

**TOWN OF SUMMIT
WAUKESHA COUNTY, WISCONSIN**

MASTER PLAN 2010

**Adopted by Town Board
June 4, 2001**

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4679901**

**Plan Facilitator:
M.S.A. Professional Services, Inc.
Beaver Dam, Wisconsin**

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SUMMIT MASTER PLAN 2010

TABLE OF CONTENTS

Section 1	The Setting and History of the Town of Summit, Wisconsin	1
Section 2	The Planning Process	
A.	General Description of the Planning Format	5
B.	What is Planning?.....	5
C.	What are the Advantages of Planning?	6
D.	What Process was used in the Town of Summit?	
1.	Basic Planning Needs	6
2.	Land Use Analysis	7
3.	Demographic Research	7
4.	Map Visioning	8
5.	Photo Visioning	8
6.	Nominal Group Technique	8
7.	Developer Presentations	10
8.	Local Interviews	10
9.	Draft Land Use Alternatives	10
10.	Public Informational Meeting	11
11.	Coordination with Other Communities and Governmental Agencies	11
12.	Approval Process and Implementation	12
Section 3	Comprehensive Plan Recommendations and Map	
A.	General Planning Information	13
B.	Smart Growth Requirements	13
C.	General Goals and Objectives	
1.	Regulatory Standards	16
2.	Environmental and Cultural	17
3.	Residential Development	18
4.	Economic Development	18
5.	Community and Public Facilities	19
D.	Land Use Recommendations	
1.	Category Definitions	21
2.	Future Land Use Map (Figure #1)	23
3.	Future Land Use by Acreage	24

E.	Land Use Recommendations	
1.	Land Use Densities	25
2.	Single-Family Residential Development	26
3.	Multi-Family Residential Development	28
4.	Special Land Use Regulation Area	29
5.	Mixed Use	30
6.	Commercial / Office Use	31
7.	Industrial / Business Park Use	31
8.	Institutional Use	31
9.	Park / Recreational Use	32
10.	Environmental Corridors	35
E.	Population Increase and Density Factors	36

Section 4 Transportation Plan Recommendations and Map

A.	Pabst Farm Area Traffic Impact Analysis	38
B.	I-94 / STH 67 Interchange Improvements	38
C.	I-94 / CTH P (Sawyer Road) Interchange Improvements	38
D.	Expansion of STH 67	39
E.	Review Rustic Road Opportunities	39
F.	Accident Prevention and Reduction Project Areas	39
G.	Recreational Paths	40
H.	Evaluate Quality of Existing Roadways	40
I.	Evaluate Public Transit Services	41
J.	Conduct an Impact Analysis on the Park and Ride site on DR	41
K.	Evaluate Intersection Designs	42
L.	Create a Traffic Impact Ordinance	42
M.	Research Funding Opportunities	42
N.	Establish a Capital Improvement Program	42
O.	Transportation Plan Map (Figure #2)	43

PLAN APPENDIX

SMART GROWTH DATA

	<u>Appendix Page</u>
Introduction	1
A. Issues and Opportunities Information	
1. Photo Visioning Results	2
2. Location	4
3. Climate	6
4. Population Growth	7
5. Age Distribution	9
6. Gender Distribution	10
7. Racial Makeup	10
8. Educational Attainment	11
9. Income Comparison and Poverty Rates	12
B. Housing Information	
1. Vacancy Rates and Housing Costs	13
2. Property Values	15
C. Transportation Information	
1. Existing Roadway and Traffic Conditions	16
2. Public Transportation	18
3. Bike Routes	19
4. Accident Summary	19
5. Commuting Patterns	20
D. Utility and Community Facilities Information	
1. Parks and Recreation	21
2. Town Administrative and Financial Issues	21
3. Fire Districts	22
4. Police Department	23
5. Cemetery	24
6. Oconomowoc School District	24
E. Agricultural, Natural Resources and Cultural Resources Information	
1. Conversion from Agricultural use to Residential use	25
2. Land UseBOriginal Vegetation	25
3. Development Over Time (Historical Build-Out)	27
4. Land UseB1990-1999	27
5. Rare Species of Summit	30
6. Soil Type, Composition and Drainage	34
7. Environmental Corridors	37

F. Economic Development Information	
1. Employment Distribution	40
2. Unemployment Rate	41
3. Major Employers in Town	42
4. Pabst Farm Planning Area	42
5. Nimrod/Adcock Farm Planning Area	43
G. Intergovernmental Cooperation Information	
1. Incorporation Issues	45
2. Summit/Oconomowoc Boundary Map	46
H. Land Use Information	
1. Detailed Information	48
2. Land Use Categories	48
3. Land Use by Acreage	50
4. Land Use Densities	51
I. Implementation Information	52

LIST OF MAPS

MASTER PLAN

	<u>Plan Page</u>
FUTURE LAND USE PLAN MAP (Figure #1)	Page 23
TRANSPORTATION PLAN MAP (Figure #2)	Page 43

APPENDIX

	<u>Appendix Page</u>
Location Map	Page 5
Existing Transportation System Condition and Traffic Data Map (Figure #3)	Page 17
Original, Pre-settlement Vegetation Cover (Figure #4)	Page 26
1990 Existing Land Use Map (Figure #5)	Page 28
1999 Existing Land Use Map (Figure #6)	Page 29
Rare Resources Map (Figure #7)	Page 31
Soil-based Septic Suitability (Figure #8)	Page 35
Soil-based Prime Agricultural Lands (Figure #9)	Page 36
Environmental Corridors Map (Figure #10)	Page 38
Greenway Corridor Map (Figure #11)	Page 39
Summit/Oconomowoc Boundary Agreement Map (Figure #12)	Page 47

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Section 1: THE SETTING AND HISTORY OF THE TOWN OF SUMMIT, WISCONSIN

The Town of Summit lies in the northwestern corner of Waukesha County just west of the City of Milwaukee, Wisconsin. The region described as a "mythical wilderness of tall grasses and deep woods" is a small, rural community rich in lake homes and farm fields. The Town has had several names since its inception, mainly "Summit Prairie," "Summitville," and "Summerville." The theme derives itself from the fact that it was thought (incorrectly) that this area was the highest in the County.

The Town relies on neighboring communities like the City of Oconomowoc, the Village of Oconomowoc Lake, and the Village of Dousman for its commercial needs, and strives to maintain its rural atmosphere. This atmosphere, along with numerous lakes within the area, brings together farmers, business executives and tourists to create a vibrant, cohesive community that fosters the highest quality of life. One of the largest contributors to this quality of life is the existence of strong family ties throughout Summit's history. The original settlers and their descendants left a long-standing legacy that would shape local events and development patterns.

The area now known as the Town of Summit was actually a part of the Michigan territory until 1834 when Milwaukee County was formed. A man by the name of Increase Lapham did the first surveying of the area in 1836, the same year that Wisconsin became its own territory. This surveying resulted in the creation of 16 unnamed six mile by six mile towns, one of which became the current-day Town of Summit. Mr. Lapham's work allowed settlers to find their way to the area for the first time.

Andrew Baxter and his family were the first to settle here in March of 1837 along a military road that was first constructed in 1832. One month later, John McDonald followed with a plow he had fashioned himself in Muskego. These first two families had made history, and would continue to play a role in the future of the Town for years to come. By the fall of 1837, a total of 10 new settlers had followed the military roads and Indian trails and were located in what was called "Summit Prairie."

A second military road was built in 1838, which would later become Highway 18. 1838 also saw the first wheat crops planted and harvested in the area, beginning a strong agricultural presence that continues today. The Federal Government began formal sale of the land in 1839, and by 1840 there were 335 settlers on 36 square miles. For the years between 1840 and 1850, Summit Corners and Summit Centre were the center of activity in the Town. For example, McDonald's Tavern (in Summit Centre) served multiple purposes including news gathering place, stagecoach stop, hotel, drinking establishment, church services, and even the Town Meetings. Four hundred (400) teams of horses would pass through every day on the way to Madison. Summit Corners

had a large horse racing track, an Episcopal Church, a school, its own physician, a blacksmith, several hotels, and a general store!

The first town meeting was held in 1842, where the 74 voters there elected Curtis Reed the Town's first chairperson. Ralph Frisbie was appointed the first Town Clerk at a salary of \$18.75 every three months (this was the only paid position). Several appointments were made, including three constables to patrol the town, three fence viewers, and a highway commissioner. The Town Board was responsible for conducting and paying for road maintenance, even though the State made decisions on where and when they were to be constructed. Eventually, road districts and overseers were assigned throughout the Town.

Other matters generally discussed in town records over the years include loose livestock, maintenance of cemeteries, and issuing of liquor licenses. The first official Town Hall was constructed in 1906 at Summit Centre. Prior to this, the meetings were held in people's homes or at local gathering places like McDonald's tavern. Within the last century, the Town Board has dealt with many of the same historical, especially the local roads and bridges, but has picked up additional duties including quarry restoration enforcement and landfill management.

The development of new and better transportation was the driving force behind the population growth of Summit during the 1840's, but that force was about to change. The Military Roads eventually gave way to Plank Roads that increased the durability of the road if not the comfort. In 1852, the road from Milwaukee to Madison was complete. The roads were privately owned by section, and toll booths that charged one cent per animal per mile dotted the way. The road passed north through Oconomowoc and the stagecoach traffic became less and less frequent in Delafield and Summit. The coaches that were still in operation eventually shifted their routes to stop at the train depots. Even McDonald's was forced to close. Also in 1852, a fierce tornado ripped through Summit Centre and Summit Corners, destroying both communities.

The combination of the shift in traffic and the consequences of Mother Nature virtually eliminated any further opportunity for either community to expand beyond what it is today. The last stagecoach was seen in Town during 1865. The other problem that the lesser traffic caused was that private owners were having trouble generating enough revenue to match their cost of repairs. The Plank Road only had a useful life of 5 - 10 years, and was in very poor condition. Eventually the entire road became State property in 1887.

The Plank Road was only one in a series of transportation modes which impact on the development of the Town of Summit. The rise of the railroad was the change that would alter the centers of activity in Summit. Rail access was established in 1881, and the Village of Dousman sprung up around the depot. Passenger service for the more affluent citizens from the east began taking the train to spend the day at the beaches and lakes of Summit in 1894.

Freight service began later in 1915, and was making three trips per day through the area by 1920. The rail companies merged and combined several times, and expanded the areas that the system served each time.

It was during the 1870's that the Town of Summit and its surroundings began to be recognized for outstanding agricultural production. In 1877 a local farmer earned second place at the International Dairy Fair in New York for the best tasting butter. In 1878, Hercules Dousman was elected President of the Wisconsin Dairyman's Association, and the Pabst cattle gained international recognition as the "best cattle ever bred."

The last in a series of changes brought about by the evolution of transportation was the invention and widespread access to automobiles. The development of bigger and better highways began at the turn of the Twentieth Century. The original Indian trails and newer military roads were quickly becoming major automotive routes. Taxes and special assessments were employed several times to ensure that roadway maintenance could be financed. In 1894, the Town purchased several lots for gravel pits to use their product for the maintenance of local roads. Wisconsin State Trunk Highway 67 was the first in the area to be built with blacktop in 1916; but others soon followed. State Trunk Highway 30 was widened in the 1930's. By this time, the highways had eclipsed the railroads as the primary means of transport.

The last "interurban" train passed through in 1942. By 1945, residents were frequently requesting blacktop for all the roads. In 1947, the company that originally ran the interurban trains had begun a bus service to the City of Milwaukee. In 1954 the old town hall and 250 trees were torn down for a proposed freeway expansion on Highway 30, but the expansion did not happen. Finally, the largest change to the landscape of Summit and its transportation infrastructure was completed in 1963. The completed Interstate Highway 94 quickly became the primary commercial and personal transportation access for the area, and remains so today.

During this period of highway expansion concerns for Summit's natural environment began to formalize in the politics of the Town. A park board was created in 1936 to look at how to preserve open spaces and especially the trees in the community. This came as one result of the failed protests to the State to spare the trees in the Highway 30 project. In 1950 a Lakes committee formed in response to a lack of concern over the lowering of the water levels in nearby bodies of water.

With the completion of I-94 the area was more accessible to people than ever before and was beginning to feel the pressures of growth. As early as 1957 certain areas within the Town attempted to incorporate to gain more control in the protection of their property and lakes. Beginning in 1965, the Town unsuccessfully challenged annexations made by the City of Oconomowoc. The Town residents also saw the incorporation of the Village of Oconomowoc

Lake around this time. Residential growth began to happen in earnest. Two of the larger housing developments were the Lake Waterville project that was completed in 1961 and the Summit Meadows Subdivision that was completed in 1972.

Many changes that have been wrought on the Town of Summit since its inception. Most of these can be tied back to the historical changes in transportation. Initially it was the geographic location of the transportation routes - first attracting people to the area and then moving them away from the heart of the Town. A second change was the reduced costs of transportation. This change shifted travel from a privilege of the affluent to a possibility for middle-income citizens. It allowed housing in the areas in and around Summit to shift from summer vacation homes to more permanent housing. Even today, many executives from business concerns to the east make their homes here in the Town.

These changes, however, have not affected every aspect of life in Summit. It is still a wonderful place for recreational activities. The agricultural, rural life is still prevalent in the Town. The legacy of the families who settled the Town can still be seen in properties that were donated, or Town projects that were funded by these groups.

An example of this would be Fredrick Pabst. Mr. Pabst first acquired the property in Town of Summit in 1906 and eventually accumulated more than 2,000 acres of land. Conceived as a dairy farm, the farm also became well-known for raising thoroughbred horses. The Pabst Farm excelled in dairy production, cattle breeding and horse breeding. The interurban rail line ran through the farm and transported livestock to the city as well as brought coal to the farm. During his life, Fredrick Pabst made numerous contributions to the Town of Summit. He partially financed the original Summit schoolhouse in 1911. He personally built a northerly linkage from the City of Oconomowoc to the original Highway 30 and donated the land currently comprising the Summit Cemetery.

But the transportation boom affected even his legacy. The secondary alignment for I-94 passed through three of Pabst's farm properties and caused the sale of a large portion of the dairy operation. Today the farms have adapted and still exist. Operations focus on cash crops, mainly feed corn and mint on about 1,800 acres. A substantial amount of the acreage is currently under the approval process for development into commercial, residential and business park uses. The Pabst family remains involved in the development activities of the farm.

At the time of this Plan creation, the Town of Summit is a vital, vibrant rural and open space community. The 4,000 residents value the 27 square miles of territory and seventeen lakes which remain a legacy for the future occupants of this land. To protect the existing natural and built environment, to preserve and enhance the value of the area, and to direct the future development of this community, the residents and Town Board have developed this Master Plan.

Section 2: THE PLANNING PROCESS

A. General Description of the Planning Format in the Town of Summit

This document consists of two components: a Comprehensive Plan and a Strategic Plan. The result of these is an action plan for implementation over time by various groups and officials. The recommendations in this document have been prepared as a general guide for the pace and pattern of overall economic development and community growth. Recommendations from this Plan are based upon community goals and future trend data that have been researched and explored throughout this planning process.

This material is a snapshot of Summit=s vision of itself. It is also a description of the direction that residents, businesses, and leaders want to take in the future. Finally, this document is a statement of resident=s objectives and actions which are needed to achieve the vision.

The mapping data for environmental resources, historical vegetation, build-out, 1990 existing land use, and orthophotographic data was provided by Waukesha County and SEWRPC. The Town=s base map for all overlays was provided by Rockford Mapping Company which produces the county=s plat book. Due to the County=s inability to finalize coordinate geometry mapping during the Town=s planning process, that datum was not available for use as a base map. The process took over 16 months. Discussion, information and direction came from Town employees and officials, local businesses, citizens, county and regional planners, and other local professionals. To understand the underlying reasons for going through this long-term, inward looking self-evaluation, the plan includes the following brief history and outline.

B. What is Planning?

Community planning is a community participation process that brings together the diverse interest groups found in a community in a series of meetings in order to develop a plan that will guide the locality=s future. It is a practical and interactive method of fostering community development by developing a framework to guide the entire community into the future.

Community strategic planning is a dynamic planning process based on the principle that local people should control and determine their own lives as much as possible. The process involves a flexible method for analysis, as well as strategizing, consensus building and the fostering of community commitment.

The process results in a plan; community success results from implementation. This Master Plan was developed locally, endorsed locally, and will be implemented locally. The Master Plan is full

of information. But information is not enough. The Town and its agents must sell it to be useful and effective. This means communicating benefits, not just facts and figures. It means creating emotional appeal and working with all local organizations. It means motivating action on the part of the prospect.

C. What are the advantages of Planning?

Establishing the Summit Master Plan with pre-determined and ranked development strategies reduces the potential for having to make decisions under crisis situations. The Plan establishes priorities for community development and gives a rationale for future decisions to approve, alter or deny projects or programs as they are proposed.

The Master Plan also integrates the goals and objectives of community groups so that each can see the other=s objectives. The process enhances communication and mutual awareness among all the stakeholders in the Town of Summit. With this plan in place, Summit as a community can reach a higher degree of consensus and more efficiently allocate local resources.

D. What Process was used in the Town of Summit?

The Summit Master Plan is the result of a collaborative effort between Town residents, the Master Plan Committee and MSA Professional Services. This multi-staged effort used several different forums to gather community input and background information. Historical Data and past data projections were compiled by MSA to aid in the discussions and the community planning process. Visioning exercises helped to establish the goals and objectives behind the plan. Public Hearings and meetings helped to maintain a dialogue between the Master Plan Committee and residents. The following eleven stages outline the process used to create the Summit Master Plan.

D. (1) Basic Planning Needs

The project began with a listing of perceived basic needs and concerns to be addressed through the Town of Summit planning process. These issues were expressed specifically to MSA Professional Services as part of the initial discussions. The items included:

- a. Proposed and potential commercial/industrial growth along Interstate Highway 94 and at the State Trunk Highway 67 Interchange
- b. Management of the Town=s increasing population
- c. Changes with the Pabst Farm property to create a positive impact for the Town
- d. The creation and implementation of growth management guidelines.

D.(2) Land Use Analysis

The Town's consultants created an Existing Conditions (Land Use) Map (1999) for the Town of Summit by using the 1990 Waukesha County Land Use Maps as a base. MSA staff then performed a windshield survey by driving the entire land area accessible by public road. Aerial photos from the 1995 SEWRPC orthophotography project were reviewed to field verify inaccessible areas and help confirm the land use changes of the 1990s. The 1999 existing land use map was confirmed by Master Plan Committee members who conducted their own visual inspections and field verifications. The 1999 Existing Condition (Land Use) Map can be found in the Appendix to this document. As part of data gathering, the Master Plan Committee also reviewed historical graphic data displaying the following information. Appendix references are noted in parenthesis.

- a. Original Vegetation (Figure #4)
- b. Rare Species (Figure #7)
- c. Critical Habitats and Habitats of Significance (Figure #7)
- d. Primary and Secondary Environmental Corridors and Isolated Natural Areas (Figure #10)

D. (3) Demographic Research

The Master Plan Committee also reviewed a variety of demographic materials as a part of the planning process. Information for the Town of Summit, Waukesha County and the State of Wisconsin was compiled for topics including population, density, growth trends, income, age distribution, and some employment issues. Much of this data is based upon census data; however, other sources such as State Department of Administration (DOA), Waukesha County and the Southeastern Wisconsin Regional Plan Commission (SEWRPC) were also consulted. The following is a brief summary of some of these findings which are further expanded with materials in the Appendix.

- a. Estimates show that by 2005 the Town of Summit population could increase from the 1990 Census figure of 4,003 to 4,282 according to the Wisconsin Department of Administration, or total as much as 4,995 under US Census estimates.
- b. The percentage of individuals between ages 18 and 64 increased in the Town from 52% to nearly 63% between 1970 and 1990. There have been declines among those under 18 and those above 64.
- c. The racial makeup of the Town is over 98% White.
- d. Town residents demonstrated a higher percentage of post-high school education or training than either the County or the State averages

- e. Town residents exhibited a higher median household income, median family income, and per-capita income than the County or the State averages.
- f. The three largest sectors of employment in the Town are services (35.2%), manufacturing (23.9) and retail trade (13.3%).
- g. Just under half (45.8%) of all houses in the Town are over 50 years of age.
- h. The median value of houses in the Town rose from \$75,800 in 1980, to \$103,400 in 1990, and to \$192,120 in 1998, nearly a 61% increase over 18 years, or 3.36% per year. The lion=s share of the value appreciation occurred during the 1990s.

D. (4) Map Visioning

A map visioning process gave members of the Master Plan Committee the chance to create a map of what they think the Town Land Use Plan should look like before starting the master plan process. Colored markers were given to each committee member, along with a black-and-white town parcel map. Two weeks later, the marked up maps were returned to MSA for input into the computer. A composite colored map was created for each land use type, showing areas where all Master Plan Committee members were in agreement. This activity helped clarify the locations of concern and also focused the discussion on elements which lacked a clear consensus.

D. (5) Photo Visioning

A photo visioning exercise gave members of the Master Plan Committee the chance to take pictures of what they liked and did not like about the Summit area. The committee was divided into two groups and the members photographs were arranged into AGood@ and ABad@ categories. Each group placed the photos of the good and bad under the following four headings: AEnvironmental Issues@, ADevelopment@, ACommunity and Public Facility Issues@, and AThe Pabst Farm@. After this session, both groups reconvened and reviewed their results. The specific results of this session appear in the Appendix, Section A. The general themes carried through into the goals, objectives and policy statements of the Master Plan.

D. (6) Nominal Group Technique

On October 19, 1999, the Master Plan Committee took part in a Nominal Group Technique (NGT) exercise. The purpose of the exercise was to have the members identify the major issues, concerns, opportunities and needs for the Town of Summit. Discussion centered around three topics: environmental issues, development issues, and community/public facilities projects. The members wrote down their top five projects related to each topic. After listing all projects, they ranked the top three priorities. Priority points were calculated by multiplying the number of votes by the project=s ranking. Three points were awarded for each number one (#1) ranking, two for a second (#2) ranking, and one point for a third (#3) ranking. The sum of these points was taken to assign priority. The following is a summary of the results of this exercise:

Environmental Issue Ranking

<i><u>Rank</u></i>	<i><u>Project Listing</u></i>	<i><u>Priority Points</u></i>
1.	Lake & Waterway Protection	15, 10, 1 = 26
2.	Protect Primary and Secondary Environment Corridors.....	12, 8, 3 = 23
3.	Open Space.....	9, 4, 4 = 17
4.	Light, Air and Noise Pollution.....	2, 4 = 6
5.	Protect Bark River Inlet	Listed, No Priority Points
6.	Protect Fish, Birds, Animals, and Their Habitat	Listed, No Priority Points
7.	Vistas/Viewscapes	Listed, No Priority Points

Development Issue Ranking

<i><u>Rank</u></i>	<i><u>Project Listing</u></i>	<i><u>Priority Points</u></i>
1.	Land Use Management: Location, Type and Quality of Development.....	Top Priority
	a. Single Family (SF)	
	b. Multi-Family (MF)	
	c. Commercial/Office/Retail	
	d. Green Space	
	e. Industrial	
	f. Planned Unit Developments (PUD)	
	g. Agricultural Preservation	
	h. Quality Development Standards	
	I. Non-Planned Unit Development Minimum Lot Size	
1.	Storm Water Management (Floodplain)	Secondary Priority
2.	City Center/Main Street for Town.....	Secondary Priority
3.	Sewer and Water Infrastructure.....	Secondary Priority

Community & Public Facilities Issue Ranking

<i><u>Rank</u></i>	<i><u>Project Listing</u></i>	<i><u>Priority Points</u></i>
1.	Parks and Recreational Facilities.....	18, 6, 1 = 25
	a. Biking, Walking, Non-Motorized Recreational Trails	
	b. Sports Park	
2.	Roads	9, 6, 2 = 17
	a. General Town Roads	
	b. Scenic and/or Historical Roads	
	c. Road Upgrades (County, State and Interstate Facilities)	
3.	Sewer and Water Infrastructure	6, 8, 2 = 16
4.	Schools.....	3, 2, 1 = 6
5.	Police/Fire	2, 3 = 5
6.	Community Heritage (Cultural/Historical Resources)	1, 2 = 3

7. Town Hall 1 = 1
8. Cemetery Listed, No Priority Point

D. (7) Developer Presentations

Another part of the Town of Summit planning process allowed area developers to address the Master Plan Committee as to their activities in the area. Presentations were given by representatives of WISPARK on the Pabst Farm development and by the Mandel group on the Nimrod Farms project.

D. (8) Local Interviews

A series of interviews were conducted with representatives from area governmental districts and associations by MSA staff to gauge their activities in and around the Town of Summit. Specific questions were asked regarding their powers, duties, jurisdictional boundaries, tax levy, budget, history, as well as future plans. Included in this dialogue were the local police chief, fire chief, and building inspector. Officials from the sanitary district, park and recreation committee, school district and Waukesha County were also interviewed.

In addition to government officials, local developers were also contacted. Information was gathered about their concerns, issues, and past experiences with development inside the Town of Summit. The results of these interviews were summarized for the Master Plan Committee members and used in the compilation of the Future Land Use Plan.

D. (9) Draft Land Use Alternatives

The Draft Land Use Visioning Process gave Master Plan Committee members the chance to create their own land use maps for the future of Summit. For this exercise, committee members were split into two groups. The maps they created were based upon the information that was generated through steps D(1) - D(8) above. Each group was also provided copies of environmental resource maps, transportation planning maps, parcel maps, and composite maps from the original mapping visioning exercises.

Each group created their own draft land use plan. Both draft alternatives were then compared and there was much agreement on land use for the Town. In general, the two maps were identical for Wetlands, Lakes and Rivers, Environmental Corridors and Single-family Residential lands.

The most disputed land uses included industrial, commercial, multi-family residential and higher density single family residential. These uses were largely located immediately south of Interstate 94 near its intersection with State Trunk Highway 67. The synthesis of these alternatives helped

to ultimately lead to the Future Land Use Plan identified as Figure #1 of this Plan (See page 23).

In addition to the Master Plan Committee=s efforts, MSA staff developed a map of what the Town of Summit would look like if current development trends continued. This map was provided as a benchmark for comparing the Master Plan Committee=s draft land use alternative maps. These development alternatives were then compared and contrasted based upon the overall projections. Trends for community service, utilities, and development were all analyzed during this portion of the process.

D. (10)Public Informational Meeting

On May 23, 2000 a Public Information Meeting was held. As required by state statutes, a draft land use plan must be presented to the public in the form of a public hearing. The public hearing meeting was organized in an Aopen house@ format. Various booths were set up for the residents of Summit and others attending the hearing to familiarize themselves with the draft land use plan. MSA staff and members of the Master Plan Committee were on hand to staff booths and field questions. Residents were encouraged to ask questions and comment on the draft land use map.

Public comments were taken in a variety of forms. The Master Plan Committee provided a court reporter for verbal comments. A group of tables with comment forms was set up for written comments. Oversized copies of the draft land use map were on display where attendees could write written comments on Apost-it@ notes and attach them to the maps in the exact location of concern. This meeting lasted over five hours, starting at 3:00 p.m and extending past 8:00 p.m. All public comments were compiled and noted for review by the Master Plan Committee.

D. (11)Coordination with Other Communities and Government Agencies

Another key element in the Town of Summit planning process was coordinating the planning efforts with those in neighboring communities. Land Use and Development Plans were obtained from the City of Oconomowoc, Village of Oconomowoc Lake, Village of Dousman, and the City of Delafield. These documents were studied and reviewed so the resulting plan would take potential bordering land uses into consideration.

Summit=s planning efforts were also coordinated with several governmental agencies. For planning issues related to transportation and the environment, the group reviewed materials from the Wisconsin Department of Transportation (DOT), the Wisconsin Department of Natural Resources (DNR), the Southeastern Wisconsin Regional Plan Commission (SEWRPC), the City of Oconomowoc, Waukesha County Parks and Land Use Department, Waukesha Land Conservancy Group, as well as area lake districts and lake associations. Waukesha County

Planning Staff also appeared in front of the Town Master Planning Committee to present information on density and county land use requirements.

D. (12) Approval Process and Implementation

Following extensive review, twenty Master Plan Committee meetings (including an on-going dialog between Master Plan Committee members and private citizens), a Public Hearing and Informational Meeting, a draft document was prepared and recommended by the Committee in a joint meeting on November 15, 2000. This plan document includes a community history showing how Summit arrived at its current stature. It briefly describes the planning process. It explains how the Town leaders and Master Plan Committee arrived at this point.

The recommended plan was submitted for review and recommendation to the Town of Summit Plan Commission. They reviewed the document at two regular Plan Commission meetings on November 15 and December 20, 2000. The Plan Commission recommended that the Town Board and commissioners discuss the plan jointly prior to recommendation to the Town Board. Four meetings of this joint review committee were held (January 10, January 25, February 19 and February 28, 2001). Following these reviews, a revised document was presented to the Plan Commission at their regular meeting on March 21, 2001. This document was forwarded for public inspection and hearing notices.

An open house was held on May 3, 2001, in a similar fashion to the public informational meeting previously discussed. The Town Board held a formal public hearing later that evening as part of their regular monthly meeting. Following the public hearing on May 3, 2001, the Town Board reviewed the public comments and directed additional material be presented at the June 4 meeting for final consideration by the Board. On June 4, 2001, by motion made and seconded, the Town Board approved the 2010 Town of Summit Master Plan as Ordinance #01-236. Future amendments and addendum will be attached after Section D(12) for reference.

As recommended in the Wisconsin SmartGrowth legislation, the Town of Summit will submit their Master Plan to Waukesha County Parks and Land Use for review and acceptance, along with the Southeastern Wisconsin Regional Plan Commission (SEWRPC). Copies of the Plan will also be distributed to the surrounding municipalities and special purpose districts within the Town of Summit.

The following are general action steps related to implementation of the Land Use Plan.

1. The Master Plan should be sent to the Waukesha County Parks and Planning Department and the SEWRPC for review, comment and approval following local adoption.
2. The Master Plan update should be coordinated with Waukesha County in order to be included in their annual update.
3. Updates to the Town's zoning and land division ordinances should be done to maintain the Town's image, way of life and property values.

Section 3: COMPREHENSIVE PLAN RECOMMENDATIONS AND MAP

A. General Planning Information

The Town of Summit's most recent land use study was completed in 1979. Prior to that, the Town adopted a plan in 1972. There were other planning efforts from 1952, 1959 and 1966 that are outlined briefly in the 1972 plan. The Town adopted a resolution on April 1, 1929 authorizing it to act with Village powers, under Section 60.22(3). This allows the Town to participate in planning under Section 62.23(3). Section 60.62(3) requires Waukesha County approval of changes to the Zoning and/or Subdivision codes of the Town.

As a courtesy, the Town of Summit will submit their Master Plan to Waukesha County Parks and Planning Commission for review and acceptance, along with the Southeastern Wisconsin Regional Plan Commission (SEWRPC). The adopting resolution from the Town Plan Commission will request that these agencies coordinate their future planning and plan updates to reflect the more detailed work done in this project. Waukesha County has a provision in their County Plan that requires annual reviews and updates of the County Plan. The Town will request the County use this mechanism to update the Town of Summit portion of the County Plan.

B. Smart Growth Requirements

In October, 1999, the Wisconsin Legislature adopted new legislation for comprehensive planning. The intent was to require local municipalities to complete a comprehensive plan, take into consideration the effects of such a plan on the surrounding communities, and adopt the resulting plans by Ordinance. These regulations will affect the implementation of this Plan and the elements listed in the legislation were used as part of the discussion and direction from the Master Plan Committee. The results of this material are included under general headings in the Appendix to this Plan. As recommended by State law and good planning practice, the Plan will need reconsideration and update prior to January, 2010.

The 1999 legislation outlined nine major elements for consideration and inclusion in any future Comprehensive Plan prior to 2010. The background information for these is contained in the Appendix to this Plan. The policy statements are inherent in all the recommended actions steps or future land uses in this Section of the Plan. The following nine elements are the basis of the 1999 Smart Growth description of a Comprehensive Plan.

B.(1) *Issues and Opportunities Element:* Background information on the local government and a statement of overall objectives, policies, goals, and programs to guide future development and redevelopment over the next 20 years.

B.(2) *Housing Element:* A compilation of objectives, policies, goals, maps and programs of the local government to provide adequate housing supply that meets existing and forecasted housing demand in the local area.

B.(3) *Transportation Element:* A compilation of objectives, policies, goals, maps and programs to guide the future development of transportation modes, including highways, transit, bicycles, walking, railroads, systems for the disabled, air, trucking, and water transportation. The plan also should compare the local goals with county, regional, and state transportation plans.

B.(4) *Utility and Community Facility Element:* A compilation of objectives, policies, goals, maps, and programs to guide future development of utility systems and community facilities, such as sanitary sewer, water supply, storm water management, solid waste disposal, recycling, telecommunications, cemeteries, health care and child care facilities, police, fire, libraries, schools, and other public facilities. This section will also include a forecast of expansion or rehabilitation projects for the various systems and utilities.

B.(5) *Agricultural, Natural, and Cultural Resources Element:* A compilation of objectives, policies, goals, maps, and programs for the conservation and effective management of natural resources, historic and cultural resources, community design, and recreational resources.

B.(6) *Economic Development Element:* A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention, expansion, and focus of the economic base and quality employment opportunities in the local market area. Assess categories or types of businesses and industries desired by the community, its strengths and weaknesses, and evaluate contaminated sites for future development.

B.(7) *Intergovernmental Cooperation Element:* A compilation of objectives, policies, goals, maps, and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governments, for siting and building public facilities and sharing public services.

B.(8) *Land Use Element:* A compilation of objectives, policies, goals, maps, and programs to guide the future development and redevelopment of public and private property. This section contains projections on future residential agricultural, commercial, and industrial land uses including assumptions of net densities. This section also contains a series of maps that show current and future land uses, agricultural soil types, floodplains, wetlands, public utility service districts, and community facility areas.

B.(9) *Implementation Element:* A compilation of programs and specific actions to be completed in a stated sequence, including any changes to the local codes and ordinances. This section describes how each of the other elements will be integrated and made consistent with other elements, and shows a measurable scale to achieving these standards. A process for review, update, and amendment every 5 years must be noted with complete review no less than every 10 years.

C. General Goals and Objectives

At the conclusion of the various visioning exercises and during the mapping stages, the Master Plan Committee used the visioning material to compile a series of goals and objectives for use by the Town of Summit Plan Commission and Town Board. These statements and recommendations can be used to evaluate development proposals and public decisions throughout the Town. More specific site-based recommendations are listed under the land use categories in Sections D. (5) - D.(14).

Rather than review these General Goals and Objectives and assign specific tasks to various committees or organizations as part of the Plan document, the Plan Commission and Town Board will follow the adoption of the Master Plan with a special meeting to identify the priority and timing of various projects listed below. The intent of the Town Board on the adoption of this document is to meet in June of each year to review the priorities and assignments for the upcoming year=s implementation of this Plan and future amendments.

C. (1) Regulatory Standards

- a. The Town of Summit Plan Commission should review and update zoning and land development ordinances to comply with the specific and general recommendations of the Summit Master Plan 2010.
- b. Soil erosion control measures recommended by Waukesha County and the Natural Resource Conservation Service should be enforced before, during and after construction. Site disturbances should be minimized.
- c. Site design processes should address soil characteristics and subsurface geological conditions.
- d. Building placement and lot layout should be designed to provide a function relationship to the site=s topography, existing vegetation (plant species, hedge rows, and woodlots) and other natural features. Siting of buildings should take advantage of stream, lake, wetland, and agricultural views. Site design should also consider the impact of new structures on views from off-site. This will ensure the rural character of the town.
- e. The Conservation Design Standards in the Town of Summit Zoning Code should be used for all new residential developments. Using these standards will connect open spaces from one neighborhood to another, from one part of the town to another, and serve as open space corridors/buffers between developed areas.
- f. Any new development that included conservation design standards would come to the Plan Commission as a conservation subdivision.

- g. The Plan Commission should consider shared driveways along highway corridors, wherever feasible, to minimize the amount of impervious surface and direct access to arterial roads in the town.
- h. The Town of Summit should require adequate right-of-way dedication for existing and future land uses when rezonings and land divisions occur.
- i. The Town of Summit should update the road right-of-way standards and requirements based on the recommendations of this Plan.
- j. The Town of Summit should complete an impact fee analysis based on the existing and future population and land uses characteristics of the Town. If the study indicates and the Town Board finds that impact fees are needed, the Town of Summit should establish impact fees for all new developments as shown in the analysis and findings.

C. (2) Environmental and Cultural

Goals:

- a. Identify, protect, preserve and enhance ecologically sensitive areas, environmental corridors and open spaces
- b. Maintain the quality of surface and ground water, and minimize soil erosion
- c. Define and encourage rural character
- d. Encourage preservation and creation of cultural and historical resources

Objectives:

- a. Establish/upgrade/enforce public use regulations/ordinances for lakes, rivers and ponds
- b. Establish/upgrade/enforce restrictions on development of wetland/floodplain areas
- c. Encourage continued agricultural land uses and open space preservation
- d. Encourage educational-informational programs on prairie ecosystems for Town citizens, staff and would-be developers
- e. Identify and correct areas of storm water erosion problems
- f. Promote the use of buffers between highways, residences, and businesses where appropriate
- g. Review and update the Town=s lighting standards

C. (3) Residential Development

Goals:

- a. Incorporate conservation planning and other eco-friendly planning techniques that project ecologically sensitive areas, environmental corridors and open space during subdivision development
- b. The location, type, density and quality of development should be based on sound and consistent land use planning

C. (3) Residential Development

Objectives:

- a. Encourage educational-informational programs on prairie ecosystems within the Town
- b. Review zoning controls over future development
- c. Identify and correct areas of storm water problems
- d. Encourage buffered views of differing uses
- e. Encourage clustered development patterns
- f. Require developers to incorporate greenspace, natural corridors, expanded landscaping, erosion control and stormwater management into their developments
- g. Maintain minimum and maximum lot size requirements for residential developments
- h. Develop a recreational trail connecting local environmental corridors with existing developments and other facilities
- i. Target and control the development of multi-family housing through zoning controls
- j. Continue oversight of subdivision developments within the Town

C. (4) Economic Development

Goals:

- a. Focus commercial and industrial development to areas shown on the Future Land Use Map (Figure #1)
- b. Encourage low density development to minimize air, noise, and light pollution
- c. Establish development criteria that will target high quality development in selected areas

Economic Development

Objectives:

- a. Review zoning controls over future development
- b. Identify and correct areas of storm water problems
- c. Encourage buffered views of differing uses
- d. Require developers to incorporate greenspace, use of natural drainage corridors, erosion controls and other landscaping in their developments
- e. Establish maximum noise levels for industrial uses
- f. Upgrade, promote and enforce local building codes
- g. Discourage Abig box@ developments from locating within the Town
- h. Promote quality mixed uses at the Pabst Farm, including open space, residential and commercial/office development

C. (5) Community and Public Facilities

Goals:

- a. Evaluate the need for public recreational facilities (parks, trails and open space) in future developments.
- b. Encourage the creation and use of public recreational facilities (parks, trails and open space) as shown on the Future Land Use Plan (Figure #1).
- c. Perform proper transportation improvements and upgrades that will safely move traffic while maintaining a rural atmosphere and character of Summit=s past.
- d. Maintain and expand public infrastructure to areas which are in need of or best served by these services
- e. Maintain and improve public services to keep a high quality of life for residents
- f. Maintain the Town of Summit=s identity by promoting its history and cultural resources
- g. Maintain an equitable balance between the rights of all citizens

Objectives:

- a. Evaluate the concept of creating a Town Center/Community Park facility, with direction on potential uses and locations, including land area, services to be provided, and community transportation connections. Regional park facilities and trails, public works and highway maintenance functions, police and clerk/treasurer functions are the initial activities included for direction.
- b. Identify and submit applications to state agencies for new rustic roads classifications.
- c. Encourage buffered views of extraction uses
- d. Develop and use a common, compatible street signage format throughout the Town

- e. Develop specific localized transportation plans to deal with increasing traffic on State, County and local highways
- f. Encourage expanded use of public transportation (i.e. the Park and Ride), other local transit options, and trail circulation projects to reduce traffic loads
- g. Upgrade/relocate the Town=s administrative facilities, creating a new Town Center.

D. Land Use Recommendations

D. (1) Category Definitions

The Town's Future Land Use Plan (Figure #1) is comprised of nine different land use types. The Master Plan Committee reviewed local descriptions of these categories prior to consideration of any mapping or location within the Town. The land use definitions are listed in order to match the map with the chart in Section 3(D)3.

- a. Single Family Residential* - Areas designated for the homes meant to be occupied by one family per residential structure. This area excludes residential structures with more than one unit. Typical single-family lots will have only the residential structure, and will not have additional permanent outbuildings other than sheds and small accessory buildings. Estate single-family lots will allow larger lot sizes and may include permanent outbuildings such as barns, stables, or guest houses. Land development involving environmental corridors may require estate zoning.
- b. Multi-Family Residential* - Areas designated for residential structures meant to be occupied by more than one family, and usually have several units per structure. Density will not exceed a net of six units per acre. This area includes rental apartments and owner-occupied condominiums. This use often serves as a buffer between single-family residential and more intensive uses.
- c. Special Land Use Regulations* - Based on a cooperative boundary plan adopted on February 21, 2001, this land has special development restrictions. Regardless of whether land in the Special Land Use Regulation Area is in the Town or the City, until midnight, December 31, 2019, the zoning in said area shall remain as it currently exists in the Town of Summit zoning ordinance on February 21, 2000. The density within this area shall be at a density specified by the City of Oconomowoc's Peripheral Area Plan (15 acres per unit).
- d. Mixed Use* - Areas in which multiple uses, specifically Commercial/Office (with limited retail) and various Residential uses (single-family, duplex, or multi-family) are allowed to coexist. These areas do not include Industrial/Business Park uses, manufacturing, production facilities, warehousing, gas stations, strip malls or car dealerships.
- e. Commercial/Office* - Areas designated for light intensity business development including limited retail uses and administrative/office uses. This area does not include manufacturing, production facilities, warehousing, gas stations, strip malls, or car dealerships.

- f. Industrial/Business Park* - Areas designated for light to medium intensity business uses such as corporate office facilities, light manufacturing and warehousing. Medium to heavy intensity uses such as large manufacturing facilities or chemical processing are not permitted.
- g. Institutional* - Areas of governmental, educational, religious, or medical property uses. Other quasi-public organizations such as the YMCA and public utility facilities are included in this category.
- h. Environmental Corridor* - Areas designated as a buffer around significant natural or environmental characteristics such as shorelines, wetlands, prairies, or woods and are targeted for preservation.
- i. Park/Recreational* - Areas designated as public access recreational areas. Many of these areas have boat access points, playground equipment, picnic areas, and other open spaces to be enjoyed by outdoor activities. This category does not distinguish Aownership@ from Town, County or State parks. Some quasi-public areas like the Boy Scout Camp are also included in this category.

D. (2) Future Land Use Map (Figure #1)

In the Plan document, this page is devoted to the Land Use Plan Map - Figure #1

D. (3) Future Land Use by Acreage

The following chart is a breakdown of Town land use classifications by the estimated total acreage if the development occurred exactly as shown on the Plan. This chart also shows the percent of total acreage and ranking by prevalence of land use where #1 is the land use with the most acreage. It is based on the corporate boundary as of March 1, 2001. Land covered under the recent annexation of the Pabst Farms property has been mapped and cross hatched on the Land Use Plan map due to the integral nature of this property to what now remains inside the Town and as direction to the Joint Review Committee for land uses in the negotiated area. The original Town of Summit/City of Oconomowoc boundary agreement map has been included for reference and can be found in the Appendix as Figure # 12.

Land Use Category	Est. Acreage	% of Total Acreage	Rank by Acreage Size
Single-Family Residential Use			
2.4-Acre Density Factor	5,769	32.78%	2
1.6-Acre Density Factor	1,735	9.85%	3
0.8-Acre Density Factor	541	3.07%	8
0.6-Acre Density Factor	156	0.89%	13
Multi-Family Residential Use	64	0.36%	14
Special Land Use Regulation Area	374	2.13%	6
Mixed Use	175	1.00%	12
Commercial/Office Use	24	0.14%	15
Industrial/Business Park Use	350	1.99%	7
Institutional Uses	275	1.56%	9
Primary Environmental Corridor	6,134*	34.85%	1
Primary Environmental Corridor with Park or Trail Uses	375*	2.13%	5
Isolated Environmental Corridor	252*	1.43%	10
Water Bodies	1,200*	6.82%	4
Park and Recreational Uses	176	1.00%	11
Total Town Lands	17,600	100.01%	1-15

(*)These area calculations are estimated and specific sites must be field-verified.

D. (4) Land Use Densities

The Master Plan recommends maintaining the current zoning standards for density calculations. Under current (2001) standards, all road right-of-way, wetland, and floodplain lands are deleted from the gross land area prior to calculation of the permitted density. **The reader is advised that all density factors included in this plan are to be interpreted under a Net area standard, not the gross area of an undeveloped parcel. For purposes of estimation in the plan, a 20% reduction in gross area has been assumed for right-of-way on all properties.**

All density recommendations in the Plan are based on this standard. Additional site-specific reduction for the acreage inside the environmental corridor lands identified by the Waukesha County Department of Parks and Land Use and the Southeastern Wisconsin Regional Plan Commission will also occur based on the characteristics of an individual site. However, some land uses are intended to allow for additional base area within primary environmental corridor lands under a Planned Unit Development alternative. In these cases, some additional density may be allowed, up to one dwelling unit for each 5 acres of primary environmental corridor lands within the project.

The Master Plan does not recommend thinning out the Single-Family (SF) residential lots that are around area lakes. The Master Plan recommends keeping the existing zoning, density and lot size the same in developed areas. All specific design regulations for each land use category will be established by the adopted Zoning Ordinance of the Town of Summit as they apply to each specific parcel within the Town.

D. (5) Single-Family Residential Development

DEFINITION -

Areas designated for the homes meant to be occupied by one Afamily@ per residential structure. This area excludes residential structures with more than one unit. Typical single-family lots will have only the residential structure and will not have additional permanent outbuildings other than sheds and small accessory buildings. Estate single-family lots will allow larger lot sizes and may include permanent outbuildings such as barns, stables, or guest houses. Land development involving environmental corridors may require estate zoning.

DENSITY -

Depending on location, **net densities** for single-family residential development can include a 2.4-acre, 1.6-acre, 0.8-acre or 0.60-acre density factor. All new single-family residential development that occurs south of I-94 on parcels which contain area *completely within the environmental corridor* shall have a minimum 5.0-acre density. All new single-family residential development that occurs south of I-94 on parcels which contain area partially within the environmental corridor may have the density of adjacent lands, provided that any earth-altering activity and/or building envelopes are located outside the environmental corridor and include not less than 2-acre of buildable land on each parcel created. The overall goal of this policy is to obtain a maximum density of building activity within the environmental corridor of not more than one (1) dwelling unit for each five (5) acres of environmental corridor lands. All single-family lands that are undeveloped, not affected by an environmental corridor and are south of I-94 should have a 2.4-acre density factor.

- a. All single-family lands on the Future Land Use Plan that are undeveloped and south of CTH DR shall have a 2.4-acre density factor.
- b. All single-family lands on the Future Land Use Plan that are undeveloped and north of CTH DR, south of CTH B and west of Dousman Road shall have a 2.4-acre density factor. This excludes the property associated with the Special Land Use Area covered later in this section.
- c. All developed lands east of the Bark River, south of I-94 and west of Waterville Road shall have 0.6-, 0.8- or 1.6-acre density factors as outlined on the Future Land Use Plan and in congruence with the current zoning map.
- d. All developed lands along the Dousman Road corridor from the Village of Dousman to the north boundary of Summit Meadows Subdivision shall have a 0.8-acre density factor as outlined on the Future Land Use Plan.

- e. All developed lands along the Dousman Road corridor which surround Middle and Lower Genesee Lakes north from Country Downs Subdivision shall have a 1.6-acre density factor as identified on the Future Land Use Plan.
- f. Lands around Golden Lake and on the western boundary with Jefferson County shall have a 1.6-acre density factor as identified on the Future Land Use Plan.
- g. Undeveloped lands east of Sawyer Road, north of I-94:
An area with up to 1.6-acre density factor is shown on the Land Use Plan for the undeveloped lands east of Sawyer Road and north of I-94. These lands differ substantially from the balance of proposed single-family development sites since they all include the potential for sanitary sewer connections in the Summit Sanitary District #1. The Plan identifies densities of up to one unit for each 1.6 acres as part of a Planned Unit Development project with consideration from the Town Board after recommendation from the Plan Commission. The density decision should be based on the overall benefit to the local and town residents, parkland or open space provisions, amenities within the project and compliance with aspects of the town design guidelines.
- h. Undeveloped lands west of Sawyer Road, north of I-94:
An area with up to 0.8-acre density factor is shown on the Land Use Plan for the Pabst Farms property west of Sawyer Road near Valley Road. These lands differ substantially from the balance of the Town of Summit residential development since they will include sanitary sewer and water from the City of Oconomowoc. The Plan would allow these densities as part of a Planned Unit Development project with consideration from the Town Board after recommendation from the Plan Commission. The density decision should be based on the overall benefit to the local and town residents, parkland and open space provision, creation of a neighborhood character, and amenities within the project site.

D. (6) Multi-Family Residential Development

DEFINITION -

Areas designated for residential structures meant to be occupied by more than one family, and usually have several units per structure. Density will not exceed a net of six units per acre. This area includes rental apartments and/or owner-occupied condominiums. This use often serves as a buffer between single-family residential and more intensive uses.

DENSITY -

Depending on location, densities for multi-family residential development can expand to a maximum of six dwelling units per net acre.

- a. Development under this land use would only be allowed if a public sewer or community-based sanitary system is available at the time of development approval.
- b. If municipal water is available within 1,000 linear feet, then this must also be extended and included in the development.
- c. Approximately 60 acres of land adjacent to I-94 and north of Delafield Road (CTH DR) has been identified for multi-family use.
- d. Approximately three acres of land between Lower and Upper Nemahbin Lakes along CTH DR and Waterville Road has been identified for multi-family use. Redevelopment proposals on this site should be evaluated closely due to potential transportation needs.

D. (7) Special Land Use Regulation Area

DEFINITION -

Based on a cooperative boundary plan adopted on February 21, 2001, this land has special development restrictions. Regardless of whether land in the Special Land Use Regulation Area is in the Town or the City, until midnight, December 31, 2019, the zoning in said area shall remain as it currently exists in the Town of Summit zoning ordinance on February 21, 2000. The density within this area shall be at a density specified by the City of Oconomowoc=s Peripheral Area Plan (15 acres per unit).

DENSITY -

The development within this Special Land Use Regulation Area shall be at a density specified by the City of Oconomowoc=s Peripheral Area Plan (15 acres per unit).

There is one large area included in this land use in the northwest corner of the Town of Summit between CTH B and I-94. This land is currently not inside the urban service areas for public services as defined by SEWRPC; therefore, the Town anticipates any development will occur at densities of one dwelling unit per 15 acres.

The following procedures and conditions apply to the Special Land Use Regulation area:

- a. Annexation into the City may not occur in the Special Land Use Regulation Area until 11:59 p.m. on December 31, 2019, unless by agreement of the City and Town.
- b. Regardless of whether land in the Special Land Use Regulation Area is in the Town or the City, until midnight, December 31, 2019, the zoning in said area shall remain as it currently exists in the Town of Summit zoning ordinance on February 21, 2000.

D. (8) Mixed Use

DEFINITION -

Areas in which multiple uses, principally Commercial/Office (with limited retail) and limited Residential uses (single-family, duplex, or multi-family) are allowed to coexist. These areas do not include Industrial/Business Park uses, manufacturing, production facilities, warehousing, gas stations, strip malls or car dealerships.

- a. Development under this land use would only be allowed if public sewer is available.
- b. If municipal water is available within 1000 linear feet, then this must also be extended and included in the development.
- c. Lands at the southeast corner of STH 67 and CTH DR has been shown for future mixed use development, based on discussions with the property owner=s representatives. Due to its location, accessibility, and site characteristics, this site has high growth potential for both residential and commercial activities. The primary environmental corridor surrounding Upper Genesee Lake and the existing lakefront residences require landscaping buffers along Silver Maple Lane.
- d. Lands to the southwest of CTH DR (Delafield Road) and Dousman Road have frontage on two major arterials through the Town of Summit. Due to proximity to proposed multi-family residential and the utility service on the Pabst Farm property, the Town identified this area as suitable for mixed use development. This type of development is recommended within approximately 1,000 linear feet along the right-of-way for both CTH DR (Delafield Road) and Dousman Road.
- e. In order to develop either of these properties in (c) or (d) above, the Town must amend the sanitary sewer service area allowance per SEWRPC Community Assistance Planning Report No. 172, 2nd Edition. A logical provider of service would be the City of Oconomowoc due to proximity to the Pabst Farm development.
- f. Lands to the southeast of I-94 and CTH P (Sawyer Road) are included in this land use since they are strategically located at a major intersection of two county highways and the interstate system. Due to the proposed realignment of this interchange by the Wisconsin DOT, the development pressure for this current farm field will increase exponentially
- g. Lands southeast of the intersection of STH 18 (Sunset Drive) and STH 67 have also been shown for mixed use development based on the adjacent highway corridors and presentations made by the owner. This area accounts for about 35 acres of land, with the balance of this 110+ acre site remaining institutional uses.
- h. More intensive commercial/office land uses should be placed closer to the exterior roadways, with any residential component and site buffering the adjacent uses.

D. (9) Commercial/Office Use

DEFINITION - Areas designated for light intensity business development including limited retail uses and administrative/office uses. This area does not include manufacturing, production facilities, warehousing, gas stations, strip malls, or car dealerships.

- a. Development under this land use would only be allowed if public sewer is available.
- b. If municipal water is available within 1000 linear feet, then this must also be extended and included in the development.
- c. A small commercial operation (less than one acre) is established at the intersection of STH 18 and CTH BB (Golden Lake Road). No expansion of this commercial site is shown on the Future Land Use Plan.
- d. A 5-acre site is shown on Valley Road northeast of Silver Lake. No expansion of this commercial site is shown on the Future Land Use Plan.

D. (10) Industrial/Business Park Use

DEFINITION - Areas designated for light to medium intensity business uses such as corporate office facilities, light manufacturing and warehousing. Medium to heavy intensity uses such as large manufacturing facilities or chemical processing are not permitted.

- a. Development under this land use would only be allowed if public sewer is available.
- b. If municipal water is available within 1000 linear feet, then this must also be extended and included in the development.
- c. Zoning Ordinance text changes should establish a minimum 2 acre lot size in this category, and include language for maximum lot sizes and building sizes to consider the location and impact on adjacent development.
- d. Conditional Uses in the industrial/business park land use classification should include hotels and conference centers, specifically for the triangular piece of the Pabst Farm development between I-94, STH 67, CTH DR (Delafield Road) and the Summit Cemetery.

D. (11) Institutional Use

DEFINITION - Areas of governmental, educational, religious, or medical property uses. Other quasi-public organizations such as the YMCA and public utility facilities are included in this category.

D. (12) Park and Recreational Use

DEFINITION -

Areas designated as public access recreational areas. Many of these areas have boat access points, playground equipment, picnic areas, natural areas, and other open spaces to be enjoyed by outdoor activities. This category does not distinguish Aownership@ from private, Town, County or State parks/trails. Some quasi-public areas like the Boy Scout Camp are also included in this category.

- a. A neighborhood park (N) is designed to provide both active and passive short-term recreational activities. Primary user range from 5-15 years of age. Informal activities at neighborhood parks cater to all ages. The service area is approximately one mile radius. This park will serve approximately 250 people.
 - i. There are nine neighborhood parks identified in the Town=s Land Use Plan. They are scattered throughout the town and allocated by regions. No specific land parcel has been identified but the land use plan should serve the Planning Commission and the Park and Recreational Committee well in understanding regions in need of park facilities.
 - i. Each neighborhood park is estimated to be 10 acres in size. They can be larger, but should not be smaller. 2-acre tot lots can be developed with 8 acres of open space around them. The goal is to plan for today and tomorrow=s park needs, specifically if residential development continues to dominate Summit=s landscape.
 - ii. Lands should be set aside during review of development proposals so that neighborhood parks can be developed in line with new subdivisions. The Planning Commission must change or update their subdivision and zoning ordinances to improve on this issue. Though land is preferable, money in lieu of land, should be permitted for hardship cases where land is not feasible.
 - iii. Neighborhood parks can be privately owned and maintained, and still be integrated into the Town=s neighborhood park and recreational trail system.
- b. A neighborhood park - City (NC) is the same as neighborhood park in (a) above, only this park facility would be located inside the City of Oconomowoc and benefit town residents (parks users cross municipal boundaries).
 - i. The area where City neighborhood parks are located on the Land Use Plan Map are Town of Summit regions that have been effected by the Oconomowoc-Summit Boundary Agreement.
 - ii. Regional bike/walking trail should be linked up to neighborhood parks so that over time, a network of safe and beautiful recreational corridors is developed.

- c. A bike/walking trail is a recreational system of trails in the Town that affords a variety of year-round uses to a wide segment of the community (hiking, jogging, walking, biking, cross-country skiing, etc.) A multi-purpose trail system typically contains barrier free, hard surface segments that are accessible to individual with disabilities. Motorized vehicles are not allowed on these trails.
- d. A community park (C) is a facility that is located near the center of the Town and provides a variety of active and passive recreational facilities to Town residents. This park will serve several neighborhoods while minimizing park travel distance. This community park will cater to all age groups.

When the final site is determined, this community park will be approximately 80 acres in size, including environmental corridor land areas. This park should have large open spaces as well as facilities to accommodate soccer, baseball and basketball activities for youth.

- e. Town Park and Recreation Committee members should work with local organizations on both land acquisition for park facilities as well as for park development costs. Developer agreements that show community participation and local support should be worked out prior to applying for grants to enhance potential grant scoring for the Town.
- f. After the final location is determined and as land comes up for sale in the designated community park area, the Town should borrow funds to purchase it. No new development should be allowed in the area of the final park location unless it is consistent with a community park facility.
- g. The Town will encourage construction of a Bark River Recreation Trail ranging from the Village of Dousman to the I-94/Sawyer Road intersection. This trail follows the environmental corridor and incorporates planning ideas outlined in the environmental corridor trail planning document issued by Waukesha County.
 - i. Special consideration will be paid to protecting and enhancing the environment along the trail system. This trail will also serve as the linkage to the Glacial Drumlin Trail and ultimately connect the City of Oconomowoc and the Town of Summit to this state-wide trail system.
 - ii. The Town Park and Recreational Committee must begin to identify properties of significance along this trail corridor. Communication with the property

owners is important in order for every public official and private landowner to have information on upcoming projects in this area.

- iii. The Town Park and Recreational Committee should sponsor a land acquisition grant application to the DNR in coordination with the Waukesha County Department of Parks and Land Use.
 - iv. Grant applications are usually due to the State DNR in the Spring of every year. Cooperative agreements between the Town, County and Conservancy agencies must be in place in order to apply. The town should move on this project quickly as development continues to rise along with land acquisition costs.
 - v. Programs for Transfer of Development Rights and Purchase of Development Rights should be explored as possibilities for land acquisition when outright land ownership is not feasible.
 - vi. An example of this corridor plan is shown in the Appendix (Figure #11).
- h. The Town will encourage extension of the Lake Country Trail from its current terminus on CTH DR (Delafield Road) south of Upper Nemahbin Lake.
- i. This trail should be integrated with the Bark River Corridor trail, the Pabst Farm, and proposed internal trail network linking neighborhood parks.
 - ii. Existing right-of-way can be used to get the trail to Sawyer Road.
 - iii. The Town should coordinate this project with Waukesha County Park and Land Use and the City of Oconomowoc.

D. (13) Environmental Corridors

DEFINITION -

These lands are based on mapping and definitions from the SEWRPC=s Environmental Corridor Designation and Boundaries which includes primary environmental corridors, secondary environmental corridors, and isolated natural areas.

- a. These areas have been mapped due to their environmental diversity and importance into the natural ecosystems of the Town of Summit. This land use category is the most prevalent land use in the Town, consisting of over 5,000 acres.
- b. Water areas include lakes, ponds, rivers, streams, creeks or any permanent bodies of water. Wetlands areas are extremely low in elevation, are frequently drainage areas. These areas are unsuitable for development due to flooding, and are sensitive ecological habitats that are often subject to preservation efforts.
- c. Waukesha County has created a greenway and open space corridor plan that addresses development and controls for properties inside all environmental corridors. The Master Plan Committee officially adopted this cross-section for the park and recreational trail proposed along the Bark River. This trail would stretch along the Bark River from the southern limits of the Town near Dousman to the I-94/Sawyer Road intersection.
- d. The Town should study the potential to extend the trail all the way to Lower Nemahbin Lake and connect it with the existing boat launch site.
- e. A copy of the Waukesha County design is included in the Appendix (Figure #11).

E. Population Increases and Density Factors

The following table shows potential population increases based on varying household size. Beginning on the left side, the table identifies the amount of acreage available in the various land use categories from page 25-29. The categories include all the Single-family areas at varying densities, the multi-family area, mixed use area, urban reserve and environmental corridor. This final land use is based on upland areas where the Town will allow for development calculations based on non-wetland, non-floodplain lands within environmental corridor lands at one dwelling unit per five (5) acres of land. Using the density allotments from these categories, the fourth column identifies the potential number of dwelling units for each category.

The right half of the table calculates the total population for each land use category based on four household sizes - the Persons per Dwelling Unit factors. The figures on the lower part of the table total the number of dwelling units, the additional population, and the ultimate Town population based on varying household sizes. For example, with two persons per dwelling unit, the Town of Summit would grow by 4,692 at complete build out of all available buildable lands.

Population Forecasts By Land Use Classification

Total Acres	Possible Net Acres (less 20%)	Plan Density Factor	Land Use Class.	Possible Dwelling Units	Population Persons Per Dwelling Unit = PPDU			
					at 1.75 PPDU	at 2 PPDU	at 2.25 PPDU	at 2.5 PPDU
5,769	4,615	2.40	SF-2.4	1,923	3,365	3,846	4,327	4,807
1,834	1,467	1.60	SF-1.6	917	1,605	1,834	2,063	2,292
541	433	0.80	SF-0.8	541	947	1,082	1,217	1,352
156	125	0.60	SF-0.6	208	364	416	468	520
64	51	0.17	MF-6	300	525	600	675	750
175	140	2.00	MU	70	122	140	157	175
374	300	15.00	SLURA	20	35	40	45	50
2,454	n.a.	5.00	EC	490	857	980	1,102	1,225
Total Future Population ==>					7,820	8,938	10,054	11,171
Current Population Estimate ==>					4,492	4,492	4,492	4,492
Future Population Growth ==>					3,328	4,446	5,562	6,679

According to U.S. Census Bureau, the number of households in the Town in 1990 was 1,376. The average number of new homes constructed during the years of 1996-1998 was 46. Using this figure, it has been projected that the number of households in 1998 was 1,744. Using this same average, it can be projected that there will be 1,974 households in 2005 and 2,979 in 2010, totaling 506 new homes being constructed by 2010. Given the potential development pattern for the Pabst Farm property, development pace after 2010 may increase substantially, and the timeline for complete build-out of the community cannot be adequately forecast. If the historical rate for the Town were to continue, it would take decades to complete this construction. With new development pressures, this timeline could shrink dramatically.

Section 4: Transportation Plan Recommendations and Map

The following is a list of recommended projects based upon the discussions of the Master Plan Committee and the requirements of the Transportation element of State of Wisconsin comprehensive planning statute.

A. Pabst Farm Area Traffic Impact Analysis

Due to the significant amount of development expected to occur in the Pabst Farm development, it is recommended that a traffic impact analysis be performed for the project area. This would include traffic count projections, signalization or signage needs, establishment of proper speed limits, on and off street parking requirements, pavement load requirements, establishment of truck routes (if necessary), inclusion of bicycle lanes or trails, identification of key intersections, recommendations for pavement markings, corridor landscaping and viewscape buffering, wayfinding recommendations, projection of maintenance schedules and costs, and any other special transportation related requirements the development may require.

B. I-94/STH 67 Interchange Improvements

Continue to work with the Wisconsin Department of Transportation, the U.S. Department of Transportation and the Federal Highway Administration to evaluate traffic needs of this interchange as well as the residential and commercial needs around this area. This would include scheduling of regular updates, either by written report or by meetings, detailing the progress and schedule of any improvements to this interchange. It is strongly recommended that the Town and the City of Oconomowoc be closely involved in any public hearings regarding this project, and may even wish to hold their own at some point.

C. I-94/CTH P (Sawyer Road) Interchange Improvements

Continue to work with the Waukesha County Highway Department, the Wisconsin Department of Transportation, the U.S. Department of Transportation and the Federal Highway Administration to evaluate traffic needs of this interchange as well as the residential and commercial needs around this area. This would include scheduling of regular updates, either by written report or by meetings, detailing the progress and schedule of any improvements to this interchange. The Town

strongly supports the potential for a direct connection into the Pabst Farms business park from the northern ramps on I-94, with secondary connections to Sawyer Road northbound. It is recommended that the Town and City of Oconomowoc be closely involved in any public hearings regarding this project, and may even wish to hold their own at some point.

D. Expansion of STH 67 from two-lanes to a four lane divided highway as proposed in the SEWRPC 2010 Transportation Plan

As a part of the improvements to the I-94/STH 67 interchange improvements, the feasibility of expanding STH 67 to a four lane divided highway needs to be considered. While this is an option that would improve traffic flows, the impact on adjacent properties needs to be minimized or mitigated. The extent of this expansion would also need to be determined. The Town should most certainly be involved to coordinate this project if and when it happens. Special focus should be given to the Town's Community Park transportation needs. Also, a trail crossing will be needed on STH 67. Again, it is strongly recommended that the Town be closely involved in any public hearings regarding this project, and may even wish to hold its own at some point.

E. Review Rustic Roads Opportunities

In addition to the existing portion of CTH B that has been designated as a Rustic Road, there may be other roadways within the Town that may be worthy of designation. Portions of Waterville Road, Genesee Lake Road, Golden Lake Road, Delafield Road, Dousman Road, and Valley Road should be considered for such a designation. Genesee Lake Road poses the strongest possibility for inclusion.

Benefits to additional designations include 1) minimizing traffic impacts by restricting speed limits and encouraging the majority of traffic to stay on major thoroughfares, 2) providing additional protections to natural areas and rural residential areas, and 3) provision of safer facilities for recreational users, primarily hikers and cyclists.

F. Accident Prevention and Reduction Project Areas

There are at least five different intersections (identified with X's and green circles on the Transportation Plan Map, Figure #2) where there have been 10 or more accidents over the past four years. Based on historical counts and projected development scenarios, these areas will become increasingly hazardous without

some intervention. These areas should be evaluated for speed limits, traffic controls, intersection designs, traffic enforcement efforts, and/or special signage. Also, if additional enforcement is required, public safety grants to assist such activities should be identified, profiled and requested.

G. Recreational Paths

The overall goal of this effort is to encourage means of transportation that maximize use of alternative modes of transportation and/or car pooling. Primary objectives would be to 1) link the Oconomowoc area to the Glacial Drumlin Trail, 2) protect sensitive environmental corridors while allowing access to the public, 3) provide safer, cleaner means of transportation to schools, commercial areas, park spaces, and residential areas, 4) expand the recreational and outdoor appreciation possibilities for local residents, and 5) assist in habitat maintenance and preservation for local wildlife.

A general north-south connector has been identified along the Bark River on the Transportation Plan Map. Internal connections have been identified along internal roads, which link the Lake Country and Glacial Drumlin Trails with Town subdivisions and the City of Oconomowoc (see Transportation Plan Map for general locations).

Completion of this recommendation would entail the study of possible locations, routes, trail heads to connect communities, parks, schools, commercial areas, greenways, and other environmental corridors, and ultimately the design and construction of a trail facility. Direction on the size, width, permitted uses, hours of operation, construction materials, signage, maintenance and liability issues should result from detailed engineering research into the project. The County's model for park and recreational trails inside environmental corridors could be adopted as the starting point for this project.

H. Evaluate quality of existing roadways

This evaluation would be done by conducting a PASER analysis on pavement quality and appropriateness of pavement surfaces on all critical roadways. The Town will rate and track conditions of roadways by using a software package and accompanying ranking system.

Critical steps to complete this recommendation include the following:

1. Establish a base map with road sections to be analyzed for all roadways.
2. Field review all sections and assign a rating. Ratings are based on a manual provided with the program, and are assigned through a windshield tour. Time for assigning spot repairs should be allowed, since pot holes are not a category listed in the PASER analysis.
3. Enter data into PASER software by section and rating.
4. Generate and analyze report data, review with Town Engineer for final opinions as to ranking of route segments.
5. Develop maintenance projections and deterioration scenarios.
6. Print and analyze written summary data from PASER, and generate a summary report.
7. Research maintenance costs for the area.
8. Review maintenance records.
9. Build the system model.

The entire process can be done in 84 to 140 manhours, dependent upon mileage, existing data, and the level of detail that the Town Board wishes to pursue. The Town Highway Department has extensive data to build upon for completion of this project.

I. Evaluate public transit services for localized needs

While the area is served by regional bus lines, public transit throughout the town is not adequate. A full analysis of taxi services, buses, airports, and proximity to passenger rail services needs to be conducted, especially for specific groups such as the elderly, physically disadvantaged, and youth that may not have access to transportation. The goal would be to maximize coordination among available services while eliminating barriers to effective public transit and unnecessary duplication of efforts. The focus should be to provide feasible transportation alternatives for local residents with local as well as regional destinations.

J. Conduct an impact analysis of the Park & Ride on DR (Delafield Road)

An analysis of capacity, frequency of use, maintenance costs, and feasibility of expansion should be undertaken by the Wisconsin DOT, with the results shared by the local communities. The Town should monitor the facility's use and request that the Department provide this information and commit to making necessary improvements when necessary. Regional transportation needs will require that this facility remain available along Delafield Road.

K. Evaluate Intersection Designs

At least seven different intersections are potentially hazardous based on visibility problems deriving from their design (identified in green circles with AX@s on the Transportation Plan Map). These intersections have roads which do not approach one another at 90° angles, and makes seeing traffic or turning onto a roadway dangerous and difficult. Any major work planned for these intersections should involve a realignment of the roadways and incorporate PASER program needs.

L. Create a Traffic Impact Ordinance

The Town should update the Zoning Ordinance to require developers proposing a project above a certain size or density to conduct a traffic impact analysis for their proposed development prior to (re)zoning or other action by the plan commission on a project. This analysis should address traffic count projections, signalization or signage needs, establishment of proper speed limits, on and off street parking requirements, pavement load requirements, establishment of truck routes (if necessary), inclusion of bicycle lanes or trails, identification of key intersections, recommendations for pavement markings, projection of maintenance schedules and costs, and any other special transportation related requirements the development may require.

M. Profile Possible Funding Opportunities for Transportation-related Projects.

A list of all transportation related funding programs from the County, State, and federal government needs to be assembled and profiled, noting programs which would be applicable to projects identified in this Plan.

N. Establish a Capital Improvements Program.

Establish a Capital Improvements Program to coordinate transportation projects with other Town, municipal, and State public works construction. Cost estimates, transportation project schedules, and development project schedules needs to be assembled and coordinated within the Town and in coordination with Waukesha County, City of Oconomowoc, Village of Oconomowoc Lake, Village of Dousman, the City of Delafield and Jefferson County. This effort should also be coordinated with the profiling of grant programs. As part of new development at the Pabst Farm or on it=s borders with Oconomowoc and Dousman, Summit should work with the City and Village Planning Departments to insure coordination on road improvements over time.

In the Plan document, this page is devoted to the Transportation Plan Map, Figure #2.