imposed by a municipality shall be reduced to compensate for any other costs of public facilities imposed by the municipality on developers to provide or pay for capital costs. An 'impact fee' under Wisconsin statutes is a one-time charge payable by the developer or property owner at the time the building permit is issued to offset the impact the use or inhabitants of the new building has or will have on the City to provide certain services. Under the current version of the statute, if the collected fee is not spent within 10 years from the time it was collected, which can be extended to 13 years, the fee must be returned to the person or company from whom it was collected. §66.0617(9), Stats.

At the time the initial Town/City impact fee ordinance was adopted in early 1992 by the Town of Pewaukee, (prior to the 1993 state legislation) the Town Board's rationale for exacting such fees was that it was not fair for the existing population to pay for new or expanded services and facilities through taxation that they neither needed or wanted but which were required due to the new development occurring in the Town. At the same time it was understood that the existing population would gain some benefit from new development and its ancillary capital improvements. It was determined that a one-time impact fee would be exacted from each builder when a building permit for new construction was issued. The fee was determined by the building square footage and the type or expected primary use of the building based on zoning. For example, a warehouse does not have the same impact, per square foot of space, on community infrastructure and resources as does a retail store or a residence. Likewise, a large industrial building with a large warehouse space does not have the same impact on the community as a smaller industrial building with no warehouse space.

In early 1992, prior to the enactment of §66.0617, there were no limitations on what kinds of buildings or uses could or could not be assessed an impact fee or for what the collected fee could be used. At that time the Town of Pewaukee Town Board determined, however, that a limitation needed to be placed on such fees in order that current taxpayers and new building owners (potential new taxpayers) would share in the cost of required expanded or additional public services and facilities and all parties involved treated fairly. It was determined at that time that the collected fee would be placed in a separate interest-bearing account and used only for the construction of new or expansion of existing Town-owned buildings and ancillary public utilities and the acquisition of land for such construction. The Town Board also originally determined that impact fees could be used for no more than 60 percent of such construction. That percentage was revised to 50 percent in 1996. The Town Board determined that it was also critical that the impact fee not be generic to all types and uses of buildings but, rather, take into account the individual uses of each building and the perceived impact each particular new use would have on the entire community, both physically and fiscally. A fee structure was established that included 16 separate fees, based on a combination of use and square footage, and based on the builder's calculation of the building square footage ranging from small residential apartment units to large industrial buildings and including institutional and tax-exempt buildings. The fees were originally set between \$0.20 and \$0.50 per square foot, depending on use/zoning and size of each structure. Those fees did not change for 18 years. From about 1995 to 2009 general impact fees collected by the Town/City were used to partially pay for the construction of: an expanded police department building; an expanded public works building and garage; and a new fire station. A separate impact fee in the form of a 'park dedication fee', initially instituted by the Town Board in 1965, was used to partially pay for land for a new park, a park building, and the expansion of two older park buildings.

In addition to the 'general impact fee' established in 1992 for all new building construction, as set forth above, the Town Board determined at that time that the separate so-called 'park dedication fee', which is charged to only residential developers for each new potential residential unit based on the developers final plat or CSM, would continue to be collected, placed in a separate account, and the fees earmarked for only park land acquisition and development. That fee, initially established in 1965 at \$250 per new dwelling unit, was changed twice over the years and in 2009 was increased to \$600 per new dwelling unit. Pursuant to state statute and because of the City's 2012 Impact Fee Analysis, that fee is now charged to the residential builder when the

building permit is issued. Another result of that study was that the City discontinued the term ‘park dedication fee’ and replaced it with a park impact fee.

In reviewing the statutes during preparation of the 2012 study, it was determined that of the ten categories of state-authorized potential impact fees listed previously, the only anticipated impact fee needs in the City in the next 25 years are in regard to parks, fire and rescue, and trail facilities. It is not expected that the City will need impact fee revenue to expand existing facilities or construct new facilities in the other seven categories listed to meet demands created by future development. The 2012 needs assessment report, therefore, detailed only the City’s existing parks, fire/rescue protection, and trail resources as well as the new facilities needed to service new population and development growth. The costs of any needed new facilities were summarized and used to calculate impact fees.

The two separate impact fees described above that were previously exacted by the City were replaced with individual impact fees for the type of project or facilities to be improved or constructed. The 2012 study therefore established impact fees for fire and rescue and parks facilities.

PURPOSE AND SCOPE

This update of the needs assessment study was promulgated by the City Common Council in an effort to revisit the City’s parks, fire and rescue, and trail impact fees in order to comply with the current statutory requirements and to update the types of projects that the impact fees will fund for future needs.

It was determined once again that the only anticipated impact fee needs in the City in the next 30 years are in regard to parks, fire and rescue, and trail facilities. It is not expected that the City will require impact fee revenue to expand or construct new facilities in the other seven categories. This needs assessment report summarizes only the City’s existing parks, fire/rescue protection, and trail resources and the new facilities required for new population and development growth. The costs of the needed new facilities are summarized and used to calculate revised impact fees. The current impact fee structure including the three separate fees will remain in place.

SERVICE AREA

Because the City public services/facilities listed in the preceding paragraph are ubiquitous within the City, it was determined that the area within which impact fees will be exacted is the entire corporate territory of the City. A map of the service area is provided in Appendix B.

RELATED STUDIES AND REPORTS

The following reports were utilized extensively in the preparation of this needs assessment study:

“Impact Fee Analysis, Parks, Fire and Trails”, prepared by Arenz, Molter, Macy, Riffle & Larson, S.C., Crispell-Snyder, Inc., and City staff, February 2012.

“Pewaukee Park and Recreation Department Joint Park & Recreation Comprehensive Plan”, prepared by Kelly Woldanski, MSRA, CPRP, October 2013.

“City of Pewaukee Comprehensive Plan for 2035”, prepared by Waukesha County and City Planning staff, April 2009 (an update and expansion of the City’s 2020 Land Use/Transportation Plan).

“Neighborhood Plans for the City of Pewaukee, 2015 – 2050”, prepared by City Planning staff (an update of the City’s 2035 Comprehensive Plan).

“2003 Bicycle and Pedestrian Facility Plan with 2019 Plan Updates”, prepared by raSmith, March 2019, attached as Appendix D.

Chapter 2

Expected City Growth

GENERAL

Planned land use and population growth and related development directly influence the required services within a municipality. This chapter discusses population forecasts and projections within the City of Pewaukee service area based on regional and City plans.

POPULATION SUMMARY

According to the 2010 Federal Census reports, the average housing unit (dwelling unit) in the City of Pewaukee houses 2.42 persons. The 2010 Federal Census set the City's population at 13,195, and the most current January 1, 2018 estimates set the current population at 14,436. The number of current dwelling units associated with the residential population is, therefore, $14,436 \div 2.42 = 5,965$ dwelling units. A housing or dwelling unit may consist of a single-family, multi-family, rental, condominium, cooperative, owner or nonowner-occupied unit.

POPULATION FORECASTS/PROJECTION

Population forecasts are calculations based on planned residential development over established periods of future time and reflect the changes that are brought about through land use planning. A population projection, on the other hand, is the continuation of a population trend line extending from a point in the known past to a future point(s) in time. Based on the "Comprehensive Plan for Southeastern Wisconsin for the Year 2035", the Southeastern Wisconsin Regional Planning Commission (SEWRPC) developed population forecasts for all communities in the seven-county region, including the City of Pewaukee, from 2010 until the "regional comprehensive plan" year of 2035. The Wisconsin Department of Administration (WisDOA) Demographic Services Center has also developed projections to the year 2040. In addition, the City's 2009 Comprehensive Plan included a forecast of population growth for the 2010-2035 planning. These forecasts and projection are shown in Table 2-1 below.

Table 2-1
City of Pewaukee
Population Forecasts/Projection

AGENCY	2015	2020	2025	2030	2035	2040	2050
SEWRPC Forecast	15,200	16,200	17,100	17,900	18,350		
City Planning Forecast (2009 Comprehensive Plan)	13,200	14,300	15,500	16,700	17,900		
WisDOA Projection	13,930	15,310	16,590	17,800	18,580	19,010	
Neighborhood Plans for 2015 – 2050							20,100

Sources: SEWRPC, WI Demographic Services Center, and City Planning staff.

The City Planning forecast is the most conservative of the three estimates, while the SEWRPC forecast was the most optimistic. The current DOA projection falls between the two. The actual reality of future population growth in the City of Pewaukee will likely be closest to the City's forecast. It estimated a 2020 population of 14,300; the City's 2018 population was just over this at 14,436. The population will not reach the DOA's projection of 15,310 by 2020. The SEWRPC and DOA estimates show more aggressive growth over the next 11 years, but all three estimates come closer together by 2035.

The City's "Comprehensive Plan for the Year 2035" was completed in 2009. That plan was later amended with the adoption of "Neighborhood Plans for the City of Pewaukee 2015-2050", prepared by the City Planning Department. The 2050 plan estimates the population at 20,100 for 2050. That estimate follows in line with the SEWRPC, DOA, and City Planning estimates of continued steady population growth. The City planning forecast of 20,100 residents will be used to estimate the future population in this study.

The City's forecast population increase of 5,664 people between 2018 and 2050 will result in about 2,340 new dwelling units ($5,664 \div 2.42$) or an average of 73 dwelling units (both single- and multi-family) per year for the next 32 years, for a City total of 8,305 dwelling units by 2050. The City's land use plan (included in Appendix B) shows new residential development occurring near existing residential areas spread throughout the City.

Population forecasts or projections can be uncertain due to future development and various economic, environmental, and political factors. One or more unplanned subdivisions or industrial developments or an unexpected downturn in the regional and national economy can have a great impact on the overall growth/development pattern and can result in a corresponding decrease or increase in development. Therefore, periodic revisions or updates to this report should be programmed.

NON-RESIDENTIAL DEVELOPMENT

The previous Needs Assessment Study based the expected future non-residential development on an estimate of acres and thereby square feet of new building sites. The City of Pewaukee's current Neighborhood Plan projects the anticipated development in the City by 2050. The table in Appendix C is taken directly from the Neighborhood Plan and shows the acres of expected development of all types. The table shows an overall increase in Commercial development and decreases in Industrial and Institutional development. The majority of the new development is expected to occur in the northwest part of the City. Overall, non-residential development is expected to increase by approximately 63 acres in the next 30 years. The total area devoted to non-residential development in 2050 is projected to be 2,159.5 acres. Therefore, new development will make up 2.9 percent of the total. The fee will be based on the total acres of the development site.

Chapter 3

Impacts on Selected Existing and Future Public Facilities

INTRODUCTION

This Chapter outlines the expected physical and fiscal impacts the forecast population and related development will have on the City's park, fire and rescue and trail facilities over the period 2019 to 2035.

Public Parks and Recreation Facilities

1. General

Depending upon their population and geographic size, cities, villages and towns in Wisconsin may have several types of publicly owned parks within their boundaries. Typically, a local urban community will have publicly owned and operated 'community' parks, 'neighborhood' parks and, perhaps, 'special activity' parks.

Community parks are parks that are large enough (25-40 acres) to provide space for several types of active play area as well as some passive/non-active area serving a broad range of age groups and serving an entire small (1,000 – 10,000 population) urban community or a large portion of a medium to large (10,000 + population) urban community. Such parks, depending on size, usually include, in addition to standard neighborhood park playground facilities, a large indoor/outdoor pavilion that can be used by public and private community groups, lighted ball fields, large parking area, tennis/squash courts, picnic area, dog walking area, and other community-oriented facilities. Such parks usually also serve some or all the 'neighborhood' park/playground needs within their area of the overall community. The City of Pewaukee's 26-acre Wagner Park is such a 'community' park.

Neighborhood parks, recommended to be 10-15 acres in size, serve a specific neighborhood (1,500 – 3,000 population encompassed within a roughly one square mile area) within a medium density urban community and provide active play area and equipment for, primarily, pre-school and elementary school age children that, preferably, can walk or be walked or ride a bicycle from home to the park without crossing arterial streets/highways. Such parks usually include a small building for indoor recreation programs and storage, small parking area, one or two softball fields, one or two basketball goals, one or two small soccer fields, and other small activity related recreation equipment/area. The City's Nettesheim, Balmer, and South Parks are all classified as 'neighborhood' parks and the City's 11-acre Springdale Park is a limited use neighborhood park because only about three acres of the park is usable for active park purposes, the remaining acres being wetland.

Special activity parks, recommended to be larger than 40 acres and designed to serve a medium to large urban community, are usually developed by the community to provide recreation facilities for activities that are not or should not be included in either a 'community' or 'neighborhood' park venue due to the requirement for substantial parking area, lighting, vending and food sales area. Such activities might include: adult league lighted baseball fields and other competition field sports, competition swimming pool, amusement complex, competition gun and archery ranges, zoo, aquarium, skate board facility, or an historical site. Such a park may also include active playground facilities and a pavilion usually found in a neighborhood or community park. The City's 59-acre Sports Complex park is such a special activity park. It should be noted that some 'special activity' parks, such as swimming beaches, may only need a small acreage. The City has no such park and none is contemplated.

Other park/open space areas in an urban community may include: a 'regional' park commonly owned and operated by the county or state; public or privately owned passive 'parkways' located in the vicinity of and/or encompassing floodplains, wetlands, woodlands and steep or undulating terrain; private subdivision development storm water management ponds, aesthetic open space, and/or playground areas; bike and hike trails within public and private street/utility rights-of-way; and institutional (school/college/church) recreation/

athletic lands and facilities. Such lands and facilities are not usually factored into the “acres of active ‘parkland’ per 1,000 population” calculation for comparison to established standards due to the fact that most such land cannot be used or developed to be used for ‘active’ recreation or if so developed for active recreation purposes cannot be relied on to be continuously available to the general public. Such lands and facilities become complimentary to public park and recreation facilities as aesthetic open space or potential ‘occasional use’ facilities.

2. Standards

Over the decades going back to the 19th century various agencies of government and organizations throughout the U.S. have created and promulgated standards for the public provision of parks and/or open space lands. Such standards have ranged from three (3) to 15 acres per 1,000 people living in a community, depending on the particular local definition of ‘park’ and ‘open space’. For example, are we talking about only ‘active’ park/recreation space or ‘active’ and ‘passive’ park/open space; only certain types of parks/parkland or all parkland; do we include separate ‘natural’ land/water areas that can never be developed?

Until 1996 the National Recreation and Park Association (NRPA) promulgated a general community public park standard of 10 acres per 1,000 people. The problem was, and indeed still is, that general state or national numerical standards established to be ubiquitous are difficult to relate to individual communities that are each unique in physical, social, fiscal, geographic, and land use configuration. Probably recognizing this problem, the NRPA, in 1996, abandoned the promulgation of a single or set of standards, suggesting that political units and agencies of government establish their own individual standards. Some communities have no community owned (public) parklands because they have determined that their extremely low residential density is sufficient to provide private ‘park’ activity area or are relying on other public (county/regional/state) or private agencies to provide such lands/development, if any. On the other hand, some communities have acquired and developed relatively large areas of parkland as an enhancement to the community’s attractiveness and property value.

Since about 1980 the Town/City of Pewaukee planning staff in its preparation of Town/City plans has adhered to the need for a standard of 10 to 15 acres of parkland per 1,000 people depending on whether the measure of the standard is only developed land or the total park site. It is now proposed that the City of Pewaukee use a standard of eight (8) acres of fully developed active park/recreation land per 1,000 population utilizing the three basic types of local community parks described above. The use of this standard recognizes that each park site may include land that is not developable and that there may be other developed parklands within and adjacent to the Town/City which are owned by other public or private entities but, if they exist, can only be enhancements or a compliment to the City park system. The standard also recognizes that there is a large amount of public and privately owned natural open space area within the City that can and should be preserved but should not be developed for active park/recreation purposes. In fact, according to the City’s comprehensive land use plan, when the City’s planned urban development is complete (expected to occur by 2035) over 25 percent of the City’s 21.3 square mile area will be retained in natural and man-made undevelopable open space. Using eight (8) acres per 1,000 residents as the fully developed active park standard, the City would need about 161 acres of City-owned fully developed active parkland by the year 2050 (using the planning department’s population forecast).

3. Park and Recreation Inventory

An inventory of the park and recreation facilities in the City of Pewaukee was presented in the 1999 Park and Open Space Plan and the 2006 Addendum to that Plan. Some information in this chapter was taken from those two reports. The rest of the information was provided by the City’s Park & Recreation Department. There are eight individual City-owned park sites within the City of Pewaukee. As depicted in Table 3-1, the eight park sites encompass a total of 155 acres. 137 acres in five sites are currently (2019) fully developed. A map of these sites is included in Appendix C.

An additional potential regional park/recreational facility located partially within the City of Pewaukee and partially within the Town of Lisbon is the 204-acre Ryan County Park owned by Waukesha County. This proposed

regional park is currently undeveloped. Another approximately 250 acres of county-owned natural open space and parkway are also located within the City, primarily along the Fox and Pewaukee Rivers and Meadowbrook Creek.

Table 3-1
City of Pewaukee
Existing Park and Open Space Sites – 2019

PARK	Acres	Baseball Fields	Basketball Courts	Building Rentals	Horseshoes	Passive Recreation Area	Picnic Area	Playground	Restrooms	Shelter	Softball Field	Soccer Field*	Tennis Court	Volleyball Court	Youth Program	Handicap Accessible
Balmer Park – Neighborhood	16	-	X	X	X	X	X	X	X	X	X	X	X	X	X	-
Fieldhack	1	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-
Nettesheim Park – Neighborhood	12	X	X	X	-	-	X	X	X	X	X	X	X	X	X	X
South Park - Neighborhood	12	-	X	X	-	-	X	X	X	X	X	X	X	X	X	X
Springdale Park (Limited Neighborhood - 3 ac.)	11	-	X	-	-	X	-	X	X	X	X	-	X	X	X	X
Wagner Park - Community	26	X	X	X	-	X	X	X	X	X	X	X	X	X	X	X
Yench Rd. Wildlife Refuge	18	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-
Sports Complex**	59	X	-	X	-	X	X	X	X	X	X	X	-	-	X	X
TOTAL ACRES	155, of which 137 acres (in bold) in six parks are fully developed.															

Source: "Joint Comprehensive Park and Open Space Plan March 2006 Addendum" and City staff.

* May include other field sports such as field hockey, touch football, and lacrosse.

** Ongoing facility development.

4. Needs Assessment

Based on the newly established eight (8) acres/1,000 people standard and the forecast population, there is or will be a need for 161 acres of fully developed community, neighborhood, and special City parkland by the year 2050. Subtracting the current fully developed 137 acres leaves a total of 24 acres needed to be developed. The City-owned 59-acre sports complex (special park), which opened in the spring of 2019, is included in the calculation of fully developed acres. It is proposed to add two new neighborhood parks during the 32-year planning period, which would each encompass a minimum of 15 acres. Because available park sites are not necessarily totally developable, it is expected that the standard 161 acres of fully developed land will actually be encompassed within over 200 acres of park sites.

The City of Pewaukee Parks and Recreation department has prepared a capital improvement projects budget for the 2019 to 2050 period for those specific park/recreation needs that are currently unmet and are needed now or will be needed to serve future residential development, a tabular summary of which is shown in Table 3-2. The plan includes new facilities that will be added at four existing parks and two new parks. A portion of the costs of these improvements is proposed to be paid using impact fees.

Table 3-2
City of Pewaukee
Proposed New Park Projects – 2019 to 2050

Park	Recommended Improvement	Estimated Net Cost
Balmer Park	Dog park development	\$ 20,000
Wagner Park	Portable ice rink	15,000
South Park	Playground relocation/upgrade	200,000
Sports Complex	Site development and facilities	2,500,000
New Neighborhood Parks	Land acquisition and facilities	3,000,000
ESTIMATED TOTAL NET COST		\$5,735,000

It was decided in the 2012 study that because the expected increase in population from 2010 to 2035 represented only about 30 percent of the total forecast 2035 total population, impact fees collected after July 2010 would be used for only up to 26 percent of the proposed development of this special park. Likewise, because the capital improvements proposed for Balmer and Wagner Parks will also serve the entire community, only up to 28 percent of the expected cost for such improvements will be paid with impact fees. New residential growth accounts for 28 percent of the total projected population.

Table 3-2 includes the continuation of development of the new Sports Complex park on Lindsay Road. The 59-acre City-owned property was not purchased using impact fees. Planning for the park began in 2010. It was estimated at that time that the total park development cost would be much higher than actual expenditures and that it would take several years to accomplish. The cost estimate included utility and access improvements as well as a full range of special, community, and neighborhood physical recreation facilities. Some of the improvements that were proposed included utilities, paved access and parking, lighting, playgrounds, soccer and other field sport fields, a walking trail, a concession/restroom building in the center of four (quad) lighted baseball/softball fields, and a pavilion with restroom facilities. This special City park was designed to serve the entire community as a 'sports' park as well as providing some 'neighborhood' park activities for the developing northeast quadrant of the City. The Sports Complex has taken some of the sports pressure off the City's other parks.

Since the inception of the 2012 impact fee study, the Pewaukee Sports Complex has experienced extensive development and the plan for the park has changed. The previous plan included a community center which is no longer a part of the plan, therefore the projected costs of the park have been reduced.

Development of the park began in 2015 and as of June 2019, the following have been completed:

- All underground utilities are in place including an on-site septic system and municipal water.
- Grading of the site has been completed.
- Four baseball diamonds including fencing have been installed.
- An irrigation system has been installed.
- Parking lots and parking lot lighting is complete.
- Two concession stands are complete.

Since 2015, the City has spent \$3,652,524.17 on development of the Sports Complex.

The park opened to the public in the spring of 2019. The following items on the updated development plan are still needed to complete the park. These items will be included in the impact fee calculation.

Table 3-3
City of Pewaukee
Remaining Sports Complex Development Projects

Recommended Improvement	Cost Estimate
Walking trail system	\$150,000
All-inclusive playground and splash pad	\$1,500,000
Open air shelters/shade structures throughout	\$200,000
Storage facility ¹	\$600,000
Boardwalk near stream	\$50,000
Total Remaining Cost of Development	\$2,500,000

¹ May not be located at park facility; may be centralized near City Hall.

Also as shown on Table 3-2, the City of Pewaukee is proposing the acquisition of land for two new neighborhood parks to primarily meet the needs of new residential development during the next 32 years. The new parks should each contain approximately 15 acres. One of these could possibly result from the purchase of land adjacent to Nettesheim Park. After reviewing the cost of open land in Pewaukee and the surrounding area, the cost of the land at each park is estimated to be about \$50,000 per acre, or \$750,000, in 2019 dollars. In addition, it is expected that the new neighborhood parks will include facilities similar to the facilities offered at Nettesheim and South Neighborhood parks and are estimated to cost, in 2019 dollars, about \$750,000 for each park. The total estimated net cost is \$3,000,000 for land and improvements at both facilities. The new parks are meant to primarily serve new development, but because no public park serves exclusively a specific area of the community the total cost is included.

As shown on Table 3-2, the total net cost of park acquisition and development over the next 32 years is estimated at \$5,735,000.

Table 3-4
City of Pewaukee
Park Impact Fee Calculation – Residential Uses
Improvements for Existing & New Neighborhood Parks Including Contingency

Item	Amount
Existing Population	14,436
Anticipated Growth	5,664
Total Population	20,100
New growth as % of total population	28%
Total Cost of Improvements, plus 20% contingency	\$6,882,000
Share attributed to new residential growth at 28%	\$1,939,286
Legal, Engineering, and Design (10%)	\$193,929
Total share attributed to new residential growth	\$2,133,215
Impact Fee per dwelling unit (2,340 dwelling units)	\$912

In the 2012 needs assessment study, it was calculated that up to \$2,565 per dwelling unit could be charged as a parks impact fee. It was decided that an impact fee of that level was not feasible, and it was recommended that the fee be set at \$1,000. This is the fee that is currently in place.

This update of the needs assessment study has found that the costs of the needed park improvements have decreased now that many of the previously proposed projects have been completed. The calculations suggest that the park impact fee should be decreased from \$1,000 to \$912 per new residential dwelling unit. This will result in the collection of \$2.13 million over the 32-year period, or only 28 percent of the estimated total cost of the proposed park improvements during the 2018 – 2050 plan period. All costs over and above the impact fees will be borne by the total general tax base or other revenue sources.

Fire and Rescue Facilities

1. General

Again, depending on the population and geographic size and fiscal capability, city, villages, and towns in Wisconsin and throughout the nation provide some level of fire and rescue or ambulance service to their citizens. Many small (1 to 10,000 population) communities utilize paid-on-call or volunteer firefighters/EMT personnel or may rely on contractual agreements with larger adjacent communities or even private firefighter organizations. Most large communities (35,000+ population) have full time, 24/7 fire/rescue staff and very large communities (75,000+ population) also have specialized personnel and equipment such as type A hazardous material (Haz-Mat) squads. Those communities that are larger than 10,000 population but smaller than 35,000 population may provide a combination of full time and paid-on-call staff to provide 24/7 service. Generally speaking, the provision of a fully trained, full time fire/rescue operation in southeastern Wisconsin requires the tax base of a community or combination of communities having a total population of at least 35,000 plus ancillary commercial and industrial development.

2. Guidelines

Fire/rescue service guidelines are, basically, related to travel time from the fire station to whoever called for service and number and type of personnel responding. In the City of Pewaukee, just over 70 percent of all calls for fire/rescue service are emergency medical calls, not fire related calls. In either case, however, the standard that a community would desire to achieve is between a four- and six-minute response (travel) time. That is the time between the firefighters and vehicles leaving the fire station and arriving on the emergency scene. The shorter the response time, the better the chance of saving a life or a home or business.

In past years the City Common Council has recommended a maximum five-minute response time standard. This does not include the time it takes for someone to call 911, the dispatcher to take the 911 call and relay the pertinent information to the fire/rescue station, and for the fire/rescue personnel to assemble and grab the necessary clothing/gear and get in the vehicle(s). The time between the fire station receiving the call and being ready to leave the station (scramble time) should be less than two minutes.

There is also an operating safety policy that states that no vehicle should leave the station without at least two fire/rescue personnel aboard. If there is a “full complement” of fire/rescue personnel on duty, there needs to be five to seven fire/rescue personnel on duty at all times. NFPA guidelines establish that an engine company and ladder company be staffed with a minimum of 4 firefighters each (NFPA 1710, §5.2.3.1). The Insurance Service Office, which rates community fire departments to aid insurance companies in determining rates, recently gave the City a Class 2 rating (commonly referred to as the ISO rating). This is an improvement over the Class 5 rating that was listed in the 2012 needs assessment study. One of the areas in which the Department earned low points in this assessment was in the distribution of adequately equipped responding engine companies within 1.5 miles and a ladder company within 2.5 miles of the built-upon area of the City.

The consequence of the aforementioned guidelines is that there needs to be a fire station strategically located in certain areas of the City in order to best meet the standards and, particularly, the five minute “response time”. In geographically small communities one fire station may be sufficient to meet the standards. In a relatively geographically large community, such as the City of Pewaukee with many miles of streets and highways with

higher than average traffic volumes, several stations need to be strategically placed in order to meet the guidelines. Following a “response time” study and siting plan conducted in 2006 from both existing and proposed fire station locations, the City determined that three 24/7 manned and equipped fire/rescue stations are sufficient to meet the response time guidelines and the needs of the existing and ultimate City development and population.

3. Inventory

Emergency fire/rescue protection/prevention services in the City of Pewaukee are provided by the City Fire Department. The fire department personnel currently include approximately 65 members, firefighters/paramedics, and office staff, consisting of a department chief, an assistant chief, four division chiefs, 18 full-time firefighters/paramedics, and 45 paid on-premise firefighter/paramedics. The department provides fire suppression and emergency medical/rescue services to all City properties as well as to Village properties (under contract). The City of Pewaukee also has automatic aid and mutual aid agreements with several neighboring communities. About 58 percent of the developed area of the City is currently served with public water supply, which means that some areas of the City still require tanker truck response.

The City of Pewaukee Fire Department currently has two separate operating fire stations. The Central Fire Station (No. 1) on Pewaukee Road and Fire Station No. 2 on College Avenue are each approximately 10,500 square feet in size. Fire Station No. 2 is a newer station, built in 2008 after the 2006 siting plan was completed, that replaced an older equipment storage station at Meadowbrook Road and Northview Road. Station Nos. 1 and 2 are both 24/7 stations that contain dormitory rooms, men and women restroom/shower facilities, offices, workout facilities, a dining room, a kitchen, laundry room, storage rooms, and a hose drying tower. The Central Fire Station has three drive through vehicle bays while new Fire Station No. 2 has two drive-through bays with the possibility of adding a third bay, if needed. The Central Fire Station and Fire Station No. 2 were placed into service in July 1995 and January 2009, respectively. All full-time department staff operate out of these two stations. The fire department's general administrative offices are located at the Central Fire Station.

The City's former Fire Station No. 3, located in the northeast quadrant of the City on Green Road near Duplainville Road, was turned over to the Parks Department approximately five years ago. It was constructed in the mid-1970s and occupies approximately 4,000 square feet, and contained only minimal restroom, dining, dayroom, office, and a small meeting room when it was in service to the Fire Department. There were no overnight sleeping rooms. The three equipment bays are not of the drive-through type and were not long enough for storage of more than one piece of modern equipment. There is no hose drying tower. This fire station was not originally constructed as a full-time, full-service station. In 2009 the station was established as a 'non-priority response' station due to its then-current condition. To be useful in a developing urban community the geographic size of the City of Pewaukee and also provide even minimum services necessary for a 24/7 fire/rescue operation, this station would have had to be substantially upgraded in size and facilities or replaced with a modern station similar to Stations No. 1 and 2 in order to meet any reasonable equipment/personnel response times and to adequately serve the northeast quadrant of the City.

4. Fire Department Needs Assessment

As development and population continues to increase to the forecast levels and traffic within and through the city increases, the City of Pewaukee, with a 21.3 square mile geographic area and several natural and man-made impediments to travel, will require a third full-service fire station in order to adequately serve the northeast quadrant of the City. Without a 24/7 fire station it will take almost seven minutes for the City Fire/Rescue Department to access most of the developing northeast quadrant of the City. The department has improved their response times slightly in recent years, mainly by improving their dispatch protocols.

The Department has an immediate need for additional storage at their facilities. Some Fire/Rescue Department apparatus is currently stored outside in parking lots. The storage space could be constructed as either a new building or an addition to an existing station.

The City of Pewaukee is currently working with neighboring communities to help with providing emergency services to all its residents. Staff has been talking with representatives from other communities to see what options there are for collaboration and cooperation. A cooperative agreement could help significantly to reduce response times. The City currently has a loose partnership with Lisbon; some of the City's equipment is stored in their building at times. They are also talking to Sussex. The partnerships with these communities are currently uncertain and the long-term success of this program will continue to be evaluated.

Even with the addition of storage space and community partnerships, expansion to three 24/7 full-service fire stations will be necessary to meet the minimum requirements for a community of the geographic and development size of the City prior to 2050. Internal studies by the City have shown that the most cost-effective method for adding a new full-service fire station would be by expanding one of the existing stations. The City can make use of the existing site, building, and on-site utilities. City staff has explored the construction of a 4,500 square foot building addition to one of the existing fire stations, resulting in a new, larger 24/7 station. The national standard of \$225 per square foot of fire station building area will be used to calculate the cost of the addition.

City staff realize that a building addition at an existing station may not be large enough and may not adequately meet the Department's needs throughout the 32-year planning period. Staff has considered the alternative of constructing a new station either on City-owned land on the east side of the City, or even at the former Station No. 3 location, although some additional land may need to be acquired. A station the same size and with the same facilities as Fire Station No. 2 could meet the needs of the future community. It may be necessary to construct a new station in the northwest corner of the City in the future as well, depending on the needs of development.

For purposes of this analysis, the cost of a building addition at an existing fire station will be utilized to calculate the proposed fire impact fee. The need for the building addition is immediate. When the needs assessment is next updated, City staff should reevaluate the need for Fire/Rescue facilities and determine if an additional station is required.

Table 3-5
City of Pewaukee
Fire Impact Fee Calculation – Non-Residential Uses
Addition to Fire Station Including Contingency

Item	Amount
Existing Commercial/Industrial, Institutional (acres) ¹	2,096
Anticipated growth of Commercial/Industrial/Institutional (acres)	63
Total	2,160
New growth as % of total	3%
Cost of station addition, plus 20% contingency ²	\$1,215,000
Incident responses to non-residential use types ³	29%
Incident responses to street/highway uses ⁴	6%
Share of cost for non-residential uses	\$352,350
Share of cost for street/highway uses	\$70,470
Total share of cost for responses by use type	\$422,820
Share attributed to new non-residential use growth	\$12,396
Legal, Engineering, and Design (10%)	\$1,240
Total share attributed to new non-residential use growth	\$13,635
Impact Fee per acre of new non-residential use growth	\$215

¹ Based on "Neighborhood Plans for the City of Pewaukee, 2015 – 2050".

² Based on 4,500 square foot addition at a cost of \$225/sq ft.

³ Based on Incident Type Report 1/1/2010 - 12/31/2010.

⁴ 20% of all responses are related to street uses; 29% of those are related to commercial use.

Table 3-6
City of Pewaukee
Fire Impact Fee Calculation – Residential Uses
Addition to Fire Station Including Contingency

Item	Amount
Existing Population	14,436
Anticipated Growth	5,664
Total Population	20,100
New growth as % of total population	28%
Cost of station addition, plus 20% contingency ¹	\$1,215,000
Incident responses to residential use types (2010) ²	46%
Incident responses to street/highway uses ³	9%
Share of cost for residential uses	\$555,134
Share of cost for street/highway uses	\$111,027
Total share of cost for responses by use type	\$666,160
Share attributed to new residential use growth	\$187,718
Legal, Engineering, and Design (10%)	\$18,772
Total share attributed to new residential use growth	\$206,490
Impact Fee per dwelling unit (2,340 dwelling units)	\$88

¹ Based on 4,500 square foot addition at a cost of \$225/sq ft.

² Based on Incident Type Report 1/1/2010 - 12/31/2010.

³ 20% of all responses are related to street uses; 46% of those are related to residential use.

Trail Facilities

1. General

In an effort to meet the growing need for formal, paved routes for non-motorized vehicle traffic, the City has embarked on a program to add bike/hike trails within the rights-of-way of, predominantly, arterial streets and highways throughout the City. Although basically a recreational facility the City's bike/hike trail plan was a joint endeavor between the Park/Recreation Department and the Public Works Department due to the need to locate the trails within public street rights-of-way.

2. Standards

The City prepared and adopted a Bicycle and Pedestrian Facility Plan in 2003 and amended and revised the plan in 2019. The plan sets forth the purpose and location of a trail system that will meet the objectives of the City in regard to providing a pedestrian link between all the City parks and concentrations of residential, commercial, and industrial use throughout the City.

The City's Bike and Pedestrian Planning Committee meets once a month. The purpose of this committee is to create methods for citizens to walk and bike safely in the City of Pewaukee and to educate all cyclists, pedestrians, and motorists on safe and lawful road and path use. The development of safe, useful paths and trails has been a citizen-driven effort.

The updated Bicycle and Pedestrian Facility Plan lists a total of 24 potential trails located throughout the City. Eleven of these trails were evaluated in the study and six of them were selected for development by Department staff and the Bike and Pedestrian Planning Committee. Based on the updated Plan, the completed trail system will measure 8.7 miles in length and will also connect to both county and adjacent community trail systems. Standards utilized within the Plan are based on recommendations of the American Association of State Highway and Traffic Officials and State regulations.

3. Inventory

The highway division of the Public Works Department maintains the City's expanding bike-hike trail network that currently measures 3.0 miles in length. Since 2012, 0.6 miles of sidewalk and the Nettesheim Park Trail, a five-foot wide, 810-foot long asphalt trail, were added to the system.

4. Needs Assessment

The City plans to expand the pedestrian and bicycle trail system based on the City's Bicycle and Pedestrian Facility Plan to serve residents as well as commercial and industrial employees. The trails will be constructed on existing street and highway right-of-way and be physically separated from street vehicular travel. The primary purpose of the trail system is to provide a safe, economical way to access parks, shopping, and work as well as to use for personal exercise.

Table 3-7 lists the proposed trail construction projects. Numbers 1 – 6B were recommended in the 2019 updates to the Bicycle and Pedestrian Facility Plan and are shown on the map in Appendix C. These trails are located in the southwest and east-central areas of the City. Their purpose is to connect to existing trails or provide access to existing parks. The cost estimates for these trail sections came directly from the 2019 updates to the Bicycle and Pedestrian Facility Plan.

No. 7 – 11 were identified in the 2003 Bicycle and Pedestrian Facility Plan and were included in the last Needs Assessment study. None of these trails have been completed to date. They are all located in the east and north areas of the City and will serve both existing development and almost all of the future development on the east side of the City. The cost estimates for Items No. 7 – 11 are based on a 2019 construction total net cost estimate of \$300,000 per mile for a six- to eight-foot-wide paved trail separated from motorized vehicular traffic by no less than three feet.

The estimated total net cost of constructing the proposed new 6.7 miles of trail over the next 32 years is \$2,736,000, which increases to \$3,283,200 when a 20% contingency cost is added. Table 3-7 includes the trails that are most likely to be constructed during the planning period, but impact fees could be used to help to fund other trails/segments as long as they provide a benefit to future development.

Table 3-7
City of Pewaukee
Proposed Bike/Hike Trail Construction Projects, 2019 to 2050

Number	Trail Improvements	Length (miles)	Estimated Cost
1	East Fieldhack Drive to the Lake Country Trail	0.03	\$188,000
2	Meadowbrook Road, Lake Country Trail to City/Village Boundary	1.7	\$737,000
3	Northview Road, from west end of sidewalk to South Park	0.2	\$40,000
4	Pedestrian Crossing at STH 164 (Pewaukee Road) and Ridgeview Pkwy	0.02	\$57,000
5	Watertown Road/CTH M	1	\$485,000
6A	Recreational Crossing at Nettesheim Park and Prospect Ave (CTH SS)	0.01	\$67,000
6B	Recreational Crossing at Crestview Drive at Prospect Ave (CTH G)	0.01	\$52,000
7	Green Road (STH 164 to Wagner Park)	0.7	\$210,000
8	Springdale Road (STH 190 to Weyer Road)	1.5	\$450,000
9	Springdale Road (STH 190 to Kathryn Ct)	0.5	\$150,000
10	Watertown Road (STH 164 to Creekside Dr)	0.5	\$150,000
11	Pewaukee Road (No. Riverwood Dr. to Tower Pl.)	0.5	\$150,000
	Total Miles	6.67	
	ESTIMATED TOTAL NET COST		\$2,736,000

Table 3-8
City of Pewaukee
Trail Impact Fee Calculation – Non-Residential Uses

Item	Amount
Existing Commercial/Industrial, etc. (acres) ¹	2,096
Anticipated growth of Commercial/Industrial (acres)	63
Total	2,160
New growth as % of total	3%
Cost of Trail projects, plus 20% contingency	\$3,283,200
Share of cost for non-residential uses	\$96,253
Legal, Engineering, and Design (10%)	\$9,625
Total share attributed to new non-residential use growth	\$105,879
Impact Fee per acre of new non-residential use growth	\$1,672

¹ Based on "Neighborhood Plans for the City of Pewaukee, 2015 – 2050".

Table 3-9
City of Pewaukee
Trail Impact Fee Calculation – Residential Uses

Item	Amount
Existing Population	14,436
Anticipated Growth	5,664
Total Population	20,100
New growth as % of total population	28%
Cost of Trail projects, plus 20% contingency	\$3,283,200
Share attributed to new residential use growth	\$925,176
Legal, Engineering, and Design (10%)	\$92,518
Total share attributed to new residential growth	\$1,017,694
Impact Fee per dwelling unit (2,340 dwelling units)	\$435

Cost Summary

This chapter identified the needs of the City park, fire and rescue facility improvements, and trail facilities based on the forecast 2050 population and development growth in the City of Pewaukee. Table 3-10 summarizes the total estimated costs of these facilities during the period 2019 to 2050 that could be partially funded with collected impact fees. Section 66.0617 of Wisconsin statutes also allows for ten percent of legal, engineering, and design costs to be funded by impact fees, so those costs were included in the calculations.

It is not anticipated that the capital cost of any of the proposed facilities will be funded by other fees imposed by the City, thus the amounts proposed herein would not be reduced by any other fees. Currently the City receives no Federal or State funds for these proposed facilities and therefore, the amounts proposed herein would not be reduced.

Table 3-10
City of Pewaukee
Public Facilities Projected Costs, 2019 to 2050

Facility	Cost
Parks Acquisition and Development	\$6,882,000
Fire and Rescue Facility Expansion	\$1,215,000
Trail Facilities	\$3,283,200
Total Estimated Net Cost	\$11,380,200
Legal, Engineering, and Design (10%)	\$1,138,020
TOTAL ESTIMATED COST	\$12,518,220

Chapter 4

Summary and Conclusions

GENERAL

While §66.0617 of Wisconsin statutes authorizes communities in the state to exact impact fees to augment the funding of ten major categories of community facilities, this report sets forth the need for and justification for the collection and use of impact fees in the City of Pewaukee for only three of those authorized facilities, namely: park improvements, fire protection and rescue, and trails. The study results are based on planned land use, forecast population data, and the calculated or assumed needs and requirements of future residents. At the time the specific facilities are designed, the sizing and location will be refined based on the then-current land use, code requirements, and engineering standards. The revised impact fees proposed herein are calculated in such a way that new developments pay, at most, only their proportionate share of the proposed improvements. The City may choose to adopt all or only a part of the recommended impact fees.

The January 1, 2018 population of the City of Pewaukee, according to the Federal Census, is 14,436 people and the 2050 forecast population is 20,100. The forecast population increase over the 32-year plan period (2018-2050) is, therefore, 5,664 people, which converts to 2,340 new dwelling units. Also, the forecasted new commercial/industrial/institutional development added over the next 32 years will be 63 acres.

CURRENT IMPACT FEES

Currently (2019) the City has three separate park improvements, fire protection and rescue, and trails impact fees that are charged to builders at the time of building permit application. The collected impact fees are deposited in a separate interest-bearing bank account for each of the three impact fee categories. The current impact fees are:

Parks:	\$1,000 per dwelling unit
Fire and Rescue:	
Non-residential buildings	\$ 0.11 per square foot
Residential structures	\$ 327 per dwelling unit
Trails:	
Non-residential structures	\$ 0.12 per square foot
Residential structures	\$ 228 per dwelling unit
Total Residential Impact Fees	\$1,555 per dwelling unit
Total Non-residential Impact Fees	\$ 0.23 per square foot

Residential Impact Fees

While residential development impacts all community facilities and services, the need for police, fire/rescue, transportation and park facilities/services is the largest impact on the City general budget and the largest impact of these four is on the City's park system budget. Table 3-10 shows that the majority of needed impact fees stem from planned park acquisition and improvements. The expected total cost of the needed park facility improvements during the next 32 years has been calculated to be \$6,882,000. Some proposed park improvements will serve the ultimate total 2050 population and some will serve, primarily, only the new 2018 –

2050 population/development. As discussed earlier, non-residential development has little or no impact on parks/recreation facilities. Consequently, no impact fees charged to non-residential builders are used for park acquisition and development.

Recommended Impact Fees

Chapter 3 sets forth the need during the next 32 years for park, fire and rescue, and trail facility improvements and their expected cost. Only the calculated impact fee for trail facilities has increased since the 2012 needs assessment; the costs of the needed park and fire and rescue facilities have decreased. It is recommended that the current impact fees should be repealed and the proposed new impact fees should be adopted as follows:

Parks:	\$ 912 per dwelling unit
Fire and Rescue:	
Non-residential development	\$ 215 per acre
Residential development	\$ 88 per dwelling unit
Trails:	
Non-residential development	\$ 1,672 per acre
Residential development	\$ 435 per dwelling unit
Total Proposed Residential Impact Fees	\$ 1,435 per dwelling unit
Total Proposed Non-residential Impact Fees	\$ 1,887 per acre

In all situations, the impact fees will not cover the costs of all the necessary improvements listed in this study and additional funds will have to be obtained from other sources.

Recommended Ordinance

The City of Pewaukee will need to revise the current Code of Ordinances in order to impose the revised impact fees. The existing ordinance is included in Appendix E. The fee amounts should be revised when the new fees are adopted. The Impact Fee is located within the Zoning Code and therefore any changes shall require a recommendation from the Plan Commission and a public hearing preceded by a Class 2 notice. According to Wisconsin State Statute, the City of Pewaukee shall require the impact fees to be paid in full by the developer or property owner when a building permit is issued. If the impact fees are not used within ten years from the date they are collected, they shall be refunded to the current owner of the property at time of refunding.

Affordable Housing

The City of Pewaukee has reviewed the level of impact fees on dwelling unit construction recommended by this report (less than one percent of total cost), and has determined that the implementation of the proposed impact fees will not significantly affect the availability of “affordable” (less than 2,000 sq. ft./less than \$250,000 total cost (2019)) housing within the City. Therefore, no exemption or reduction in the amount of the impact fees is recommended for land development that provides for affordable housing. A calculation of the impact fee’s effect on home costs is shown in Appendix F.

Periodic Review

The estimated costs published herein are reflective of costs in 2019 dollars, and therefore this needs assessment report will require periodic revisions in order to keep pace with inflation and other changes in actual costs. Beginning in 2024 it is recommended that the City of Pewaukee reevaluate the impact fees every five years. Earlier reevaluation may be required if factors affecting the volume, location, and/or type of growth change significantly.

Appendix A – §66.0617, Wisconsin Statutes

5. Persons who are subject to the tax under this subsection, if that tax is administered by the department of revenue, shall register with the department. Any person who is required to register, including any person authorized to act on behalf of a person who is required to register, who fails to do so is guilty of a misdemeanor.

(2) As a means of enforcing the collection of any room tax imposed by a municipality or a district under sub. (1m), the municipality or district may exchange audit and other information with the department of revenue and may do any of the following:

(a) If a municipality or district has probable cause to believe that the correct amount of room tax has not been assessed or that the tax return is not correct, inspect and audit the financial records of any person subject to sub. (1m) pertaining to the furnishing of accommodations to determine whether the correct amount of room tax is assessed and whether any room tax return is correct.

(b) Enact a schedule of forfeitures, not to exceed 5 percent of the tax under sub. (1m) or par. (c), to be imposed on any person subject to sub. (1m) who fails to comply with a request to inspect and audit the person's financial records under par. (a).

(c) Determine the tax under sub. (1m) according to its best judgment if a person required to make a return fails, neglects or refuses to do so for the amount, in the manner and form and within the time prescribed by the municipality or district.

(d) Require each person who is subject to par. (c) to pay an amount of taxes that the municipality or district determines to be due under par. (c) plus interest at the rate of 1 percent per month on the unpaid balance. No refund or modification of the payment determined may be granted until the person files a correct room tax return and permits the municipality or district to inspect and audit his or her financial records under par. (a).

(e) Enact a schedule of forfeitures, not to exceed 25 percent of the room tax due for the previous year under sub. (1m) or par. (c) or \$5,000, whichever is less, to be imposed for failure to pay the tax under sub. (1m).

(3) The municipality shall provide by ordinance and the district shall provide by resolution for the confidentiality of information obtained under sub. (2) but shall provide exceptions for persons using the information in the discharge of duties imposed by law or of the duties of their office or by order of a court. The municipality or district may provide for the publishing of statistics classified so as not to disclose the identity of particular returns. The municipality or district shall provide that persons violating ordinances or resolutions enacted under this subsection may be required to forfeit not less than \$100 nor more than \$500.

(4) (a) Annually, on or before May 1, on a form created and provided by the department of revenue, every municipality that imposes a tax under sub. (1m) shall certify and report to the department, beginning in 2017, all of the following:

1. The amount of room tax revenue collected, and the room tax rate imposed, by the municipality in the previous year.

2. A detailed accounting of the amounts of such revenue that were forwarded in the previous year for tourism promotion and tourism development, specifying the commission or tourism entity that received the revenue. The detailed accounting shall include expenditures of at least \$1,000 made by a commission or a tourism entity.

3. A list of each member of the commission and each member of the governing body of a tourism entity to which the municipality forwarded room tax revenue in the previous year, and the name of the business entity the member owns, operates, or is employed by, if any.

(b) The department of revenue shall collect the reports described in par. (a) and shall make them available to the public.

(c) The department of revenue may impose a penalty of not more than \$3,000 on a municipality that does not submit to the department the reports described in par. (a). A municipality may

not use room tax revenue to pay a penalty imposed under this paragraph. The penalty shall be paid to the department of revenue.

(5) (a) A lodging marketplace shall register with the department of revenue, on forms prepared by the department, for a license to collect taxes imposed by the state related to a short-term rental and to collect room taxes imposed by a municipality. After a lodging marketplace applies for and receives such a license, it shall do all of the following:

1. If a short-term rental is rented through the lodging marketplace, collect sales and use taxes from the occupant and forward such amounts to the department of revenue.

2. If a short-term rental that is rented through the lodging marketplace is located in a municipality that imposes a room tax, collect the room tax from the occupant and forward it to the municipality.

3. Notify the owner of a short-term rental that the lodging marketplace has collected and forwarded the taxes described in subs. 1. and 2.

(b) A municipality may not impose and collect a room tax from the owner of a short-term rental if the municipality collects the room tax on the residential dwelling under par. (a) 2.

History: 1983 a. 189, 514; 1993 a. 263, 467, 491; 1999 a. 9; 1999 a. 150 ss. 565 to 567; Stats. 1999 s. 66.0615; 2003 a. 203; 2005 a. 135; 2007 a. 20; 2009 a. 2; 2011 a. 18, 32; 2013 a. 20; 2015 a. 55, 60, 301; 2017 a. 59.

A city was authorized to enact a room tax. The gross receipts method was a fair and reasonable way of calculating the tax. *Blue Top Motel, Inc. v. City of Stevens* Point, 107 Wis. 2d 392, 320 N.W.2d 172 (1982).

Under sub. (1m) (am), this section favors expenditures to construct or improve convention facilities. However, sub. (1m) (am), only addresses when a municipality may impose a room tax rate of greater than 8 percent and is irrelevant when the city has not exceeded that maximum. The only restrictions the rest of the statute places on the use of room tax monies are found in sub. (1m) (d), which directs a municipality to spend a certain percentage on "tourism promotion and development, which means the promotion and development of travel for recreational, business, or educational purposes." *English Manor Bed and Breakfast v. City of Sheboygan*, 2006 WI App 91, 292 Wis. 2d 762, 716 N.W.2d 531, 05–1358.

66.0617 Impact fees. (1) DEFINITIONS. In this section:

(a) "Capital costs" means the capital costs to construct, expand or improve public facilities, including the cost of land, and including legal, engineering and design costs to construct, expand or improve public facilities, except that not more than 10 percent of capital costs may consist of legal, engineering and design costs unless the municipality can demonstrate that its legal, engineering and design costs which relate directly to the public improvement for which the impact fees were imposed exceed 10 percent of capital costs. "Capital costs" does not include other noncapital costs to construct, expand or improve public facilities, vehicles; or the costs of equipment to construct, expand or improve public facilities.

(b) "Developer" means a person that constructs or creates a land development.

(c) "Impact fees" means cash contributions, contributions of land or interests in land or any other items of value that are imposed on a developer by a municipality under this section.

(d) "Land development" means the construction or modification of improvements to real property that creates additional residential dwelling units within a municipality or that results in non-residential uses that create a need for new, expanded or improved public facilities within a municipality.

(e) "Municipality" means a city, village, or town.

(f) "Public facilities" means all of the following:

1. Highways as defined in s. 340.01 (22), and other transportation facilities, traffic control devices, facilities for collecting and treating sewage, facilities for collecting and treating storm and surface waters, facilities for pumping, storing, and distributing water, parks, playgrounds, and land for athletic fields, solid waste and recycling facilities, fire protection facilities, law enforcement facilities, emergency medical facilities and libraries. "Public facilities" does not include facilities owned by a school district.

2. Notwithstanding subd. 1., with regard to impact fees that were first imposed before June 14, 2006, “public facilities” includes other recreational facilities that were substantially completed by June 14, 2006. This subdivision does not apply on or after January 1, 2018.

(g) “Service area” means a geographic area delineated by a municipality within which there are public facilities.

(h) “Service standard” means a certain quantity or quality of public facilities relative to a certain number of persons, parcels of land or other appropriate measure, as specified by the municipality.

(2) **GENERAL.** (a) A municipality may enact an ordinance under this section that imposes impact fees on developers to pay for the capital costs that are necessary to accommodate land development.

(b) Subject to par. (c), this section does not prohibit or limit the authority of a municipality to finance public facilities by any other means authorized by law, except that the amount of an impact fee imposed by a municipality shall be reduced, under sub. (6) (d), to compensate for any other costs of public facilities imposed by the municipality on developers to provide or pay for capital costs.

(c) Beginning on May 1, 1995, a municipality may impose and collect impact fees only under this section.

(3) **PUBLIC HEARING; NOTICE.** Before enacting an ordinance that imposes impact fees, or amending an existing ordinance that imposes impact fees, a municipality shall hold a public hearing on the proposed ordinance or amendment. Notice of the public hearing shall be published as a class 1 notice under ch. 985, and shall specify where a copy of the proposed ordinance or amendment and the public facilities needs assessment may be obtained.

(4) **PUBLIC FACILITIES NEEDS ASSESSMENT.** (a) Before enacting an ordinance that imposes impact fees or amending an ordinance that imposes impact fees by revising the amount of the fee or altering the public facilities for which impact fees may be imposed, a municipality shall prepare a needs assessment for the public facilities for which it is anticipated that impact fees may be imposed. The public facilities needs assessment shall include, but not be limited to, the following:

1. An inventory of existing public facilities, including an identification of any existing deficiencies in the quantity or quality of those public facilities, for which it is anticipated that an impact fee may be imposed.

2. An identification of the new public facilities, or improvements or expansions of existing public facilities, that will be required because of land development for which it is anticipated that impact fees may be imposed. This identification shall be based on explicitly identified service areas and service standards.

3. A detailed estimate of the capital costs of providing the new public facilities or the improvements or expansions in existing public facilities identified in subd. 2., including an estimate of the cumulative effect of all proposed and existing impact fees on the availability of affordable housing within the municipality.

(b) A public facilities needs assessment or revised public facilities needs assessment that is prepared under this subsection shall be available for public inspection and copying in the office of the clerk of the municipality at least 20 days before the hearing under sub. (3).

(5) **DIFFERENTIAL FEES, IMPACT FEE ZONES.** (a) An ordinance enacted under this section may impose different impact fees on different types of land development.

(b) An ordinance enacted under this section may delineate geographically defined zones within the municipality and may impose impact fees on land development in a zone that differ from impact fees imposed on land development in other zones within the municipality. The public facilities needs assessment that is required under sub. (4) shall explicitly identify the differences, such as land development or the need for those public facilities, which justify the differences between zones in the amount of impact fees imposed.

(6) **STANDARDS FOR IMPACT FEES.** Impact fees imposed by an ordinance enacted under this section:

(a) Shall bear a rational relationship to the need for new, expanded or improved public facilities that are required to serve land development.

(am) May not include amounts for an increase in service capacity greater than the capacity necessary to serve the development for which the fee is imposed.

(b) May not exceed the proportionate share of the capital costs that are required to serve land development, as compared to existing uses of land within the municipality.

(c) Shall be based upon actual capital costs or reasonable estimates of capital costs for new, expanded or improved public facilities.

(d) Shall be reduced to compensate for other capital costs imposed by the municipality with respect to land development to provide or pay for public facilities, including special assessments, special charges, land dedications or fees in lieu of land dedications under ch. 236 or any other items of value.

(e) Shall be reduced to compensate for moneys received from the federal or state government specifically to provide or pay for the public facilities for which the impact fees are imposed.

(f) May not include amounts necessary to address existing deficiencies in public facilities.

(fm) May not include expenses for operation or maintenance of a public facility.

(g) Except as provided under this paragraph, shall be payable by the developer or the property owner to the municipality in full upon the issuance of a building permit by the municipality. Except as provided in this paragraph, if the total amount of impact fees due for a development will be more than \$75,000, a developer may defer payment of the impact fees for a period of 4 years from the date of the issuance of the building permit or until 6 months before the municipality incurs the costs to construct, expand, or improve the public facilities related to the development for which the fee was imposed, whichever is earlier. If the developer elects to defer payment under this paragraph, the developer shall maintain in force a bond or irrevocable letter of credit in the amount of the unpaid fees executed in the name of the municipality. A developer may not defer payment of impact fees for projects that have been previously approved.

(7) **LOW-COST HOUSING.** An ordinance enacted under this section may provide for an exemption from, or a reduction in the amount of, impact fees on land development that provides low-cost housing, except that no amount of an impact fee for which an exemption or reduction is provided under this subsection may be shifted to any other development in the land development in which the low-cost housing is located or to any other land development in the municipality.

(7r) **IMPACT FEE REPORTS.** At the time that the municipality collects an impact fee, it shall provide to the developer from which it received the fee an accounting of how the fee will be spent.

(8) **REQUIREMENTS FOR IMPACT FEE REVENUES.** Revenues from each impact fee that is imposed shall be placed in a separate segregated interest-bearing account and shall be accounted for separately from the other funds of the municipality. Impact fee revenues and interest earned on impact fee revenues may be expended only for the particular capital costs for which the impact fee was imposed, unless the fee is refunded under sub. (9).

(9) **REFUND OF IMPACT FEES.** Except as provided in this subsection, impact fees that are not used within 8 years after they are collected to pay the capital costs for which they were imposed shall be refunded to the payer of fees for the property with respect to which the impact fees were imposed, along with any interest that has accumulated, as described in sub. (8). Impact fees that are collected for capital costs related to lift stations or collecting and treating sewage that are not used within 10 years after they are collected to pay the capital costs for which they were imposed, shall be refunded to the payer of fees for the property with respect to

which the impact fees were imposed, along with any interest that has accumulated, as described in sub. (8). The 10-year time limit for using impact fees that is specified under this subsection may be extended for 3 years if the municipality adopts a resolution stating that, due to extenuating circumstances or hardship in meeting the 10-year limit, it needs an additional 3 years to use the impact fees that were collected. The resolution shall include detailed written findings that specify the extenuating circumstances or hardship that led to the need to adopt a resolution under this subsection. For purposes of the time limits in this subsection, an impact fee is paid on the date a developer obtains a bond or irrevocable letter of credit in the amount of the unpaid fees executed in the name of the municipality under sub. (6) (g).

(10) APPEAL. A municipality that enacts an impact fee ordinance under this section shall, by ordinance, specify a procedure under which a developer upon whom an impact fee is imposed has the right to contest the amount, collection or use of the impact fee to the governing body of the municipality.

History: 1993 a. 305; 1997 a. 27; 1999 a. 150 s. 524; Stats. 1999 s. 66.0617; 2005 a. 203, 477; 2007 a. 44, 96; 2009 a. 180; 2017 a. 243.

An association of developers had standing to challenge the use of impact fees. As long as individual developers had a personal stake in the controversy, the association could contest the use of impact fees on their behalf. Further, individual developers subject to the impact fees do have the right to bring their own separate challenges. *Metropolitan Builders Association of Greater Milwaukee v. Village of Germantown*, 2005 WI App 103, 282 Wis. 2d 458, 698 N.W.2d 301, 04–1433.

Sub. (6) allows a municipality to impose impact fees for a general type of facility without committing itself to any particular proposal before charging the fees. The needs assessment must simply contain a good-faith and informed estimate of the sort of costs the municipality expects to incur for the kind of facility it plans to provide. Sub. (9) requires impact fees ordinances to specify only the type of facility for which fees are imposed. A municipality must be allowed flexibility to deal with the contingencies inherent in planning. *Metropolitan Builders Association of Greater Milwaukee v. Village of Germantown*, 2005 WI App 103, 282 Wis. 2d 458, 698 N.W.2d 301, 04–1433.

Subs. (2) and (6) (b) authorize municipalities to hold developers responsible only for the portion of capital costs whose necessity is attributable to their developments. A municipality cannot expect developers' money to subsidize the existing residents' proportionate share of the costs. If impact fees revenues exceed the developers' proportionate share of the capital costs of a project, the municipality must return those fees to the current owners of the properties for which developers paid the fees. *Metropolitan Builders Association of Greater Milwaukee v. Village of Germantown*, 2005 WI App 103, 282 Wis. 2d 458, 698 N.W.2d 301, 04–1433.

When the plaintiff home builders association alleged a town enacted an impact fee ordinance that disproportionately imposed the town's costs on development and the ordinance contained a mechanism for appealing these issues, but the association did not use it, the circuit court did not erroneously exercise its discretion when it concluded the association should have used the ordinance's appeal process before bringing its claims to court. *St. Croix Valley Home Builders Association, Inc. v. Township of Oak Grove*, 2010 WI App 96, 327 Wis. 2d 510, 787 N.W.2d 454, 09–2166.

The primary purpose of a tax is to obtain revenue for the government as opposed to covering the expense of providing certain services or regulation. A "fee" imposed purely for revenue purposes is invalid absent permission from the state to the municipality to exact such a fee. A "fee in lieu of room tax" that did not help the city recoup its investment in a development but rather was a revenue generator for the city that was collected from the owners of condominiums in a specific development who chose not rent their units to the public was imposed without legislative permission and was therefore an illegal tax. *Bentivenga v. City of Delavan*, 2014 WI App 118, 358 Wis. 2d 610, 856 N.W.2d 546, 14–0137.

Rough Proportionality and Wisconsin's New Impact Fee. Ishikawa. Wis. Law. March 1995.

66.0619 Public improvement bonds: issuance. (1) A municipality, in addition to any other authority to borrow money and issue its municipal obligations, may borrow money and issue its public improvement bonds to finance the cost of construction or acquisition, including site acquisition, of any revenue-producing public improvement of the municipality. In this section, unless the context or subject matter otherwise requires:

(a) "Debt service" means the amount of principal, interest and premium due and payable with respect to public improvement bonds.

(b) "Deficiency" means the amount by which debt service required to be paid in a calendar year exceeds the amount of revenues estimated to be derived from the ownership and operation of the public improvement for the calendar year, after first subtracting from the estimated revenues the estimated cost of paying the expenses of operating and maintaining the public improvement for the calendar year.

(c) "Municipality" means a county, sanitary district, public inland lake protection and rehabilitation district, town, city or village.

(d) "Public improvement" means any public improvement which a municipality may lawfully own and operate from which the municipality expects to derive revenues.

(2) The governing body of the municipality proposing to issue public improvement bonds shall adopt a resolution authorizing their issuance. The resolution shall set forth the amount of bonds authorized, or a sum not to exceed a stated amount, and the purpose for which the bonds are to be issued. The resolution shall prescribe the terms, form and contents of the bonds and other matters that the governing body considers necessary or advisable. The bonds may be in any denomination of not less than \$1,000, shall bear interest payable annually or semiannually, shall be payable not later than 20 years from the date of the bonds, at times and places that the governing body determines, and may be subject to redemption prior to maturity on terms and conditions that the governing body determines. The bonds may be issued either payable to bearer with interest coupons attached to the bonds or may be registered under s. 67.09. The bonds may be sold at public competitive sale or by private negotiation. Sections 67.08 and 67.10 apply to public improvement bonds, except insofar as they are in conflict with this section, in which case this section controls.

(2m) (a) A resolution, adopted under sub. (2) by the governing body of a municipality, need not be submitted to the electors of the municipality for approval, unless within 30 days after the resolution is adopted there is filed with the clerk of the municipality a petition, conforming to the requirements of s. 8.40 and requesting a referendum on the resolution, signed by electors numbering at least 10 percent of the votes cast in the municipality for governor at the last general election. A resolution, adopted under sub. (2), may be submitted by the governing body of the municipality to the electors without waiting for the filing of a petition.

(b) If a referendum is to be held on a resolution, the municipal governing body shall file the resolution as provided in s. 8.37 and shall direct the municipal clerk to call a special election for the purpose of submitting the resolution to the electors for a referendum on approval or rejection. In lieu of a special election, the municipal governing body may specify that the election be held at the next succeeding spring primary or election or partisan primary or general election.

(c) The municipal clerk shall publish a class 2 notice, under ch. 985, containing a statement of the purpose of the referendum, giving the amount of the bonds proposed to be issued and the purpose for which they will be issued, and stating the time and places of holding the election and the hours during which the polls will be open.

(d) The referendum shall be held and conducted and the votes cast shall be canvassed as at regular municipal elections and the results certified to the municipal clerk. A majority of all votes cast in the municipality decides the question.

(3) The reasonable cost and value of any services rendered by the public improvement to the municipality shall be charged against the municipality and shall be paid by it in monthly installments.

(4) (a) Gross revenues derived from the ownership and operation of the public improvement shall be first pledged to debt service on issued public improvement bonds. When in excess of debt service, the revenues are subject to all of the following requirements set by resolution or ordinance of the governing body fixing:

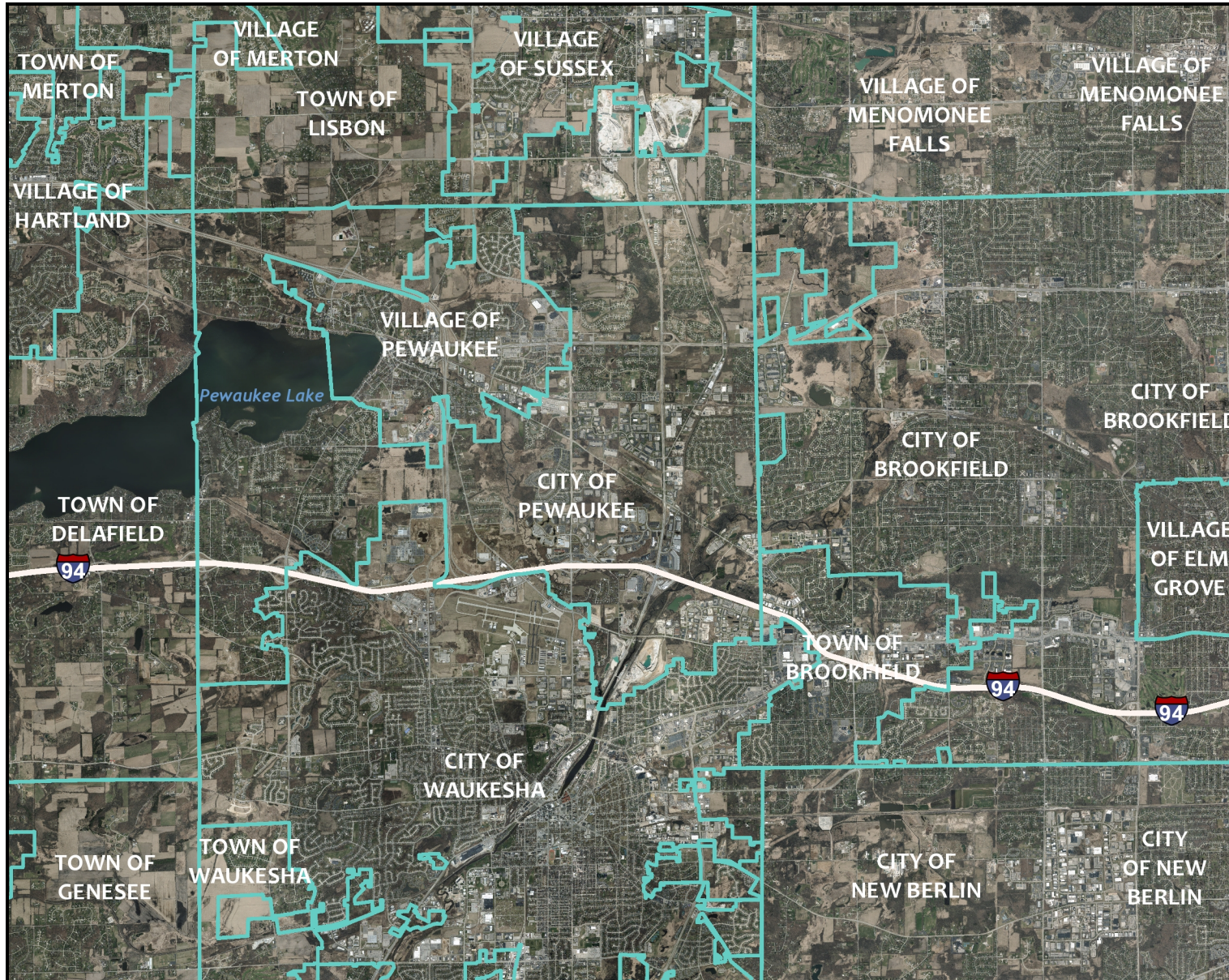
1. The proportion of revenues of the public improvement necessary for the reasonable and proper operation and maintenance of the public improvement.

2. The proportion of revenues necessary for the payment of debt service on the public improvement bonds. The revenues shall

Appendix B – Impact Fee Area (City Limits)



City of Pewaukee, Waukesha County



Legend

Parcels (Click for details)

0 8,752.08Feet

The information and depictions herein are for informational purposes and Waukesha County specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Waukesha County will not be responsible for any damages which result from third party use of the information and depictions herein, or for use which ignores this warning.

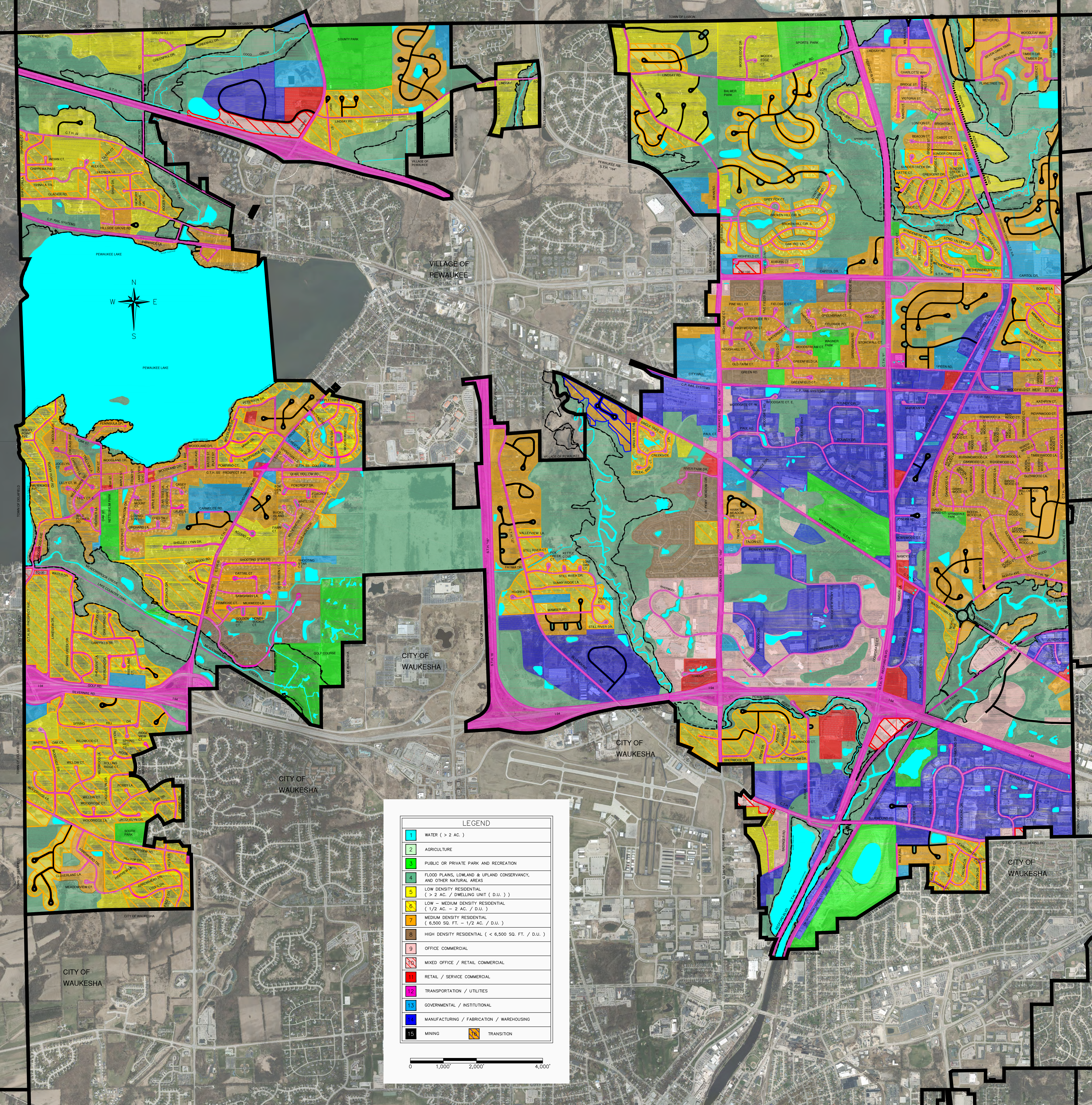
Notes:

Printed: 6/19/2019



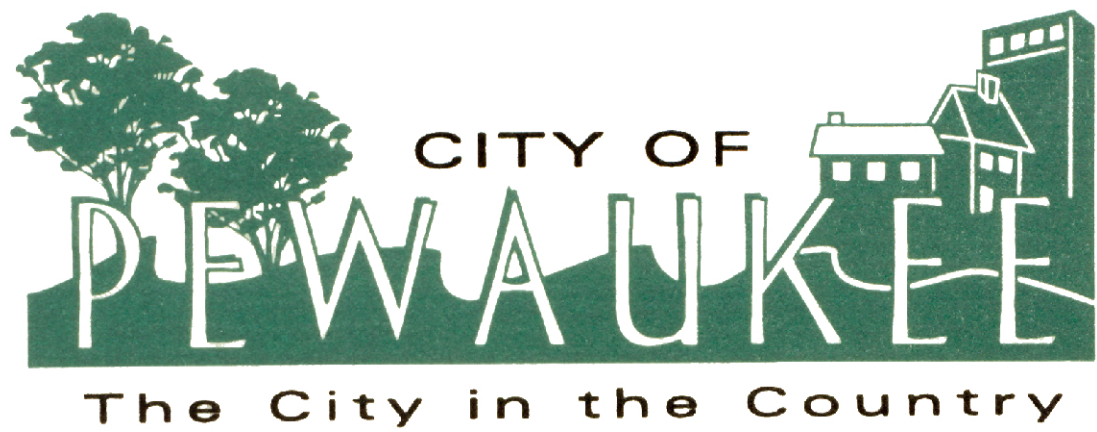
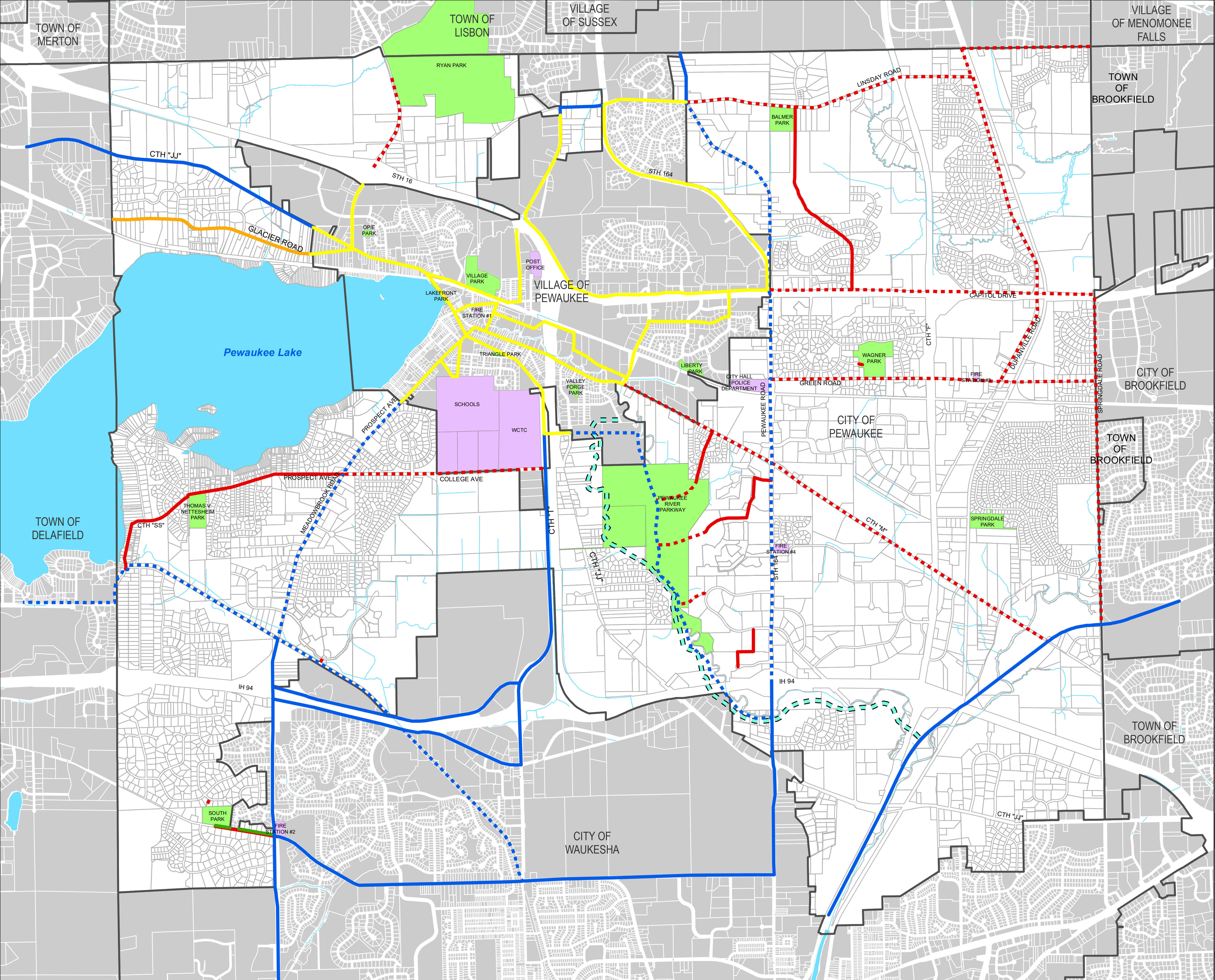
CITY OF PEWAUKEE

YEAR 2050 LAND USE / TRANSPORTATION PLAN



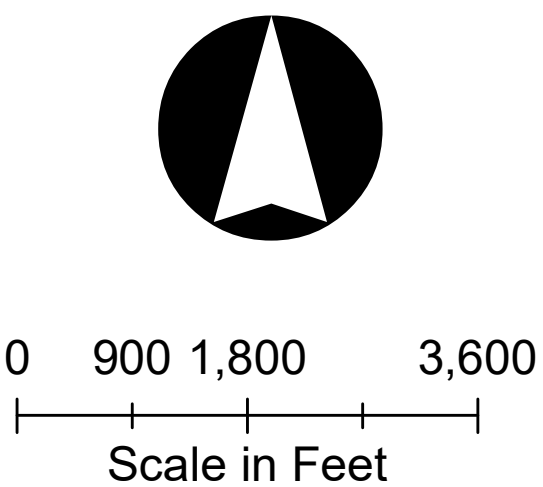
ADOPTED BY NEIGHBORHOODS 2016-2018 3-23-2018

Appendix C – Map of City Parks

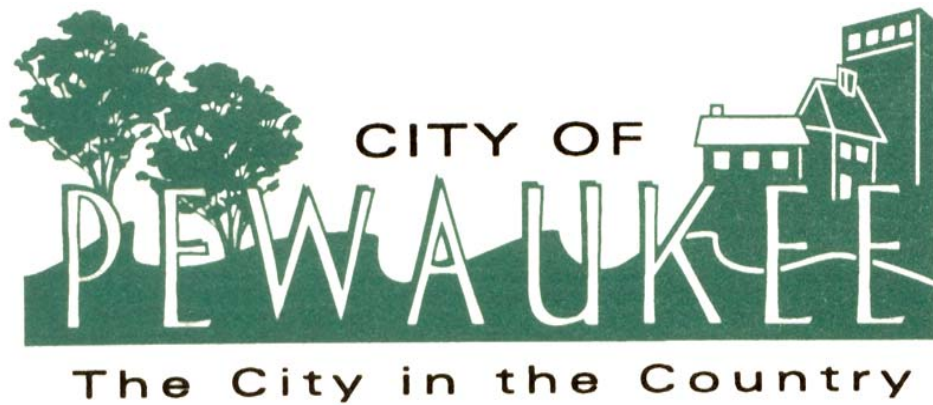


City of Pewaukee Bike Plan

- Village of Pewaukee Bike Plan
- SEWRPC 2010 Bike & Pedestrian Plan Off Road Facility
- SEWRPC 2010 Bike & Pedestrian Plan On Road Facility
- Proposed City Of Pewaukee Bike Plan Off Road Facility
- Proposed City Of Pewaukee Bike Plan On Road Facility
- Proposed City Of Pewaukee Bike Plan Alternate
- Proposed Sidewalk
- Proposed Waukesha County Greenway Corridor
- Civic/School Building
- Park/Parkway
- City of Pewaukee
- Adjacent Municipality



Appendix D – 2003 Bicycle and Pedestrian Facility Plan with 2019 Plan Updates



2003 Bicycle and Pedestrian Facility Plan with 2019 Plan Updates



March 11, 2019

TABLE OF CONTENTS

I.	INTRODUCTION	1
	a. PLAN GOALS	
	b. DEFINITIONS	
II.	DESIGN	3
	a. TRIP GENERATION	
	b. SAFETY CONSIDERATIONS	
	c. STATE REGULATIONS	
	d. OVERCOMING BARRIERS	
	e. GRADES AND SIGHT DISTANCE	
	f. BICYCLE FACILITY TYPES AND COSTS	
	g. SUMMARY	
III.	INVENTORY	11
	a. EXISTING CONDITIONS	
	b. EXISTING AREA BICYCLE PLANS	
	c. BICYCLE/PEDESTRIAN ROUTE LOCATIONS	
IV.	RECOMMENDATIONS	37
	a. 2019 ROUTE EVALUATIONS/RECOMMENDATIONS	
	b. BICYCLE/PEDESTRIAN ROUTE LOCATION RECOMMENDATIONS	
	c. OPERATION AND MAINTENANCE	
V.	FUNDING	45
VI.	REFERENCES	47
VII.	EXHIBITS	48
	a. BIKE PLAN MAP	
VIII.	APPENDIX	49
	a. AASHTO DESIGN CALCULATIONS	

INTRODUCTION

In its 160 years of history, the City of Pewaukee has grown from a small town based on a sawmill on then Snail Lake to the rapidly growing community on eastern Pewaukee Lake that it is today. With the continued migration of people from the core metropolitan Milwaukee area, Pewaukee will continue to attract new residents with its rural community setting boasting urban conveniences. Contributing to Pewaukee's welcoming atmosphere are the tree lined streets, rural scenes, welcoming parks, open subdivisions, and, of course, Pewaukee Lake.

The City's growth has been characterized by subdivisions scattered in the northern, eastern, and Lake adjacent areas of the city. Most of the subdivisions are bordered and connected on at least one side by scenic roads that were once quiet town roads. As more and more people move to the City, those quiet town roads are becoming collector and arterial roads. Increasing traffic volumes will indefinitely stimulate the need for defined bicycle and pedestrian facilities. As a result, a bicycle and pedestrian plan has been developed in order to address the alternative transportation needs for the City of Pewaukee.

When followed, a good plan will promote public confidence, convenience, and safety for pedestrians, bicyclists, and motorists alike. An overlooked quality of a bicycle plan is that it is more than a map. Rather, it is a reference tool that guides the community in planning and improvement engineering. It defines goals, design considerations, and facility planning concepts. The overall purpose of this document is to provide a plan by which the City can improve the quality of life for its residents through improved bicycle and pedestrian facilities.

PLAN GOALS

The following goals were established as a guideline in evaluating existing and proposed routes, as well as a measure to determine if the stated purpose is met.

- Develop safe bicycle routes that can be enjoyed by riders of all age, skill, and confidence levels.
- Link existing and planned pedestrian/bicycle facilities of the surrounding communities to the City of Pewaukee plan.
- Develop a Bike Plan map for use in short term and long-term transportation and land use planning as well as route information for bicycle users.
- Provide recommendations for street improvements.
- Develop design criteria for bicycle facilities for use by the City Engineering Department.
- Keep Swan, Lindsay, and Green Roads as rustic as possible.
- Develop a recommended route around Pewaukee Lake with the Town of Delafield.
- Connect subdivisions, parks, open spaces, other trails and routes and places of interest where possible.

DEFINITIONS

AASHTO: American Association of State Highway and Transportation Officials.

BICYCLE: Every vehicle propelled by the feet acting upon pedals and having wheels, any two of which are greater than 16 inches in diameter.

BICYCLE USER: Type A-Adult, advanced, experienced rider: capable of operating under most traffic conditions. Type B-Casual, novice adult, teenage or preteen bicyclists who ride on local residential streets with low vehicle speeds and volumes and require access to schools, recreational facilities and neighborhood shopping areas.

BICYCLE FACILITIES: A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, mapping all bikeways, and shared roadways not specifically designated for bicycle use. (Source: AASHTO)

BICYCLE LANE: Bicycle ways provided on streets and designated by striping, signing and other pavement markings. (Source: SEWRPC Planning Report #43)

BICYCLE PATH: Bicycle ways physically separated from motorized vehicles by open space or barriers. May be located within right-of-way of a street, or an easement, utility corridor, or abandoned railroad right-of-way. (Source: SEWRPC Planning Report #43)

BICYCLE ROUTE: A bicycle way designated with directional and information markers and may consist of any combination of paths, lanes, and bikeways. (Source: SEWRPC Planning Report #43)

BICYCLE WAYS: Any roadway, pathway, or other ways that is specifically designated for bicycle travel including facilities that are shared with other travel modes. (Source: SEWRPC Planning Report #43)

MUTCD: Manual on Uniform Traffic Control Devices.

ROADWAY: That portion of a street or highway, including shoulders, for vehicle use. (Source: AASHTO)

SHARED ROADWAYS: A roadway which is not officially designated and marked as a bicycle route, but which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or a road with paved shoulders. (Source: Wisconsin Bicycle Transportation Plan 2020).

SIDEPATH: A bicycle/pedestrian path separated from the roadway and constructed with asphaltic cement pavement.

STREET/HIGHWAY: A general term denoting a public way for purposes of vehicular travel, including the entire area within the roadway.

DESIGN

TRIP GENERATION

Biking and walking are two of the simplest forms of transportation. Besides being available to almost everyone, they also propose personal, social, and economic advantages to their users. People who get some sort of regular exercise have better aerobic capacity, muscle definition, coordination, and flexibility. These people are also generally happier and are more socially aware of what is going on in their communities. The last advantage benefits everyone, even the people who choose not to use bicycle and pedestrian facilities. Decreased motor vehicle trips reduce traffic congestion, air and noise pollution, wear and tear on roads, and the need for oversized roads and parking facilities. While biking and walking may not be an option for long trips and cargo conveying trips, they are practical for:

- Trips to Schools
- Trips to Parks
- Trips to Work
- Trips to Church
- Small Errands
- Recreation/Fitness
- Visiting with friends and relatives
- Appointments
- Connector to public transit

Specific Trip Generators in the City of Pewaukee include:

- Balmer Park
- South Park
- Springdale Park
- Nettesheim Park
- Wagner Park
- Pewaukee Sports Complex
- Ryan Park
- Pewaukee Lake
- City Hall/Police Department
- WCTC
- Lake Country Trail
- Fox River Trail Lake Pewaukee Parkway
- Subdivisions

SAFETY CONSIDERATIONS

Year 2001 Safety Information (from the 2003 Bicycle and Pedestrian Facility Plan)

Bicycle facilities are designed to convey bicycle travel in the safest manner possible. The ultimate goal is to increase the volume of bicycle and pedestrian traffic and reduce the number of crashes.

In 2001, there were 1,216 bicycle crashes in the State of Wisconsin. Of those, 43% involved children between the ages of 5 and 14, 25% were between 15 and 24, and another 19% came from bicyclists between ages 25 to 44. Crashes involving children bicyclists are usually the fault of the child bicyclist, whereas crashes involving adult bicyclists are usually the fault of the motorist. The most common types of crashes are:

- Motorist fails to yield
- Motorist turn/merge into path of bicyclist
- Bicyclist mid-block ride-out

(Ride-out refers to a bicyclist riding perpendicularly into the path of a motor vehicle)

- Bicyclist intersection ride-out
- Bicyclist turn/merge into path of vehicle.

Other characteristics of crashes include:

- More crashes occur on a weekday than weekend
- Bicycle crashes peak between 3 pm and 7 pm
- Most crashes occurred in daylight
- Close to half of all fatal crashes occur at night
- In Wisconsin, around 3% of all crashes occur on county trunk highways, but 24% of fatal crashes occur on county highways.

Year 2016 Safety Information (from Wisconsin DOT):

There were 916 crashes involving bicyclists in 2016.

22% were between the ages of 5 and 14

29% were between the ages of 15 and 24

22% were between the ages of 25 and 44

21% were between the ages of 45 and 64

6% were older than 65

Since 1996, the number of injuries has steadily declined (decreased by 42%)

Since 1996, fatalities have fluctuated year to year, but have remained somewhere between 10 and 15 per year.

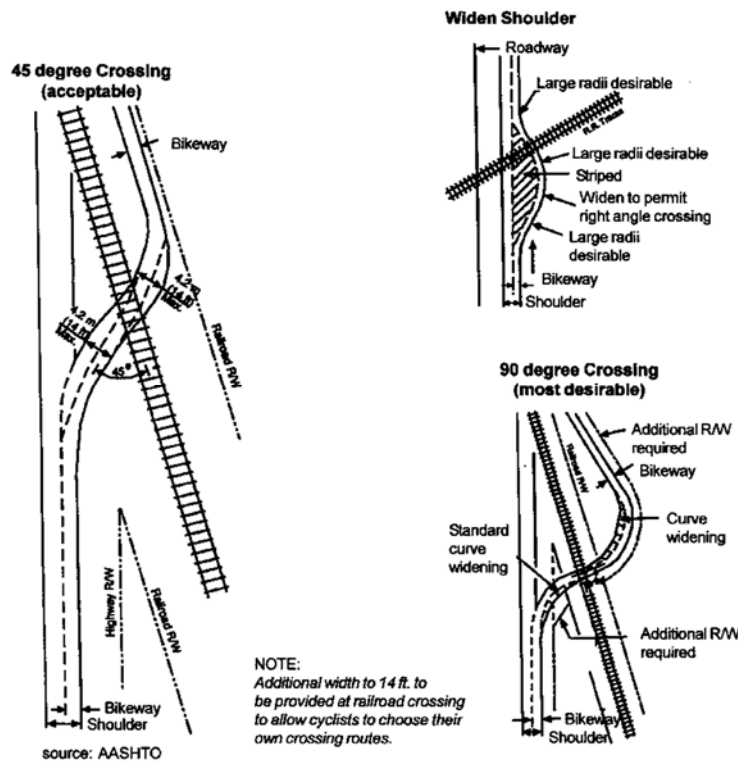
SUMMARY OF RELEVANT STATE REGULATIONS

- Bicycle laws are in WI Stats., Chapter 340.
- A bicycle is defined as a vehicle. The operator of a vehicle is granted the same rights and subject to the same duties as the driver of any other vehicle.
- Rules of the road apply to bicyclists.
- When a vehicle passes a bicycle, there shall be a clear, safe distance of 3 feet between the vehicle and bicycle.
- No bicycles are allowed on expressways or freeways if official signs stating such have been erected.
- When bicyclists or pedestrians cross at a marked or unmarked crosswalk, vehicles shall yield the right-of-way to them if the bicyclist/pedestrians are using the crosswalk on a manner consistent with the safe use of the crosswalk.
- Bicyclists shall use hand signals for turning movements from the proper position on the road.
- Bicyclists shall obey all traffic control signs.
- Bicyclists shall make turning movements from the proper position on the road
- If local authorities permit bicycles on sidewalks or hiking trails, every bicyclist shall yield to the right-of-way to pedestrians.
- Bicyclists shall not ride at night unless the bike is equipped with the correct, functioning lamps and reflectors.
- The government body can designate bike lanes, bikeways, and sidewalks for bicycle use, or prohibit the use of bicycles on a roadway.

OVERCOMING BARRIERS

Freeways, Rivers, and Railroads

Build bridges to accommodate all modes of transportation: existing and planned bridges must include the appropriate bicycle and pedestrian facilities. For security reasons, these are preferable to separate bicycle-pedestrian bridges. If bicycle-pedestrian bridges are needed, they should be located so they are visible, accessible from the existing roadway network and close to areas with high potential use, such as residential and commercial areas, schools or parks. The following are some examples of at-grade railroad crossings suggested by AASHTO:



Environmental Corridors

Wetland and conservancies can be some of the most challenging features to overcome. Interest in protecting these lands can be from the local and county level as well as the Wisconsin Department of Natural Resources and the U.S. Army Corps of Engineers. Permitting is often difficult, but not impossible. Support from local, county, and state planning agencies can sometimes facilitate the permitting process. Many projects are forced to incorporate wetland mitigation and wetland banking into their projects as conditions of their accepted permits.

Wide Streets

Use pedestrian crossing treatments, such as raised median islands and curb extensions.

Intersections

Use special treatments such as refuge islands, smaller radius corners and through painted bike lanes.

At-Grade Railroad Crossings

Maintain existing crossings in safe condition for bicyclists and pedestrians.

Heavy Motor Vehicle Traffic Volumes

Provide well-designed bicycle and pedestrian facilities that will attract hardy users. More timid users, who perceive that they are no longer alone, will also be attracted to heavy traffic streets. Transportation Demand Management practices and traffic calming can help reduce traffic volumes and speeds at peak hours.

GRADES AND SIGHT DISTANCES

The AASHTO guide for development of bicycle facilities outlines the maximum grades for shared use paths. When facilities are being added to a roadway, the roadway grades usually control over the bicycle facilities. In instances where the facility is a separated path, the recommended grades and grade lengths can be accommodated.

Just like roads and streets, bicycle facilities should be designed with proper sight distances in order to provide bicyclists with enough time to react to danger. Sight distances are determined from several variables such as reaction time, bicycle speed, coefficient of friction, and bicycle braking capacity.

Refer to the appendix for general grade, curve, and sight distance design guidelines.

BICYCLE FACILITY TYPES AND COSTS

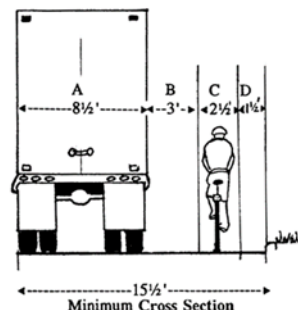
Shared Roadway

On a shared roadway, bicyclists and motorists are sometimes accommodated in the same travel lane or because of narrow widths or parked vehicles; motorists may find it necessary to overtake bicyclists by switching into the oncoming travel lane. Shared roadway facilities are common on city street systems, narrow town roads, and county trunk highways. This facility type will continue to provide a very common form of bicycle accommodation. Because of the low volume of traffic, most of these roadways are currently suitable for bicycling with no additional improvements necessary.

There is no cost to accommodate bicycles in a shared roadway.

Wide Curb Lanes

Wide curb lanes are normally used on multi-lane arterials and collectors, which have high traffic volumes. The right (curb) lane is used to accommodate bicycles and vehicles, therefore, a lane wider than the typical 12 feet is provided. The extra width allows for safe bicycle traffic and allows vehicles to pass bicycles without changing lanes. The lanes also act to minimize the real and perceived conflicts between bicycles and motor vehicles.



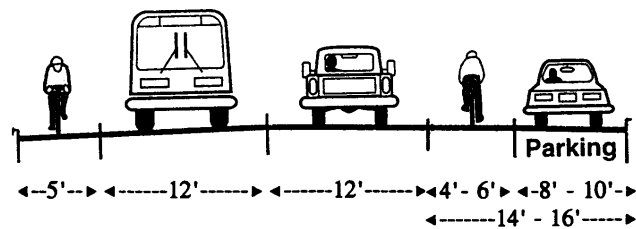
AASHTO guidelines consider a lane with 14 feet of usable width as being minimum. Usable width is considered that distance which is between the left-hand lane line and the curb flange line. AASHTO does not consider the gutter section of a road usable due to the many joints and the location of storm water inlets. A typical cross section is shown above. Note that a 3-foot separation between vehicles and bicyclists is required by State law.

When wide curb lanes are used, the road design should include bicycle safe storm inlet grates and elimination of the longitudinal joint, which runs between the gutter and the roadway.

Assuming that width is available, costs of retrofitting bicycle accommodations on arterial streets can be between \$20,000 and \$65,000 per mile.

Bike Lanes

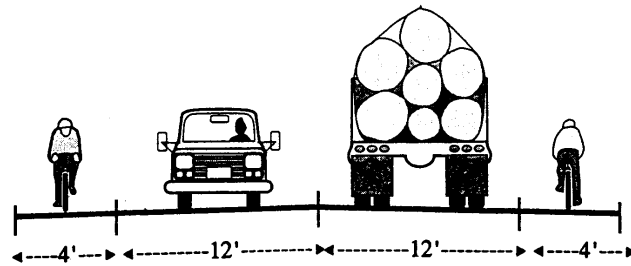
Bike lanes are normally found on urban arterials and collectors. Bike lanes are characterized by painted lines and roadway markings and are one-way facilities that handle bicycle traffic that is moving in the same direction as adjacent motor vehicle traffic. Bicycle lanes allow for more predictable movements by bicyclists, thereby giving the bicyclist more confidence in using them and it allows a comfort level for all longitudinal joints.



Costs of providing bike lanes range from \$20,000 to \$133,000 (for both sides of roadway) depending on the surface type and the provision of a 5 or 6-foot width. In some cases, pavement marking can be used to re-define vehicle lane widths, reducing them to 11 feet wide to provide additional space and reduce the cost.

Paved Shoulders

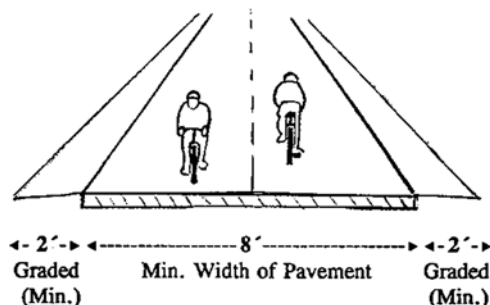
Wide curb lanes and bike lanes are typically used for urban cross sections. In many communities, including Pewaukee, roads have rural cross sections (no curbs), therefore, bicyclists must use road shoulders to get to their destinations. In cases where a bicyclist must ride on a shoulder, smooth, paved shoulders should be provided and maintained. The shoulder width should be a minimum of 4 feet, with 5 or 6 feet being desirable. If the facility will be used primarily by experienced adult bicyclists, an 18 to 24 inch paved shoulder may be sufficient. On many County and State highways, the highways contain “rumble” strips to alert motorists when they are off the travel lane. Though it is an effective safety tool for motorists, it does not provide a safe environment for bicyclists. One option to accommodate a smooth ride for bicyclists, yet maintain rumble strips is to provide a one foot smooth section on the center of the rumble strip to allow for safe passage.



Costs of paving a 5 ft. wide shoulder is \$78,000 - \$147,000 per side per mile when a suitable gravel base is provided. Where there is minimal or no shoulder, the cost may go up substantially due to re-ditching, tree removal and additional material needed to provide a solid base.

Shared Use Path

A shared use path is characterized as an off road paved path that can accommodate two-way bicycle traffic as well as other types of users (strollers, walkers, runners, etc.). A shared use path could be separated from a roadway by a narrow section of open space or it could be through open lands. Shared use paths can provide mobility along rivers, greenways, rail lines, and between subdivisions. Shared use paths are best used where there are minimal street and driveway crossings because they limit the number of conflict points with motor vehicles.



According to AASHTO Bicycle Guidelines and the WisDOT, the recommended width for a two-way bike path is 10 feet, though 8 feet is the minimum width. For one-way traffic, the minimum width is 5 feet. The width to be used may depend on the expected volume of bicycle usage as well as pedestrians, skate boarders, skaters and people walking their pets. One way paths should be clearly marked to discourage two-way traffic.

The cross section for a two-way path should include a 2 feet wide clear zone on both sides of the path. The clear zone should be void of trees, poles, walls, fences, signs, and guardrails. The vertical clearance should be 8 feet unless maintenance vehicles need to traverse the path.

Bike paths have the highest variance in cost. Typical paths found on abandoned railroad rights-of-way cost approximately \$65,000 per mile for a crushed limestone surface. Urban multi-modal paths with appropriate intersection treatment, 12 feet width, asphalt surface, lighting and landscaping can be as much as \$500,000 per mile, not including right-of-way acquisition.

Summary

Challenges in the City of Pewaukee include the narrow local roadway corridors, number of County and State Highways and speed on those highways. In narrow road corridors, bicycle improvement projects may be more costly due to the amount of grading and ditching that is necessary to widen the pavement and add a bicycle/pedestrian facility. The County and State highways tend to have higher speed limits which compromises the use of bike lanes.

In general, separated pathways are preferred to on-road facilities and should be pursued wherever possible to move pedestrians and bicyclists away from danger. If a separated path is not possible along a roadway, consider widening the roadway to include either paved shoulders or wide curb lanes and reducing the speed limit. Make sure road and railroad crossings are signed according to MUTCD regulation and incorporate signalized crossings whenever available.

INVENTORY

EXISTING CONDITIONS

The City of Pewaukee encircles the east end of Pewaukee Lake and the Village of Pewaukee. Before incorporating in 1999, the City was the Town of Pewaukee. Pewaukee's neighbors include the Town of Lisbon to the north, the Town of Delafield to the west, City of Brookfield to the east and the City of Waukesha to the south. There are approximately 92 miles of local roads, 31 miles of state and county highways, and 15 miles of freeway in the City.

The City has many high volume State and County Roads that pass through it. Running north and south through the City are County Highways F, G, T, JJ, M and State Highways 16, 164, and 74. State Highway 190 and Interstate Highway 94 both run east and west through the city. The Canadian National railroad runs north-south along the east side of the City and the CP Rail System bisects the north and south halves of the City.

The Pewaukee River begins at the east end of Pewaukee Lake and meanders to the southeast where it empties into the Fox River. The Fox River cuts off the southeast corner of the City and continues on into the City of Waukesha.

The streets in the city tend to be narrow two lane roads in wide right-of-ways with little or no shoulder and generally medium to deep ditches. As the city has grown, so has the volume of traffic. Roads that were once generally rural two-way roads are now becoming collectors and arterials moving residents to and from the newer unconnected subdivisions to the parks and other trip generators that, too, were once on low volume roads.

EXISTING AREA BICYCLE PLANS

An important and sometime challenging goal of facility planning is maintaining continuity where different communities border each other. Good neighbor relations and similar design standards facilitate these connections.

The Southeast Wisconsin Regional Planning Commission 2010 Bicycle and Pedestrian Facilities System Plan selects many of the county roads within the city as proposed bicycle routes. Also depicted are the Pewaukee River Parkway, the Fox River Trail, and a general connection to each from the city.

The proposed Waukesha Greenway Plan moderately affects the City. Included in the plan are the proposed corridors for the Fox River Trail in the City's southeast corner and the Pewaukee River Parkway, which runs north to south through the city. The plan will outline the design criteria used for selecting the corridor in the Parkway.

The only connection between the City of Brookfield Greenway Plan and Pewaukee is the Fox River Trail coming into the eastern edge of the City on an abandoned railroad corridor.

The Town of Delafield Comprehensive Outdoor Recreation Plan does not connect with Pewaukee other than the Lake Country Trail, which is maintained by Waukesha County.

The bicycle and pedestrian plan with the most connections is the Village of Pewaukee Bicycle Plan. Many of the connections have been extended into the City of Pewaukee.

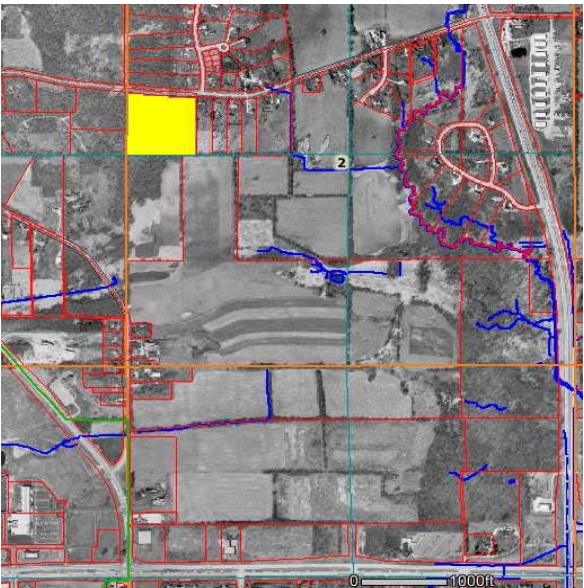
Refer to the exhibits section for the Bike Plan Map showing existing and proposed bicycle/pedestrian ways.

BICYCLE/PEDESTRIAN ROUTE LOCATIONS

The following pages include specific information regarding each segment proposed for facility improvement by the City of Pewaukee Bike Plan. Included for each segment are the existing conditions, notes regarding attributes that might affect facility implementation and design, and the recommended facility type and/or improvement.

BALMER PARK TO CAPITOL DRIVE (STH 190)

Location: Through land south of Balmer Park to Capitol Drive



Looking south from Balmer Park

Existing Conditions:

Segment Type:	URBAN MINOR/COLLECTOR STREET (FUTURE)
Speed Limit:	NA
Pavement Width:	NA
Ditch Depth & Location/ Curb B to B:	NA
Existing Bike Facility:	NA
On Street Parking:	NA

Notes:

Recommendations:

Since the land is undeveloped, there are several options to connect Capitol Drive to Balmer Park. For bicyclists, incorporating a wide curb lane would suffice. For pedestrian traffic a designated sidewalk or side path would provide the safest method for pedestrian traffic.

CAPITOL DRIVE (CTH JJ)

Location: West Village limits to west City limits



Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	2.0+' DEEP ON SOUTH SIDE, 1.0' DEEP ON NORTH SIDE / 12' FROM EDGE OF ROAD
Existing Bike Facility:	NONE
On Street Parking:	NONE

Notes:

- Gravel shoulders vary in width
- Route is designated in the SEWRPC Plan
- Probable wetland issues if grading new shoulder and ditches

Recommendations:

The addition of paved shoulders and appropriate signage would facilitate bicycle travel; ditches will need to be moved out away from the road

CAPITOL DRIVE (STH 190)

Location: Pewaukee Road to Springdale Road



Looking west from STH 164



Looking east from STH 164

Existing Conditions:

Segment Type:	URBAN ARTERIAL
Speed Limit:	VARIES
Pavement Width:	50'
Ditch Depth & Location/ Curb B to B:	
Existing Bike Facility:	NONE
On Street Parking:	NONE

Notes:

- High traffic speeds and volumes
- Roadway overpasses STH 74 and Duplainville Road
- South side of right-of-way more open and constructible than north side

Recommendations:

- Construct side path on the south side of the road.

DUPLAINVILLE ROAD

Location: Weyer Road to Green Road



Weyer Road to Lindsay Road



Looking north from Green Road



Looking south from Overhill Lane



Looking north from Overhill Lane

Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	35-45 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	3-5' DEEP/ 18' FROM EDGE OF ROAD
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

- Deep ditches in some areas
- Narrow areas near the subdivisions north of the Capitol Drive overpass

Recommendations:

- Construct side path on the west side of the road.

EAST FIELDHACK DRIVE TO THE LAKE COUNTRY TRAIL

Location: From southernmost part of Fieldhack Drive to the Lake Country Trail



View from East Fieldhack Drive

Existing Conditions:

Segment Type:	NA
Speed Limit:	NA
Pavement Width:	NA
Ditch Depth & Location/ Curb B to B:	NA
Existing Bike Facility:	NA
On Street Parking:	NA

Notes:

Short segment, less than 150 LF
Must cross over stream, wetland and PEC to get to trail, use culvert or boardwalk, DNR permits required; tree/brush remo

Recommendations:

Two options to consider:
Construct shared path to connect Fieldhack Drive to the Lake Country Trail

GLACIER ROAD

Location: West Village limits to west City limits



Looking west from Ryan Street



Looking east from City limits

Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	25 MPH
Pavement Width:	28'
Ditch Depth & Location/ Curb B to B:	1-2.5' DEEP / 5.5' FROM PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

Route should not be recommended for inexperienced riders.
Challenging hilly terrain

Recommendations:

Construct paved shoulders along both side of the road

GREEN ROAD

Location: Pewaukee Road to Wagner Park



Looking east from Pewaukee Road



Looking west from Duplainville Road

Existing Conditions:

Segment Type:	RURAL/URBAN ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	24' / 3' GRAVEL SHOULDER
Ditch Depth & Location/ Curb B to B:	1' DEEP / AT 7' FROM SOUTH PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

City wants to keep the roadway rustic

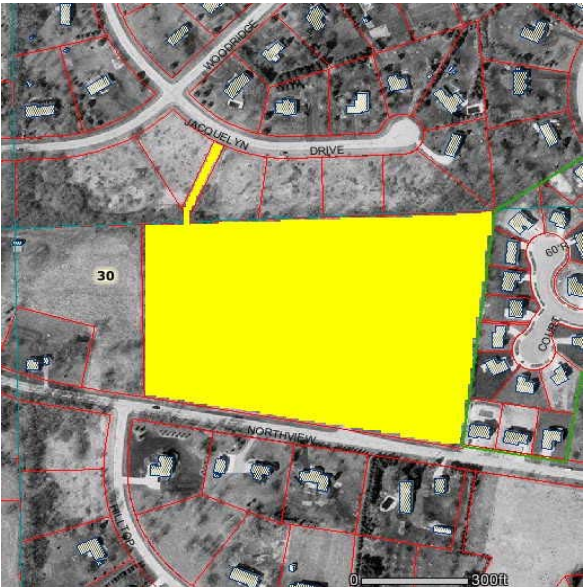
North side of road open between edge of pavement and existing right-of-way for the entire stretch
Some tree trimming on north side may be necessary to allow bike/pedestrian access and accommodate sight lines

Recommendations:

Construct side path on north side of road

JACQUELYN DRIVE TO SOUTH PARK

Location: Through easement from Jacquelyn Drive to South Park



View from Jacquelyn Drive to park

Existing Conditions:

Segment Type:	PEDESTRIAN RIGHT-OF-WAY
Speed Limit:	NA
Pavement Width:	NA
Ditch Depth & Location/ Curb B to B:	NA
Existing Bike Facility:	NA
On Street Parking:	NA

Notes:

Easement for path already exists
Project already in construction phase through City Engineering Department

Recommendations:

No further action needed

LINDSAY ROAD

Location: Swan Road to Duplainville Road



West of Balmer Park



East of Balmer Park



East of STH 164

Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	45 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	1.5' DEEP / 5.0' FROM PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

City wants to keep the roadway rustic

West of Balmer Park Lindsay Rd is narrow with pronounced ditches and trees close to road
Right-of-way along Lindsay Rd east of Balmer Park have open areas and minimal ditches

Recommendations:

Construct two way path on south side of road from Swan Road to Duplainville Rd, may require pedestrian signalization of intersection at STH 74 in order to safely cross the highway.

MEADOWBROOK ROAD/PROSPECT AVE. (CTH G)

Location: Lake Country Trail to north City limits



Existing Conditions:

Segment Type:	RURAL
Speed Limit:	45 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	WEST SIDE 1.5' DEEP / EAST SIDE 0.75' DEEP
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

- Ditch on west side more pronounced than east side
- Power poles on east side
- Mostly residential on east side of road
- Right-ofway available on easterly side of the road

Recommendations:

- Construct boardwalk from Lake Country Trail to a point north of the creek crossing due to wetland and creek
- Construct shared path along easterly siode of the road; serpentine the rath around power poles
- Tree/brush removal required; line stripe at intersections; regrade ditches if necessary

NORTHVIEW ROAD

Location: Meadowbrook Road to South Park



Looking east from South Park



Looking west from mid-section

Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	1.25' DEEP / 5' FROM PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

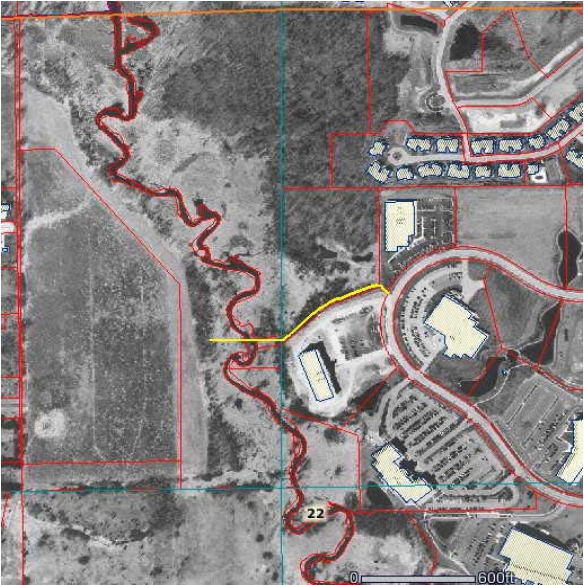
Existing sidewalk extended from Meadowbrook Road past first house on north side
Some clearing and grubbing is required
sidewalk located in front of last three homes directly east of South Park (City of Waukesha)

Recommendations:

Construct sidewalk on north side of road to connect to existing sidewalk

PEWAUKEE RIVER GREENWAY TO RIVERWOOD DRIVE

Location: WEST END OF RIVERWOOD DRIVE TO PEWAUKEE RIVER GREENWAY



Looking west from Riverwood Drive

Existing Conditions:

Segment Type:	NA
Speed Limit:	NA
Pavement Width:	NA
Ditch Depth & Location/ Curb B to B:	NA
Existing Bike Facility:	NA
On Street Parking:	NA

Notes:

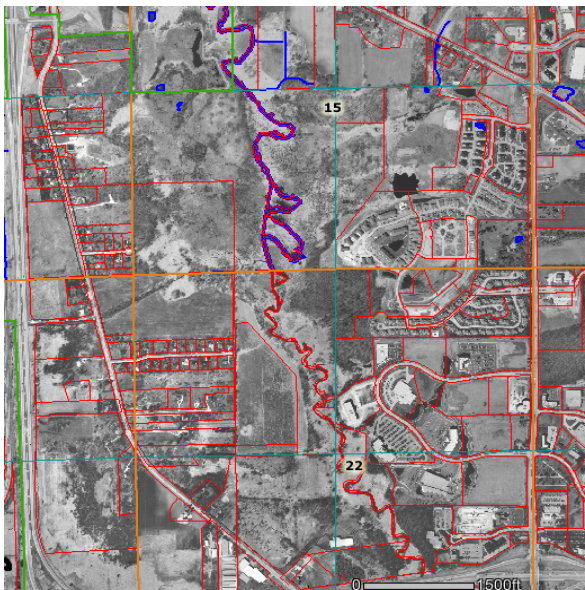
County Parks and Land Use Department supports a connection at this point
Permitting may be extensive in the greenway
Boardwalk may be needed

Recommendations:

Construct two way path to the proposed Pewaukee River Greenway

PEWAUKEE RIVER GREENWAY

Location: South end of Morris Street to proposed Fox River Trail



Looking east from CTH JJ

Existing Conditions:

Segment Type:	NA
Speed Limit:	NA
Pavement Width:	NA
Ditch Depth & Location/ Curb B to B:	NA
Existing Bike Facility:	NA
On Street Parking:	NA

Notes:

Waukesha County Parks and Land Use Department has proposed corridor beginning at Riverside Drive as part of their Greenway Plan

Recommendations:

The trail route proposed by Waukesha County could be intersected at the south end of Morris Street. Extend sidewalk on east side of Morris Street down to the trail and follow the route proposed by Waukesha County

PEWAUKEE ROAD (STH 164)

Location: North Riverwood Drive to Swan Road



Existing Conditions:

Segment Type:	URBAN ARTERIAL
Speed Limit:	45 MPH
Pavement Width:	24' PAVEMENT / 12' GRAVEL SHOULDER
Ditch Depth & Location/ Curb B to B:	1.5' DEEP / 27' FROM CENTERLINE
Existing Bike Facility:	SEPARATED PATH
On Street Parking:	NONE

Notes:

Waukesha County constructed shared path as part of 2004 Reconstruction Project
Path on west side from Riverwood Dr. to Green Road; east side from Green Road to Capitol Drive

Recommendations:

PEWAUKEE ROAD (STH 164)/RIDGEVIEW PARKWAY CROSSING

Location: Pewaukee Road at Ridgeview Parkway



Looking south from NW corner



looking west from SE corner

Existing Conditions:

Segment Type:	URBAN ARTERIAL DIVIDED
Speed Limit:	45 MPH
Pavement Width:	102' (APPROX.)
Ditch Depth & Location/ Curb B to B:	N/A
Existing Bike Facility:	SHARED PATH ON WEST SIDE
On Street Parking:	NONE

Notes:

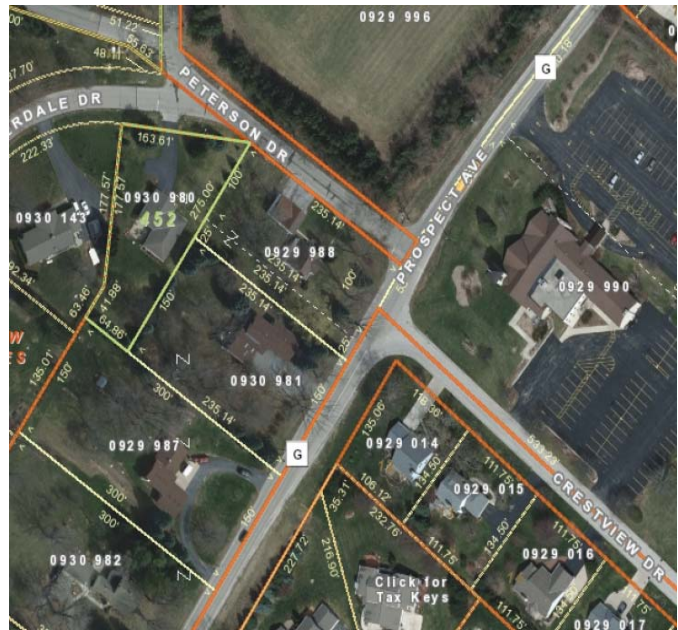
- No sidewalk to pedestrian path on Ridgeview Parkway
- No refuge island in STH 164 that meets minimum FHA requirements
- Signal timing on STH 164 does not allow for person to cross east/west without holding in the ex. 2' island

Recommendations:

- Line striping on south leg of STH 164
- Line striping on Ridgeview Parkway
- Pedestrian crossing warning signs on STH 164, north and south approaches
- Install Rectangular Rapid Flashing Beacons (RRFB) and ped signals

PROSPECT AT NETTESHEIM PARK and AT CRESTVIEW DR.

Location: Prospect at Nettesheim Park/Prospect at Crestview Dr.



Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	1-2 FEET
Existing Bike Facility:	NONE
On Street Parking:	NONE

Notes: Nettesheim Park

Oak Street is offset approx. 35 feet south leg vs. north leg
Site distance from south leg to west does not meet stopping site requirements
Site distance substnatially imporves if crossing is at north leg
If extended south from north leg; path to park would need to be constructed for access

Recommendations: Nettesheim Park

Install crosswalk location from east side of Oak Street north leg directoy south
Install path from crosswalk to park entrance
Install warning signs on east and west approaches to the intersection
Install Rectangualr Rapid Flashing Beacon (RRFB) at crosswalk with push button

Notes: Crestview Drive

Crestview Drive is offset approx. 70 feet from peterson drive (north)
Site distance is adequate in northeast/southwest direction
Proposed path on Meadowbrook Road to be on south side
Most direct route from Peterson Road to path is perpendicular to Prospect Avenue

Recommendations: Crestview Drive

Install crosswalk location from west side of Peterson Dr. perpendicular to Prospect Ave.
Install warning signs on northeast and southwest approaches to the intersections
Install Rectangualr Rapid Flashing Beacon (RRFB) at crosswalk with push button
Add warning sign on Crestview to warn right turning vehicles of the crossing

PROSPECT AVENUE (CTH G)

Location: Maple Street to College Avenue



Existing Conditions:

Segment Type:	RURAL/URBAN ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	24' WITH 1.0' PAVED SHOULDER ON THE NW SIDE OF STREET
Ditch Depth & Location/ Curb B to B:	1.5' DEEP / 3' FROM ROAD EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

Very narrow road and rural section
Developed trees predominately on east side of road, near pavement

Recommendations:

Construct paved shoulders and signage. May require re-grading of ditches and tree removal
Reduce speed limit to 30 MPH in this segment for safety

RYAN ROAD (CTH KF)

Location: STH 16 to proposed Ryan Park



Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	45 MPH
Pavement Width:	24' WIDE / 12' GRAVEL SHOULDER
Ditch Depth & Location/ Curb B to B:	1' DEEP / 12' FROM EDGE OF SHOULDER
Existing Bike Facility:	NONE
On Street Parking:	NONE

Notes:

- Existing sidewalk on east side of bridge over STH 16
- Proposed Ryan Park on east side of road to be developed by County

Recommendations:

- Construct two-way side path from STH 16 to Ryan Park on east side of road

SPRINGDALE ROAD

Location: Capitol Drive to north leg of Glenwood Lane



Looking north from Glenwood Lane



Looking south at Green Road



Looking south from Capitol Drive

Existing Conditions:

Segment Type:	RURAL/URBAN ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	30'
Ditch Depth & Location/ Curb B to B:	1' DEEP / 7.5 FROM PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

Nice paved shoulder on the west side of the road
East side shoulder is narrower

Recommendations:

Construct side path on west side of road

SWAN ROAD

Location: Pewaukee Road to Lindsay Road



Existing Conditions:

Segment Type:	RURAL COLLECTOR
Speed Limit:	35 MPH
Pavement Width:	24'
Ditch Depth & Location/ Curb B to B:	1.5'-2.0' DEEP / 4.0' FEET FROM PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

City wants to keep the roadway rustic
Narrow section with pronounced ditches

Recommendations:

Construct two-way side path on east side of road from Pewaukee Road to Lindsay Road

Consideration should be given to purchasing additional right-of-way and move the path to the outside of the trees in order to maintain the rustic character of the road. The path may have to swing out to the road as a paved shoulder where constraints do not allow it to be separated from the road

WATERTOWN ROAD (CTH M)

Location: Pewaukee Road to the Fox River Trail



Existing Conditions:

Segment Type:	RURAL/URBAN ARTERIAL
Speed Limit:	45 MPH
Pavement Width:	25'
Ditch Depth & Location/ Curb B to B:	2.0 FEET DEEP / 25' FROM ROAD CENTERLINE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

Waukesha County will construct short segments on north side of road at STH 164 as part of 2004 Reconstruction Project
Relocation of utility poles may be necessary to construct path on north side of road

Recommendations:

Construct two-way path from Pewaukee Road southeasterly to proposed Fox River Trail on north side of Watertown Road with crossings to the proposed residential development and/or Pewaukee River Parkway which are south of Watertown Road.

WATERTOWN ROAD (CTH M)

Location: Pewaukee Road to Forest Grove Drive



Existing Conditions:

Segment Type:	RURAL ARTERIAL
Speed Limit:	35 MPH
Pavement Width:	25'
Ditch Depth & Location/ Curb B to B:	2.0 FEET DEEP / 25' FROM ROAD CENTERLINE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

- Relocation of some utility poles may be necessary to construct path on south side of road
- Trees/shrubs adjacent to residential subdivisions will have to be partially cleared
- Substantial tree removal at west end of segment - heavy tree/brush growth close to the road pavement

Recommendations:

Construct shared path from Pewaukee Road northwesterly to Forest Grove Drive on south side of Watertown Road.

WEYER ROAD

Location: Duplainville Road to east City Limits



Looking east towards City Limits



Looking west towards Duplainville Road

Existing Conditions:

Segment Type:	RURAL/URBAN ARTERIAL
Speed Limit:	45 MPH
Pavement Width:	22
Ditch Depth & Location/ Curb B to B:	1-2' DEEP / 7' FROM PAVEMENT EDGE
Existing Bike Facility:	SHARED ROADWAY
On Street Parking:	NONE

Notes:

- Some clearing and grubbing necessary for side path
- Road is primarily open and constructible except for immediate area off of Duplainville Road
- Road has rustic qualities near Duplainville Road
- Railroad will oppose a pedestrian/bicycle crossing over the tracks parallel to Duplainville Road on east side

Recommendations:

- Construct a two-way path on the south side of the road

Woodstream Ct cul-de-sac to Wagner Park

Location: EAST END OF CUL-DE-SAC THROUGH BERM TO PARK



Looking east from Woodstream Court



Looking west from Wagner Park

Existing Conditions:

Segment Type:	NA
Speed Limit:	NA
Pavement Width:	NA
Ditch Depth & Location/ Curb B to B:	NA
Existing Bike Facility:	NA
On Street Parking:	NA

Notes:

Evidence of walking trail worn into existing berm between park and subdivision

Recommendations:

Construct short two way path from east end of Woodstream Court cul-de-sac into the park
The Park and Recreation Committee should consider the path from the park to the pavilion and to Northview Rd

RECOMMENDATIONS

2019 ROUTE EVALUATIONS/RECOMMENDATIONS

#1. East Fieldhack Drive to the Lake Country Trail

The shortest connector trail between East Fieldhack Drive and the Lake Country Trail would be near the driveway into W26637 East Fieldhack Drive, west of the development pool and tennis activity area. There is no existing man-made trail that is used for residents to get from east Fieldhack Drive to the trail. Part of the reason is that there is a vertical face curb along the south side of Fieldhack Drive and an elevation drop of seven (7) feet immediately south of the curb. The land between east Fieldhack Drive and the Lake Country Trail contains environmental corridor, wetland, floodplain and We Energies high tension power lines.

Options to install an accessible trail between East Fieldhack Drive and the Lake Country Trail include filling the area land to create a base for an asphalt trail or constructing a boardwalk between the two access points.

Filling Option: Improvements would include creating a curb cut and detectable warning field for access from East Fieldhack Drive, placing fill in an environmental corridor, wetland and floodplain, substantial tree/brush removal, wetland delineation, substantial floodplain modeling, WDNR and US Army Corps of Engineers (USACOE) permitting, access permission from the Spice Creek Condominium at Meadowbrook Farms homeowners, and permission to install improvements through a likely American Transmission Company easement for high tension wires and poles, as well as We Energies. Estimate of probable construction cost is \$22,000.

Boardwalk Option: Improvements would include creating a curb cut and detectable warning field for access from East Fieldhack Drive, construction of a boardwalk for approximately 150 feet between the two access points, fill to create the required handicap accessible access, permitting from WDNR, USACOE, floodplain analysis, minimal tree/brush removal, access permission from the Spice Creek Condominium at Meadowbrook Farms homeowners, and permission to install improvements through a likely American Transmission Company easement for high tension wires and poles, as well as We Energies. Estimate of probable construction cost is \$188,000.

Considerations: Although this segment is short and makes sense to connect the Lake Country Trail to the residential development, there will be a substantial amount of effort needed to gain the approval of the condominium property owners and to apply for and receive environmental permits after preparing a design, without a guarantee that permits would be issued. For wetland disturbance, the WDNR requires an alternatives analysis which may show that an alternative route (such as the trail along Meadowbrook Road, CTH G), may prove to have less impact on the environment and may be more feasible.

#2. Meadowbrook Road, Lake Country Trail to City/Village boundary
(approx. 8,800 lineal feet)

This proposed trail would be a connector between the Lake Country Trail and Pewaukee school lands. It will serve a substantial number of existing residential properties along the way and provide a safe and efficient access for pedestrians and bicyclists to get to the Lake Country Trail. After consideration of improvements, and right-of-way availability on both sides of Meadowbrook Road, We suggest that an off road path be placed on the easterly side of Meadowbrook Road for the entire length. Design recommendations and challenges by section are noted as follows:

Lake Country Trail to E. Fieldhack Drive: It appears that vehicles have parked on the east side of Meadowbrook Road and have created a wide gravel shoulder. Beyond the gravel shoulder, the land drops off into what is likely a wetland. To minimize wetland filling, a paved shoulder, clearly marked with pavement markings are suggested. There is a creek that crossed under Meadowbrook Road. The creek flows under Meadowbrook Road via a large (60") culvert. There is a stone headwall located approximately 13 feet off the travel lane (white line). North of the creek, the side slope off the road to the east drops off approximately 5 feet in 13 feet. It is suggested that the headwall be increased in height and extended north in order to install a paved shoulder. Some type of railing or barrier system would be required to maintain safety along this portion of the path.

As an alternate to the paved shoulder/bike lane, a boardwalk between the Lake Country Trail and the north side of the creek should be considered. The boardwalk would be placed adjacent to the wetlands north of the Lake Country Trail and then span the creek. Wetland disturbance would be minimized, but extensive permitting may be required for the creek crossing.

E. Fieldhack Drive to Accent Court: The right-of way along this section of the path is approximately 50 feet east of the centerline of Meadowbrook Road. The land east of the roadway is open except for some trees, power poles and utility boxes. A gentle curvature of the path could be employed to avoid conflicts and provide the user with some variety. The path should be set back off the road so that the ditch adjacent to the road can be maintained. There is a section of wooded/brush area that acts as a buffer to the rear of the lots on Shooting Star Road. Selective tree cutting could be required to minimize the visual impact to those residents.

Accent Court to College Avenue (CTH SS): The right-of way along this section of the path is approximately 50 feet east of the centerline of Meadowbrook Road; however, the parcels along this section front onto Meadowbrook Road. The path would be placed within the right-of-way and be placed such that existing improvements are not damaged. The path should match driveway grades. As the proposed path approaches College Avenue, the road pavement appears to shift to the east and the available right-of-way on the east side narrows such that there is very limited room in the right-of-way for an off-road path. A paved shoulder could be employed along the existing pavement; however, bicyclists may be in conflict with right turning vehicles. The use of a designated bike lane through the intersection should be considered.

Prospect Avenue (CTH G) to northerly end of Galilee Lutheran Church: The path would continue on the northeasterly side of the roadway. The right of way along CTH G, directly northeast of Prospect Avenue appears to be 33 feet in width. The acceleration lanes appear to take up a substantial amount of the right-of-way; therefore, easements will have to be acquired. The potential easement area includes a ditch and wooded/ brush areas. The path should be set back off the road as far as possible to allow the roadside ditch to function as it does presently. Selective tree and brush removal will be necessary for this section.

Northerly end of Galilee Lutheran Church and City/Village Limits (Pewaukee School Grounds): There are three homes that front along this section of the path. Two that are located north of the church property where there are substantial sized trees along the east side, a ditch a few feet off the pavement and the land rises towards the front property line. Lands along the Steeplepoint subdivision also have the tree/brush buffer, with a minimal ditch depth very close to the road. To construct an off road path along this section, substantial tree removal is required along with grading in the right-of-way (I note that one property has not dedicated right-of-way in the front, so the path may need to shift towards the road to stay within the prescribed right-of-way). The third house is located southwest of the City/Village limits and has very limited right-of-way (25 feet) east of the centerline of the road and the house is located approximately 34 feet east of the right-of-way line. The path would likely require the removal of a couple of trees in their front yard.

Estimate of probable construction cost is \$737,000.

#3. Northview Road, from west end of sidewalk to South Park

The sidewalk on CTH TT was extended west, on the north side of Northview Road to the driveway at the property address N4 W27050 Northview Road. There is also sidewalk in front of homes between 3308 Northview Road and 3316 Northview Road (City of Waukesha properties). The intent of this section is to connect the walk located west of CTH TT with the existing walk in front of said homes and then connect to South Park parking lot. The right-of-way along this section is a consistent 40 feet north of the centerline of the road. The land north of the pavement gently slopes down into an 18-inch deep ditch and back up, all in about 25 feet. The sidewalk installed to the east, was installed behind the curb, so there is no ditch. The existing sidewalk to the west on City of Waukesha properties is located behind the ditches, approximately 1 foot off the property line. The City has a several options: 1. A sidewalk could be installed at 1 foot off the property line, which would likely require removal or trimming of trees and landscape plantings on some properties, but would avoid power pole guy wires and utility boxes. 2. Install a path that meanders through the right-of-way that would avoid trees, power pole guy wires and utility boxes, or 3. Require the utility companies to relocate their poles, guys and utility boxes and place the path at the back of the ditch, within the right-of-way, but not as far back as the right of way. This option would require regrading of the ditches and would result in steeper side slopes in the ditches (not always desired by property owners that use riding mowers to cut their grass). Also, the City will likely have to pay for the utilities to relocate their facilities to accommodate the sidewalk location. Estimate of probable construction cost is \$40,000.

#4. Pedestrian Crossing at STH 164 (Pewaukee Road) and Ridgeview Parkway

Pewaukee Road contains a path along the west side of the road. Desired access is from the east side of Pewaukee Road to the west side, although there are no walks or paths in Ridgeview Parkway at this time. This intersection is a signal controlled intersection. Due to the number of lanes in STH 164, and the current timing of the signals, elements of a safe crossing cannot be accomplished. Traffic in Ridgeview Parkway does not allow for enough time to cross the entire Pewaukee Road. The only refuge island is at the location of the signal heads and light poles which are very narrow (2'+/-). (Federal Highway Administration guideline is a minimum of 4 foot wide raised island, preferably 8 feet).

Since physical changes to the median refuge width may not be easily accomplished, an option would be to install pedestrian push-button capabilities on the existing signals which would allow the retiming of the signals for pedestrian crossing. Along with this additional pavement markings and signage would be desired.

Since the improvements would affect a state highway, the City would be required to acquire permission and permits from WisDOT. Furthermore, the traffic signals are maintained by Waukesha County, so permits would be required from the County. Estimate of probable construction cost is \$57,000 (RRFB, striping, signs)

#5. Watertown Road/CTH M (approx. 5,400 lineal feet)

The land uses along the north side of Watertown Road between STH 164 and Forest Grove Drive appear to be vacant lands that include wetlands up to the road pavement and business/light industrial. The land uses along the south side of Watertown Road include residential development, a bar/restaurant and agricultural lands. The anticipated need for a bicycle/pedestrian path would best serve the residential property along the south side of Watertown Road. The evaluation of this section assumes that the path will be placed on the south side of Watertown Road. All considerations for improvements along this segment of bicycle and pedestrian facilities will be in Waukesha County right of way, which means all work will require review and permits from Waukesha County staff.

Beginning at STH 164 and working west, it is noted that the right-of-way along the south side of Watertown Road is located approximately 10 feet south of the road pavement. There are also power poles along the south side of the road close to the right-of-way line. Outside of the right-of-way, the land slopes down at a 3:1 slope to a roadside swale that takes water westerly to an existing pond. The pond is located on private property and is surrounded by a chain link fence. Since there is no turn lane at this point, there is approximately 22 feet of land between the pavement edge and right-of-way line to install a path and meet the clear zone for the power poles and fence. Lands to the west of the pond have a 50 foot right-of-way south of the centerline of Watertown Road. There are four residences that front onto Watertown Road that have various amounts of trees and vegetation requiring that the path be designed to meander through the properties to minimize disturbance to the trees and vegetation.

The 50 foot wide half right-of-way continues westerly along the Creekside Preserve and Creekside Preserve North subdivisions. There is both open lands that would be ideal for a path within the right of way and a section between Creekside Drive and Single Tree Drive where there is an existing heavy tree/brush buffer between the rear yards of homes along Single Tree Court and Watertown Road. West of the subdivisions, there is a bar/restaurant which has minimal trees and utilities, which the path can meander through.

Continuing west, the road pavement shifts to the south resulting in a right-of-way that is only 31 feet off the pavement. Power poles are located 15 feet off the pavement. There is room to construct a path through the agricultural field behind the power poles. West of the agricultural fields, there are a few more residential properties that front on Watertown Road, some with thick vegetation, especially as one approaches Forest Grove Drive.

The intersection of Watertown Road at Forest Grove Drive is not controlled by a multiple stop intersection. At Forest Grove Drive, there is no stop controlled intersection except on the north leg (southbound traffic). The Village of Pewaukee does not have any sidewalks or paths along Forest Grove Drive. Access from the path on the south side of Watertown Road to the north side should include pavement markings, pedestrian crossing ahead signs and possibly a rapid repeating sign with additional signage.

Consideration to install a path on the north side of Watertown Road is not recommended for the following reasons: Near the east end, there are wetlands that encroach out close to the existing pavement edge, which would require wetland disturbance and permitting and special construction for structural stability; there are numerous commercial driveways that may present a safety hazard for path users; the Village of Pewaukee appears to control the right-of-way starting at 1343 E. Wisconsin Avenue and west of said address; switching from the south side of Watertown Road to the north side of Watertown Road mid-block introduces safety concerns for non-experienced users and vehicles that are not expecting pedestrians and bicyclists to cross. Speed limits are 45 mph from STH 164 to Creekside Dr. and 35 mph from Creekside Drive to Forest Grove Road. Estimate of probable construction cost is \$485,000.

#6. Recreational Crossing at:

- A. Nettesheim Park and Prospect Ave. (CTH SS)**
- B. Crestview Drive at Prospect Ave. (CTH G.)**

A. Nettesheim Park and Prospect Ave. (CTH SS)

The proposed pedestrian crossing at Oak Street and Prospect Avenue (CTH SS), presents several challenges. The intersection is located on a curve, the approach from the west is uphill, the Oak Street approaches from the north and south are offset and the entrance to the park is along the southerly leg of Oak Street. If a crossing is placed from the southeast corner of Oak Street and Prospect Avenue to the northwest corner of Oak Street and Prospect Avenue, the walking distance is 80 feet (at 4 feet per second that would require 20 seconds to cross the street). The site distance for that crosswalk location looking west is very short due to the uphill grade and the presence of vegetation. A crossing located from the northeast corner of Oak Street and Prospect Avenue, at a 90 degree angle across

the road, to the south side of Prospect Avenue would be approximately 55 feet and take about 14 seconds to cross. The site distance from the south side to the north side of this option is approximately 400 feet, which would be adequate for stopping site distance. Since the entrance to the park is west of the second option, and there is a fence along the north side of the park, an additional walking path from the crossing point to the intersection would be required. The crossing should be enhanced using pedestrian crossing ahead signs and/or a rapid repeating flashing signal at the crossing, along with clear pavement markings. I note that there is already a street light at that intersection. Estimate of probable construction cost is \$67,000.

B. Crestview Drive and Prospect Ave. (CTH G)

The purpose of this proposed crossing is to safely move people from the northwesterly side of Prospect Avenue (CTH G) to the south side of Prospect Avenue (CTH G) and to Crestview Drive (which is offset 70 feet from Peterson Drive). This report provides a recommendation to install a shared path along the west east and southeasterly side of Meadowbrook Road (CTH G) from the Lake Country Trail to the northerly limits of the City. If the Meadowbrook section is not in place prior to the construction of this crossing, a short path segment between the crossing and Crestview Drive would have to be constructed. Assuming that the proposed Meadowbrook Road path has been completed, the most direct crossing route would be a crossing that is perpendicular to Prospect Avenue (CTH G). Since people want to use the most direct route, it is most likely that a crossing from the southwest corner of Peterson Drive to the proposed path would be the one most used. Site distance in both directions is adequate. Vehicles turning right from Crestwood Dr. to Prospect Ave (CTH G) should be warned of potential pedestrian crossing. The crossing should be enhanced using pedestrian crossing ahead signs, signs at the crossing and clear pavement markings. Estimate of probable construction cost is \$52,000.

Bicycle and pedestrian facilities for other routes in the City can be found on the next section, including a routing along Prospect Avenue (CTH SS).

BICYCLE/PEDESTRIAN ROUTE LOCATION RECOMMENDATIONS

(See chart next page)

BICYCLE/PEDESTRIAN ROUTE LOCATION RECOMMENDATIONS

Street Name	Location	Existing Features	Recommended Facility Type	Improvements Required	Remarks
Swan Road	Pewaukee Road to Lindsay Road	Narrow rural cross section, defined ditches close to road edge	Shared use path on east side of road	Right of way acquisition, extensive clearing and grubbing, ditch grading or enclosure, and signage	City wants to keep Swan Road as rustic as possible
Lindsay Road	Swan Road to Duplainville Road	Swan Rd to Balmer Park- narrow rural cross section; Balmer Park to Duplainville Rd slightly more open, more possibility for improvements	Shared use path on south side of road	Right of way acquisition, extensive clearing and grubbing, ditch grading or enclosure, and signage	City wants to keep Swan Road as rustic as possible
Pewaukee Road (STH 164)	N. Riverwood Drive to Swan Road	Two lane rural cross section	Shared use path according to agreement with Waukesha County	Extensive grading and shaping, possible bridge modifications, push button signalization at crossings, and signage	Project already in design phase with Waukesha County
Green Rd	Pewaukee Road to Springdale Road	Moderately open rural cross section	Shared use path on north side of road	Tree trimming and signage	City wants to keep Green Road as rustic as possible
Watertown Road (CTH M)	Pewaukee Road to Fox River Trail	Open rural cross section with deep ditches	Shared use path on south side of road	Ditch grading, possible power pole relocation in select locations	
Watertown Road (CTH M)	Pewaukee Road to Forest Grove Drive	Two-lane rural cross section; some ag an open lands	Shared use path on south side of road	clearing and tree rmoval, possible power pole removal, ditching	
Meadowbrook Road/Prospect Ave. (CTH G)	lake coutry trail to north City limits	Partly open rural cross section with deep ditches	Shared use path on east side of road	Avoid poles on east side, re-grade ditch as needed; tree and brush removal	Boardwalk from creek to Lake Country Trail
Northview Road	Meadowbrook Road to South Park	Open rural cross section with moderately deep ditches	Sidewalk on north side of road	Utility pole relocation and moderate grading	
Prospect Avenue (CTH SS)	Meadowbrook Road west to the Lake Country Trail	Narrow rural cross section with deep ditches	Construct paved shoulders	Extensive grading and shaping, possible bridge modifications, ditch re-grading or enclosure, signage and striping	Some segments not bad, segments closer to Lake will be difficult with residences close to roadway.
College Avenue (CTH SS)	Prospect Avenue to Main Street	Wide paved shoulders already exists	Shared path on south side of road	Grading and shaping of ditches, signage	Side path due to high speed limit along route
Capitol Drive (CTH JJ)	West Village limits to west City limits	Narrow rural cross section with deep ditches	Paved shoulders	Extensive grading or enclosure of ditches, signage and striping	Low, wetland area on both sides of road, DNR issues, SEWRPC suggested
Glacier Road	West Village limits to west City limits	Narrow rural cross section with deep ditches	Paved shoulders	Extensive grading or enclosure of ditches, signage, and striping	Not recommended for inexperienced bicyclists
Capitol Drive	Pewaukee Road to Springdale Road	Four Lane divided highway	Shared use path on south side of road	Moderate grading and clearing required	Intersections may require push-button signals
Springdale Road	Capitol Drive to north leg of Glenwood Lane	Rural cross section with paved shoulders	Shared use path on west side of road	Extensive grading, clearing and grubbing	
Ryan Road (CTH KF)	STH 16 to Ryan Park	Open rural cross section road, poor sight distances due to grades and horizontal curves	Shared use path on east side of road	Ditch grading and signage	Proposed Ryan Park on east side of road
Duplainville Road	Weyer Road to Green Road	Open rural cross section with moderately deep ditches	Shared use path on west side of road	Move or enclose ditches, possible tree clearing, signage and striping	Two areas become very narrow with deep ditches. Construction under overpass could be difficult.
Weyer Road	Duplainville Road to east City limits	Rural cross section with moderately deep ditches	Shared use path on south side of road	Clearing and grubbing with extensive grading	Some rustic quality to road at east end.

Off Road Paths	Location	Existing Features	Recommended Facility Type	Improvements Required	Remarks
	Balmer Park south to STH 190	Undeveloped property	Bicycle-wide curb lane; pedestrian side path	easement acquisition, construction	Many options
	Woodstream Ct cul-de-sac east to Wagner Park	City park land	Shared use path	easement acquisition, construction	
Pewaukee River Pkwy	Morris St thru Pkwy to River Lane	DNR Conservancy	Shared use path	easement acquisition, construction	In planning phase
	Pewaukee River Pkwy to Riverwood Dr.	DNR Conservancy	Shared use path	easement acquisition, construction	Waukesha County supports connection
	Jacquelyn Dr to South Park	City park land	Shared use path	easement acquisition, construction	In construction phase
	East Fieldhack Dr south to Lake Country Trail	Waukesha County right-of-way	Shared use path or boardwalk	easement acquisition, construction	May be difficult due to creek crossing and wetland involved

OPERATION AND MAINTENANCE

Poorly maintained facilities discourage use and become an eyesore. When planning a new facility, responsibility for that facility should be designated, and maintenance budgets considered. The following maintenance measures should be considered.

Sweeping

Surfaces used by bicyclists that are full of stones and debris presents a hazard to bicyclists. Small rocks can deflect a wheel; sand and glass can cause tire slippage. If facilities are not kept clean, bicyclists will not use the facility. A routine sweeping plan and emergency sweeping plan should both be considered. Routine sweeping should be done at least twice a year.

Surface Repairs

Defects that seem like a nuisance in a vehicle can be dangerous to a bicycle rider. Wherever possible, a smooth surface, free of cracks, potholes, bumps, and other physical problems should be provided. As with regular utility repairs, longitudinal joints should be avoided and asphalt patched should match into existing pavement.

Pavement Overlays

Pavement overlays offer the best opportunity to improve bicycling conditions. Wherever possible, milling the existing pavement to remove surface irregularities that would reflect through the new pavement should be considered. The overlay material should extend to the existing pavement edge so that gravel there is not a drop off.

Vegetation

Vegetation encroaching onto bicycle facilities can cause problems for both the surface and the operation. Roots from trees and other vegetation planted too close to bicycle facilities can grow under the pavement and cause heaving and break ups. Vegetation can also obstruct sight distance. Vegetation should be planted to minimize maintenance and maximize sight lines.

Drainage

In many cases, bicycle facilities are designed so that storm water drainage facilities do not affect bicycle travel. Drainage grates can pose a serious problem for bicycles. In cases where drainage grates need to be placed in or near bicycle facilities, it is important to consider the following:

- If possible, install narrower grates that do not protrude into bike lanes.
- Install grates with veins or with the openings perpendicular to the water flow path.
- Provide white markings around grates to warn bicyclists of the potential problem.
- Be sure to install grates flush with the adjacent pavement.

Adopt A Path

Modeled after the Adopt A Highway program. Volunteer groups could be given the task of keeping pathways free of rubbish and litter in exchange for the chance to place a sign along the pathway.

FUNDING

Communities that are bicycle and pedestrian friendly are so because of a local commitment to funding projects. Bicycle facilities desired by the City should be included in the overall Capital Improvement Budget and be evaluated along with other capital projects. Construction of bicycle facilities should also be tied to planned roadway improvements and recreation improvements. Local funds for the planning and construction of bicycle facilities may be supplemented with state and federal money, as outlined below. Demand for these funds is great and funds are limited, so the City should not depend on these programs exclusively for implementing the recommendations of the plan.

The attached chart outlines the pertinent funding opportunities available at the State and Federal levels, application deadlines, and funding limits available.

Funding Options

TEA-21 (1998)						
Program	Purpose	Funding Details	Application Date	Notes	Administering Agency	Contact
Congestion Mitigation/Air Quality (CMAQ)	Improve air quality and reduce congestion in the state's air quality non-attainment zones	12,500,000 per year statewide; 20% local match required	April of odd numbered years	Construction projects must be over \$50,000; other projects must be over \$20,000	WDOT	John Duffe (608) 264-8723
Local Transportation Enhancements	Enhance highway projects that go "above and beyond" and promote multimodal use	6,250,000 per year statewide; 20% local match required	April of even numbered years	Construction projects must be over \$50,000; other projects must be over \$20,000	WDOT	John Duffe (608) 264-8723
Surface Transportation Program-Discretionary	Foster alternatives to single occupant vehicles	2,720,000 per year statewide; 20% local match required	April of even numbered years	Construction projects must be over \$50,000; other projects must be over \$20,000	WDOT	John Duffe (608) 264-8723

Wisconsin DNR Stewardship						
Aids for the Acquisition & Development of Local Parks (ADLP)	To acquire land, rights in land, and develop public outdoor recreation areas for nature based outdoor recreation purposes.	\$4,000,000 per year statewide; up to 50% matching grants.	May 1 annually	projects must be nature based and be part of a an approved Comprehensive Outdoor Recreation Plan.	WDNR	Leslie Gauberti (608) 267-0497
Urban Green Space Program	Provide open natural space in proximity to urban development	\$1,600,000 per year statewide; up to 50% matching grants.	May 1 annually	Land acquisitions necessary for the project; project must be approved by a Comprehensive Outdoor Recreation Plan.	WDNR	Leslie Gauberti (608) 267-0497
Urban Rivers Program (URGP)	Projects improving the quality of urban waterways through preservation, restoration, or enhancement.	\$1,600,000 per year statewide; up to 50% matching grants.	May 1 annually	Projects must fulfill the purpose and be part of an approved Outdoor Recreation Plan.	WDNR	Leslie Gauberti (608) 267-0497

REFERENCES

AASHTO “Guide for the Development of Bicycle Facilities,” 1999, 2012.

Wisconsin Department of Transportation “Wisconsin Bicycle Planning Guidance 2020”, September 1993. Updated 2003

SEWRPC Planning Report No. 43 “A Regional Bicycle and Pedestrian System Plan for Southeastern Wisconsin: 2010”.

SEWRPC “A Development Plan For Waukesha County Wisconsin” Community Assistance Planning Report No. 209, August 1996.

Wisconsin Department of Transportation “Wisconsin Bicycle Transportation Plan”, December, 1998.

Waukesha County “Park and Open Space Plan,” (2018).

City of Brookfield “Greenway Corridor Recreational Trail Plan”, July 2002.

Town of Delafield “Comprehensive Outdoor Recreation Plan”, Rev. March 1999.

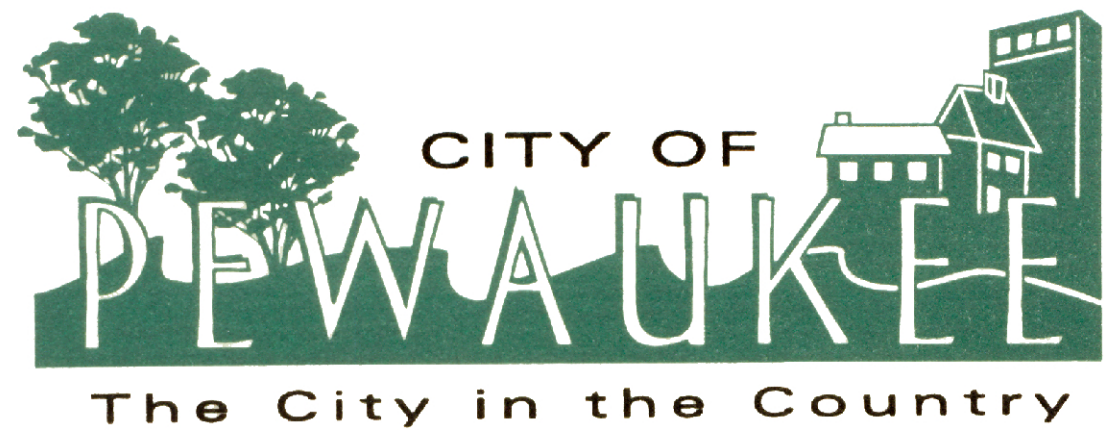
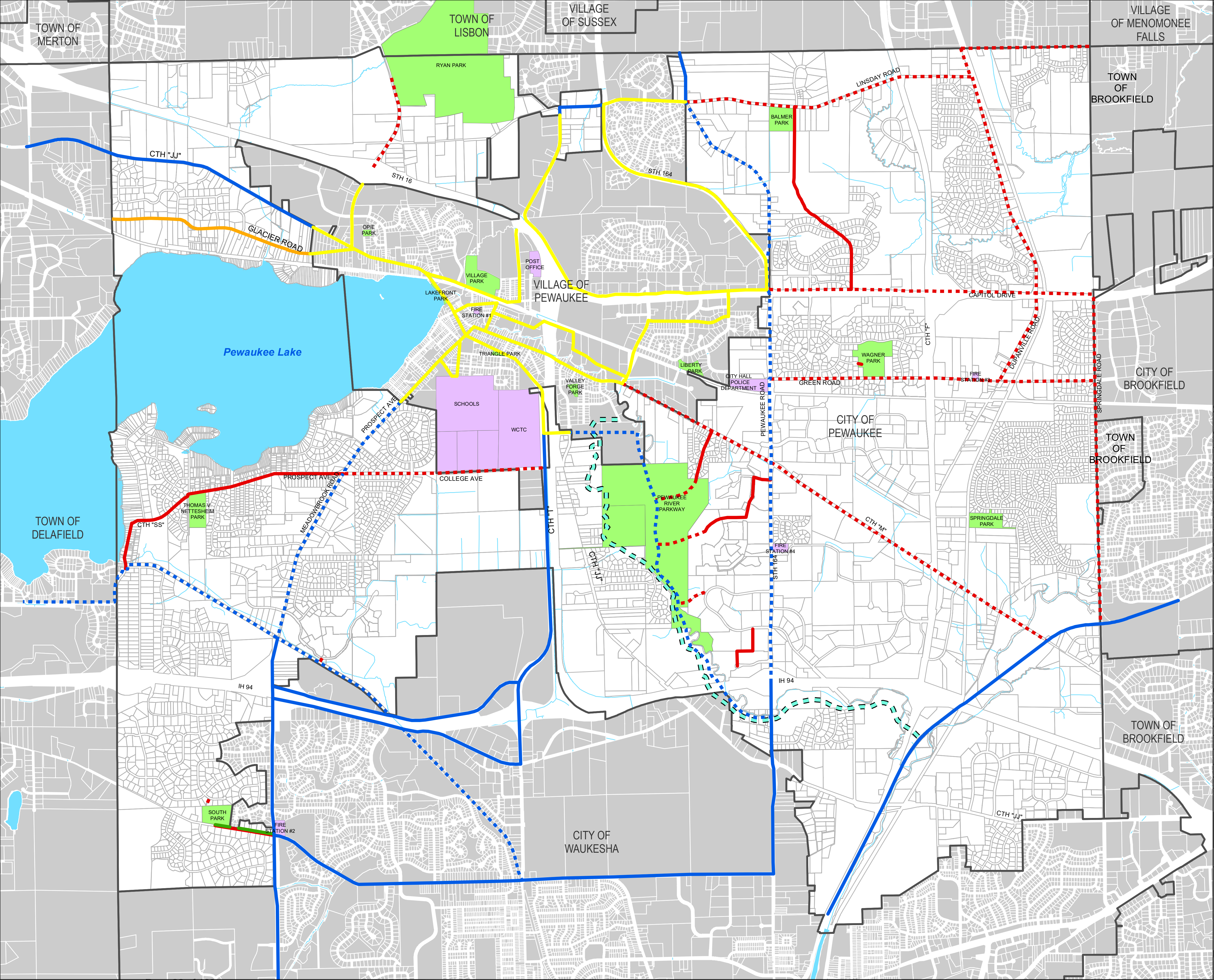
Village of Pewaukee “Bike Plan”, January 26, 1999.

Wisconsin DOT “Wisconsin Bicycling Safety”, 2016

WisDOT “Wisconsin Bicycle Facility Design Handbook,” January 2004, w/updates 2006, 2009, 2015, 2018

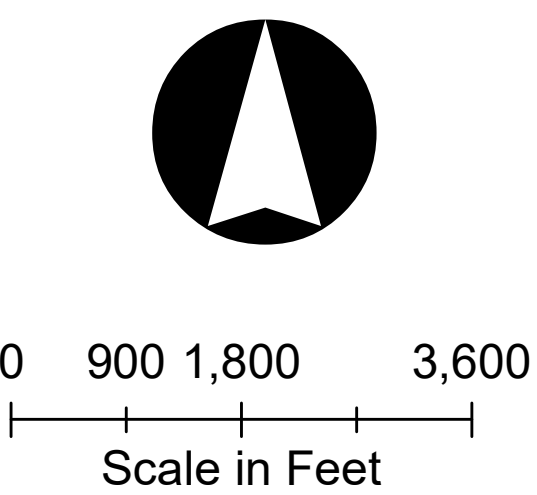
EXHIBIT

Bike Plan Map



City of Pewaukee Bike Plan

- Village of Pewaukee Bike Plan
- SEWRPC 2010 Bike & Pedestrian Plan Off Road Facility
- SEWRPC 2010 Bike & Pedestrian Plan On Road Facility
- Proposed City Of Pewaukee Bike Plan Off Road Facility
- Proposed City Of Pewaukee Bike Plan On Road Facility
- Proposed City Of Pewaukee Bike Plan Alternate
- Proposed Sidewalk
- Proposed Waukesha County Greenway Corridor
- Civic/School Building
- Park/Parkway
- City of Pewaukee
- Adjacent Municipality



APPENDIX

AASHTO Design Standards

HORIZONTAL ALIGNMENT

For English Units:

$$R = \frac{0.067 V^2}{\tan \theta}$$

Where:

R = Minimum radius of curvature (ft)

V = Design Speed (mph)

θ = Lean angle from the vertical (degrees)

GRADE

5-6%	for up to 240 m (800 ft)
7%	for up to 120 m (400 ft)
8%	for up to 90 m (300 ft)
9%	for up to 60 m (200 ft)
10%	for up to 30 m (100 ft)
11+%	for up to 15 m (50 ft)

STOPPING SIGHT DISTANCE

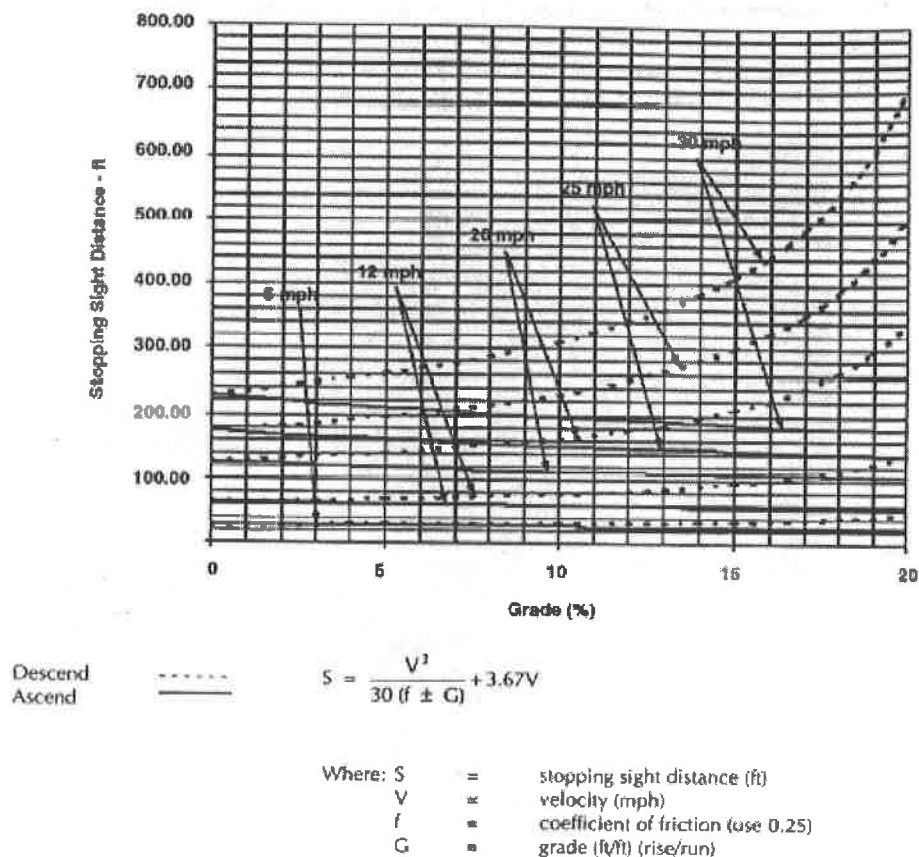


Table 3. English Units. Minimum Length of Crest Vertical Curve (L) Based on Stopping Sight Distance

A	S = Stopping Sight Distance (ft)														
(%)	20	40	60	80	100	120	140	160	180	200	220	240	260	280	300
2												30	70	110	150
3								20	60	100	140	180	220	260	300
4						15	55	95	135	175	215	255	300	340	380
5					20	60	100	140	180	220	260	300	340	380	420
6				10	50	90	130	170	210	250	290	330	370	410	450
7				31	71	111	151	191	232	272	312	352	392	432	472
8			8	48	88	128	168	208	248	288	328	368	408	448	488
9			20	60	100	140	180	220	260	300	340	380	420	460	500
10			30	70	110	150	190	230	270	310	350	390	430	470	510
11			38	78	118	158	198	238	278	318	358	398	438	478	518
12	5	45	85	125	165	205	245	285	325	365	405	445	485	525	565
13	11	51	91	131	171	211	251	291	331	371	411	451	491	531	571
14	16	56	96	136	176	216	256	296	336	376	416	456	496	536	576
15	20	60	100	140	180	220	260	300	340	380	420	460	500	540	580
16	24	64	104	144	184	224	264	304	344	384	424	464	504	544	584
17	27	67	107	147	187	227	267	307	347	387	427	467	507	547	587
18	30	70	110	150	190	230	270	310	350	390	430	470	510	550	590
19	33	73	113	153	193	233	273	313	353	393	433	473	513	553	593
20	35	75	115	155	195	235	275	315	355	395	435	475	515	555	595
21	37	77	117	157	197	237	277	317	357	397	437	477	517	557	597
22	39	79	119	159	199	239	279	319	359	399	439	479	519	559	599
23	41	81	121	161	201	241	281	321	361	401	441	481	521	561	601
24	43	83	123	163	203	243	283	323	363	403	443	483	523	563	603
25	44	84	124	164	204	244	284	324	364	404	444	484	524	564	604

when $S > L$, $L = 2S - \frac{900}{A}$

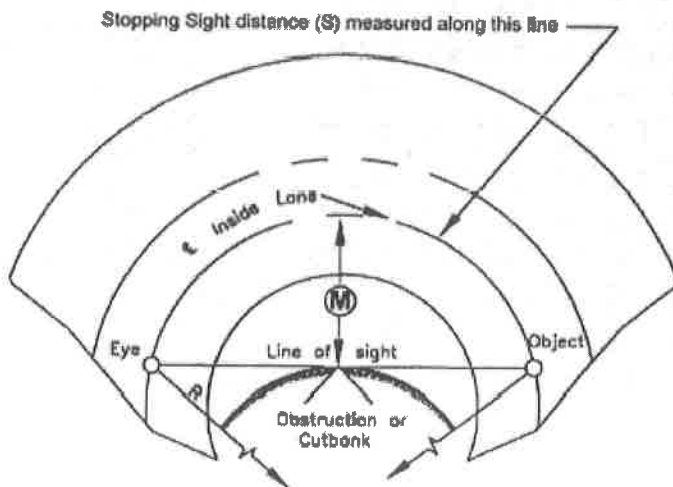
when $S < L$, $L = \frac{AS^2}{900}$

Height of cyclist's eye = 4 1/2 ft
Height of object = 0 ft

Shaded area represents $S = L$

L = Minimum Length of Vertical Curve (ft)
A = Algebraic Grade Difference (%)
S = Stopping Sight Distance (ft)

Minimum Length of Vertical Curve = 3 ft.



S = Stopping Sight Distance (m)
R = Radius of centerline of lane (m)
M = Distance from centerline of lane to obstruction (m)

Angle is expressed in degrees

$$M = R \left[1 - \cos \left(\frac{28.65S}{R} \right) \right]$$

$$S = \frac{R}{28.65} \left[\cos^{-1} \left(\frac{R-M}{R} \right) \right]$$

Formula applies only when S is equal to or less than length of curve.

Line of sight is 700 mm above centerline of inside lane at point of obstruction.

For Metric Units:

S = Stopping Sight Distance (m)
R = Radius of centerline of lane (m)
M = Distance from centerline of lane to obstruction (m)

For English Units:

S = Stopping Sight Distance (ft)
R = Radius of centerline of lane (ft)
M = Distance from centerline of lane to obstruction (ft)

R (ft)	S = Stopping Sight Distance (ft)														
	20	40	60	80	100	120	140	160	180	200	220	240	260	280	300
25	2.0	7.6	15.9												
50	1.0	3.9	8.7	15.2	23.0	31.9	41.5								
75	0.7	2.7	5.9	10.4	16.1	22.8	30.4	38.8	47.8	57.4	67.2				
95	0.5	2.1	4.7	8.3	12.9	18.3	24.7	31.8	39.5	48.0	56.9	66.3	75.9	85.8	
125	0.4	1.6	3.6	6.3	9.9	14.1	19.1	24.7	31.0	37.9	45.4	53.3	61.7	70.6	79.7
155	0.3	1.3	2.9	5.1	8.0	11.5	15.5	20.2	25.4	31.2	37.4	44.2	51.4	59.1	67.1
175	0.3	1.1	2.6	4.6	7.1	10.2	13.8	18.0	22.6	27.8	33.5	39.6	46.1	53.1	60.5
200	0.3	1.0	2.2	4.0	6.2	8.9	12.1	15.8	19.9	24.5	29.5	34.9	40.8	47.0	53.7
225	0.2	0.9	2.0	3.5	5.5	8.0	10.8	14.1	17.8	21.9	26.4	31.3	36.5	42.2	48.2
250	0.2	0.8	1.8	3.2	5.0	7.2	9.7	12.7	16.0	19.7	23.8	28.3	33.1	38.2	43.7
275	0.2	0.7	1.6	2.9	4.5	6.5	8.9	11.6	14.6	18.0	21.7	25.8	30.2	34.9	39.9
300	0.2	0.7	1.5	2.7	4.2	6.0	8.1	10.6	13.4	16.5	19.9	23.7	27.7	32.1	36.7
350	0.1	0.6	1.3	2.3	3.6	5.1	7.0	9.1	11.5	14.2	17.1	20.4	23.9	27.6	31.7
390	0.1	0.5	1.2	2.1	3.2	4.6	6.3	8.2	10.3	12.8	15.4	18.3	21.5	24.9	28.5
500	0.1	0.4	0.9	1.6	2.5	3.6	4.9	6.4	8.1	10.0	12.1	14.3	16.8	19.5	22.3
565		0.4	0.8	1.4	2.2	3.2	4.3	5.7	7.2	8.8	10.7	12.7	14.9	17.3	19.8
600		0.3	0.8	1.3	2.1	3.0	4.1	5.3	6.7	8.3	10.1	12.0	14.0	16.3	18.7
700		0.3	0.6	1.1	1.8	2.6	3.5	4.6	5.8	7.1	8.6	10.3	12.0	14.0	16.0
800		0.3	0.6	1.0	1.6	2.2	3.1	4.0	5.1	6.2	7.6	9.0	10.5	12.2	14.0
900		0.2	0.5	0.9	1.4	2.0	2.7	3.6	4.5	5.6	6.7	8.0	9.4	10.9	12.5
1000		0.2	0.5	0.8	1.3	1.8	2.4	3.2	4.0	5.0	6.0	7.2	8.4	9.8	11.2

Table 4. English Units. Minimum Lateral Clearance (M) for Horizontal Curves

Appendix E – Impact Fee Ordinance

CHAPTER 17
ZONING

<u>SECTION 17.0100 - INTRODUCTION</u>	1
17.0101 STATUTORY AUTHORITY	1
17.0102 TITLE	1
17.0103 PURPOSE	1
17.0104 INTENT	1
17.0105 ABROGATION AND GREATER RESTRICTIONS	2
17.0106 INTERPRETATION	2
17.0107 SEVERABILITY	2
17.0108 WARNING AND DISCLAIMER OF LIABILITY	2
17.0109 REPEAL	3
17.0110 EFFECTIVE DATE	3
<u>SECTION 17.0200 - GENERAL PROVISIONS AND ORDINANCE ADMINISTRATION</u>	3
17.0201 JURISDICTION	3
17.0202 PLAN COMMISSION	3
17.0203 ZONING ADMINISTRATOR DESIGNATED	4
17.0204 BUILDING AND/OR ZONING PERMIT REQUIRED	4
17.0205 FENCE AND OTHER SUPPLEMENTAL STRUCTURE PERMIT REQUIRED	6
17.0206 OCCUPANCY/USE PERMIT REQUIRED	6
17.0207 SITE AND BUILDING PLAN, AND PLAN OF OPERATIONS REVIEW	6
17.0208 SITE RESTRICTIONS	8
17.0209 USE RESTRICTIONS	10
17.0210 PRINCIPLES & STANDARDS FOR AESTHETIC EVALUATION	12
17.0211 REDUCTION OR JOINT USE	19
<u>SECTION 17.0300 – PERMIT AND IMPACT FEES</u>	19
17.0301 PERMIT FEES	19
17.0302 IMPACT FEES FOR PUBLIC SITE ACQUISITION, SPECIAL CITY CAPITAL IMPROVEMENTS OR FACILITIES	19
17.0303 VIOLATIONS	21
17.0304 PENALTIES	21
<u>SECTION 17.0400 - ZONING DISTRICTS</u>	22
17.0401 ESTABLISHMENT OF ZONING DISTRICT CLASSIFICATIONS	22
17.0402 ZONING DISTRICT MAPS	23
17.0403 A-1 AGRICULTURAL DISTRICT	24
17.0404 A-2 AGRICULTURAL DISTRICT	26
17.0405 RS-1 SINGLE-FAMILY RESIDENTIAL DISTRICT	28
17.0406 RS-2 SINGLE FAMILY RESIDENTIAL DISTRICT	30
17.0407 RS-3 SINGLE-FAMILY RESIDENTIAL DISTRICT	32
17.0408 RS-4 SINGLE-FAMILY RESIDENTIAL DISTRICT	34
17.0409 RS-5 SINGLE-FAMILY RESIDENTIAL DISTRICT	36

adopted shall be in effect within the prescribed area until such time as they are rescinded or changed by the Common Council after a public hearing is conducted following the same procedures as set forth above.

17.0211 REDUCTION OR JOINT USE

No lot, yard, parking area, building area, or other space shall be reduced in area or dimension so as to not meet the provisions of this ordinance. No part of any lot, yard, parking area, or other space required for a principal and accessory structure(s) or use shall be used for any other structure or use.

SECTION 17.0300 PERMIT AND IMPACT FEES

17.0301 PERMIT FEES

All persons, firms or corporations performing work or requesting a text or district map change, an audience with the Zoning Board of Appeals or a special meeting which by this Ordinance requires the issuance of a permit or grant of permission, shall pay a fee for such permit or permission to the City of Pewaukee Clerk/Treasurer to help defray the cost of administration, investigation, advertising, notification and processing of changes and variances. Specific fees for the following planning and zoning related activities have been established as a part of the City's comprehensive fee schedule and are subject to periodic review and change by action of the Common Council:

- a. Zoning ordinance or district map change.
- b. Conditional Use Permit.
- c. Zoning Variance or Appeal.
- d. Special meeting of the Plan Commission.
- e. Site or Building Plan Review by Plan Commission.

Please see Appendix A.

In addition, applicants for permits will be billed for any cost incurred by the City to hire engineers, attorneys or other professional consultants to assist in administering this ordinance and, prior to any approvals by the City, shall acknowledge responsibility for such cost in writing.

17.0302 IMPACT FEES FOR PUBLIC SITE ACQUISITION, SPECIAL CITY CAPITAL IMPROVEMENTS OR FACILITIES (Rep. & Rec. 12-05)

- a. An impact fee for public site acquisition special City capital improvement or equipment as set forth in the City Public Facility Needs Assessment dated January 2012, shall be required to be paid upon application for a building permit for construction of a building within the City in accordance with the following schedule:

1. Impact Fee to be used for Parks, playgrounds and athletic fields:

Residential buildings: \$1,000/dwelling unit

2. Impact Fee to be used for Fire and rescue facilities:

Non-residential buildings: \$0.11/square foot
Residential buildings: \$324/dwelling unit

3. Impact Fee to be used for Hike/Bike Trails:

Non-residential buildings: \$0.05/square foot

Residential buildings: \$129/dwelling unit

4. In order to account for future increases in construction costs and interest costs, and in order to ensure that the fees are equitably distributed between current and future Builders, Developers or property owners, the impact fees described herein shall automatically adjusted annually, beginning on January 1, 2013, by the percentage increase or decrease in the United States Bureau of Labor Statistics Midwest Region All Items Consumer Price Index for All Urban Consumers from January 1 of the preceding year.
- b. The impact fees set forth herein shall be collected by the City Building Inspector or his designee at the time of the building permit application. Such fee payment shall be made in the exact amount of the fee, payable to the City of Pewaukee and transmitted by the Building Inspector to the City Clerk/Treasurer on a daily basis.
- c. Revenues from each impact fee imposed shall be placed in a separate segregated, interest-bearing account by the City Treasurer and shall be accounted for separately from the other funds of the City of Pewaukee. Impact fee revenues and interest earned on impact fee revenues may be expended only for the particular capital costs for which the impact fees were imposed, unless the fee is refunded as provided herein or by statute.
- d. Impact fees that are collected by the City of Pewaukee within 7 years of the effective date of the ordinance must be spent within 10 years, unless extended 3 years by resolution, from the date the fee is collected, pursuant to §66.0617(9), Stats. Fees collected more than 7 years from the effective date of the ordinance must be spent in a reasonable time or be refunded. In either event, refunds shall be made to the then-current owner of the property with respect to which the impact fees were imposed with accumulated interest.
- e. The reasonable time frame within which the impact fee must be spent or refunded is 10 years, unless extended for 3 years by resolution due to extenuating circumstances or hardship in meeting the deadline.
- f. The Ordinance shall be interpreted in conjunction with §66.0617, Wis. Stats., including but not limited to the following definitions, including any future revisions thereto:
 - “Builder” means a person or company that contracts with a property owner to build a building;
 - “Developer” means a person that constructs or creates a land or building development;
 - “Land or Building development” means the construction or modification of improvements to real property that creates additional residential dwelling units within a political subdivision or that result in nonresidential building uses that create a need for new, expanded or improved public facilities within a political subdivision.
- g. Impact fees collected may not be expended until approved by the Common Council in accord with Wisconsin statutes and City ordinances.
- h. Any person subject to imposition of a fee under this section who feels aggrieved may appeal to the Common Council which may reduce the fee if

it determines that the impacts created by the proposed development do not reasonably justify the amount of the fee.

17.0303 VIOLATIONS

It shall be unlawful to construct or use any structure, land or water in violation of any of the provisions of this Ordinance. Failure to secure the necessary permits or permission prior to commencing excavation, filling, construction, or taking occupancy shall also constitute a violation. In case of any violation, the Common Council, the Plan Commission, the Zoning Administrator, the Building Inspector, City Planner, or any property owner who would be specifically damaged by such violation, may institute appropriate action or proceedings to enjoin a violation of this ordinance.

17.0304 PENALTIES

Any person, firm or corporation that violates or fails to comply with the provisions of this Ordinance shall, upon notice by the Zoning Administrator or his duly appointed deputy, pay a fee of twice the regular fee or, upon conviction thereof, shall be subject to fines and forfeitures pursuant to Chapter 26 of the City Code plus costs of prosecution for each offense; shall pay documented costs to the City to alleviate or rectify any problem relating to the violation; and shall remove any structure or use placed in violation of this Ordinance, and in default of payment of such forfeiture and costs or removal of structure or use in violation of this ordinance shall be imprisoned in the County Jail until payment thereof, but not exceeding 30 days. Each day a violation exists or continues after notification shall constitute a separate offense.

Appendix F – Affordable Housing Analysis

APPENDIX F

Effect of Impact Fees on Affordable Housing Prices

Section 66.0617, Stats., requires that a municipality analyze the effect that an impact fee would have on affordable housing prices. The fee may have an effect on the cost of new development making it more or less affordable than existing housing prices.

The initial effect of an impact fee is borne by the land developer or home builder as payment of the impact fee is required at the time of applying for a building permit. The initial buyer of the home, if buying from a developer, may end up paying more than the amount the municipality imposes due to builder's mark-up, cost of construction, financing, sales commissions, overhead, or profits. Builders' markups vary considerably but are generally in the range of 20 to 45%. Using an amount of 30%, this analysis assumes that the \$993.00 impact fee with mark-up would add \$1,290.90 to the initial cost of new construction.

Affordable housing is not defined in the impact fee statute. The Wisconsin Department of Administration recommends following HUD's definition that households paying out more than 30% of their monthly income for housing are considered to have a high housing cost burden. The other method of assessing affordability would be to utilize previously long-standing mortgage lending practice of limiting the borrower's monthly housing costs of 28 – 29% of gross monthly income.

The median household income for the City of Pewaukee according to the U.S. Census Bureau's 2013-2017 American Community Survey 5-Year Estimates is \$92,000; for Waukesha County it is \$81,140.00 (see attached). Mortgage lenders typically recommend that a household's total housing cost, including principal, interest, taxes and insurance, equal no more than 28% of the household income. For a median income household in Waukesha County that equates to no more than \$22,719 per year.

Home prices vary considerably, and what qualifies as affordable housing will vary based on income and the size of home required by the household. However, new construction entry level homes are generally priced from \$200,000 to \$300,000. Mortgage payments for homes in this price range fall below the recommended 28% of annual household income. The effect of the impact fee can be seen in the examples below:

\$200,000 Home		
	Without Impact Fee	With Marked-Up Impact Fee
Home Price	\$200,000.00	\$201,291.00
Down Payment (20%)	\$40,000.00	\$40,258.20
Amount Financed	\$160,000.00	\$161,032.80
Monthly Payment ¹	\$1,153.00	\$1,158.00
Total Annual Housing Cost	\$13,836.00	\$13,896.00
Difference per Year with Impact Fee		\$60.00

\$300,000 Home		
	Without Impact Fee	With Marked-Up Impact Fee
Home Price	\$300,000.00	\$301,291.00
Down Payment (20%)	\$60,000.00	\$60,258.20
Amount Financed	\$240,000.00	\$241,032.80
Monthly Payment ¹	\$1,553.00	\$1,558.00
Total Annual Housing Cost	\$18,636.00	\$18,696.00
Difference per Year with Impact Fee		\$60.00

As shown by the examples, the impact fee as marked up by a builder adds \$60 to the annual housing cost for either a \$200,000 or \$300,000 house.

¹ Loan is for 30 years at 4.375%, not including closing costs and other fees typically included in mortgage; see attached from AccuNet mortgage. Includes estimated taxes and insurance.



S1901

INCOME IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Subject	Pewaukee city, Wisconsin				
	Households		Families		Married-couple families
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	5,562	+/-185	4,037	+/-150	3,635
Less than \$10,000	0.9%	+/-0.8	0.2%	+/-0.5	0.0%
\$10,000 to \$14,999	1.9%	+/-1.0	0.5%	+/-0.6	0.5%
\$15,000 to \$24,999	3.4%	+/-1.3	0.8%	+/-0.8	0.7%
\$25,000 to \$34,999	5.9%	+/-1.9	4.0%	+/-1.4	3.9%
\$35,000 to \$49,999	7.7%	+/-2.2	5.3%	+/-2.0	3.6%
\$50,000 to \$74,999	17.2%	+/-3.0	13.6%	+/-2.9	14.4%
\$75,000 to \$99,999	19.3%	+/-2.9	21.8%	+/-3.3	20.2%
\$100,000 to \$149,999	21.4%	+/-2.8	26.5%	+/-3.4	27.0%
\$150,000 to \$199,999	9.7%	+/-2.0	11.6%	+/-2.6	12.8%
\$200,000 or more	12.6%	+/-2.1	15.7%	+/-2.7	16.9%
Median income (dollars)	92,000	+/-6,452	103,860	+/-4,896	109,446
Mean income (dollars)	120,188	+/-7,849	138,105	+/-9,400	N
PERCENT ALLOCATED					
Household income in the past 12 months	29.0%	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	27.8%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)

Subject	Pewaukee city, Wisconsin		
	Married-couple families	Nonfamily households	
	Margin of Error	Estimate	Margin of Error
Total	+/-174	1,525	+/-215
Less than \$10,000	+/-0.5	2.8%	+/-2.7
\$10,000 to \$14,999	+/-0.6	5.5%	+/-3.0
\$15,000 to \$24,999	+/-0.8	10.8%	+/-4.5
\$25,000 to \$34,999	+/-1.5	11.3%	+/-5.7
\$35,000 to \$49,999	+/-1.9	14.7%	+/-5.3
\$50,000 to \$74,999	+/-3.2	26.0%	+/-6.9
\$75,000 to \$99,999	+/-3.4	14.4%	+/-5.0
\$100,000 to \$149,999	+/-3.9	7.6%	+/-3.7
\$150,000 to \$199,999	+/-2.9	2.7%	+/-2.2
\$200,000 or more	+/-2.8	4.3%	+/-2.9
Median income (dollars)	+/-5,028	52,860	+/-4,188
Mean income (dollars)	N	69,601	+/-11,346
PERCENT ALLOCATED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	31.4%	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S1901

INCOME IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Subject	Waukesha County, Wisconsin				
	Households		Families		Married-couple families
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	156,996	+/-622	109,855	+/-988	94,547
Less than \$10,000	2.7%	+/-0.3	1.4%	+/-0.2	0.7%
\$10,000 to \$14,999	2.4%	+/-0.2	1.0%	+/-0.2	0.5%
\$15,000 to \$24,999	6.6%	+/-0.4	2.8%	+/-0.3	1.5%
\$25,000 to \$34,999	7.0%	+/-0.4	4.3%	+/-0.3	3.6%
\$35,000 to \$49,999	10.6%	+/-0.5	7.7%	+/-0.5	6.6%
\$50,000 to \$74,999	16.9%	+/-0.5	16.2%	+/-0.6	14.9%
\$75,000 to \$99,999	14.6%	+/-0.5	16.4%	+/-0.6	16.8%
\$100,000 to \$149,999	20.5%	+/-0.5	25.6%	+/-0.7	27.8%
\$150,000 to \$199,999	9.2%	+/-0.4	12.2%	+/-0.6	13.6%
\$200,000 or more	9.4%	+/-0.4	12.3%	+/-0.6	14.0%
Median income (dollars)	81,140	+/-900	100,275	+/-1,349	107,477
Mean income (dollars)	105,275	+/-1,457	124,434	+/-1,847	134,036
PERCENT ALLOCATED					
Household income in the past 12 months	27.4%	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	27.2%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)

Subject	Waukesha County, Wisconsin		
	Married-couple families	Nonfamily households	
	Margin of Error	Estimate	Margin of Error
Total	+/-1,033	47,141	+/-944
Less than \$10,000	+/-0.2	6.0%	+/-0.7
\$10,000 to \$14,999	+/-0.1	5.9%	+/-0.5
\$15,000 to \$24,999	+/-0.2	15.9%	+/-1.0
\$25,000 to \$34,999	+/-0.3	13.6%	+/-1.0
\$35,000 to \$49,999	+/-0.5	17.8%	+/-1.2
\$50,000 to \$74,999	+/-0.6	19.0%	+/-1.1
\$75,000 to \$99,999	+/-0.6	9.7%	+/-1.0
\$100,000 to \$149,999	+/-0.8	7.8%	+/-0.7
\$150,000 to \$199,999	+/-0.6	1.9%	+/-0.3
\$200,000 or more	+/-0.6	2.5%	+/-0.4
Median income (dollars)	+/-1,471	41,514	+/-906
Mean income (dollars)	+/-2,000	58,157	+/-2,119
PERCENT ALLOCATED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	27.3%	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Clark Dietz, Inc.
500 North 3rd Street, Suite 703
Wausau, WI 54403

p 715.845.1333

clarkdietz.com



**CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 6.**

DATE: January 4, 2021

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Discussion and Possible Action Regarding Resolution 21-01-01 Establishing the 2021 Impact Fees [Fuchs]

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Resolution 21-01-01

RESOLUTION 21-01-01
A RESOLUTION TO AMEND THE 2021 FEE SCHEDULE
FOR THE CITY OF PEWAUKEE
PURSUANT TO SECTIONS 62 AND 236 OF WISCONSIN STATUTES

WHEREAS, a comprehensive needs assessment study and an impact fees analysis for Parks, Fire Department and trails was completed in November 2020 by Clark Dietz; and

WHEREAS, a presentation related to the findings was given to the Common Council on January 4, 2020; and

WHEREAS, the City of Pewaukee Common Council has created a City Code of Ordinances; and

WHEREAS, the City of Pewaukee requires certain fees for services provided by the city as currently outlined in the sections of the Municipal Code; and

WHEREAS, the City Common Council has an obligation to the taxpayers in the City of Pewaukee to establish fair fees, cash bonds, and letters of credit requirements to offset the services and actual cost of City employees for review and inspection; and

WHEREAS, the City of Pewaukee adopted the 2021 Fee Schedule on December 7, 2020 through the passage of Resolution 20-12-25; and

WHEREAS, the City of Pewaukee decides from time to time, these fees for such approved activities within the City may be modified by the City Common Council by resolution.

NOW THEREFORE, the Common Council of the City of Pewaukee, **DOES HEREBY RESOLVE AS FOLLOWS**:

SECTION 1: SCHEDULE OF FEES.

The following shall be modified the Schedule of Fees for services provided by City of Pewaukee personnel:

A. RESIDENTIAL BUILDING PERMITS/FEES - (Chapter 14 and Chapter 17)		
8. Impact Fee – Also Zoning Ordinance §17.0302		
Total Residential Impact Fee \$1,435 / dwelling unit		
Total Non-Residential Impact Fee \$1,887.00 / per acre		
➤ Impact Fee to be used for Parks, Playgrounds and Athletic fields:		
○ Residential buildings:		\$912.00/ dwelling unit
➤ Impact Fee to be used for Fire and Rescue facilities:		
○ Non-residential buildings:		\$215.00 / per acre
○ Residential buildings:		\$88.00 / dwelling unit
➤ Impact Fee to be used for Hike/Bike Trails:		
○ Non-residential buildings:		\$1,672.00 / per acre
○ Residential buildings:		\$435.00 / dwelling unit

SECTION 2: EFFECTIVE DATE.

This resolution shall take effect upon passage and posting or publication as provided by law.

Dated the 4th day of January, 2021.

CITY OF PEWAUKEE

ATTEST:

Steve Bierce, Mayor

Kelly Tarczewski, Clerk/Treasurer