

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

The Village of Summit was the Town of Summit until July 29, 2010. The Village 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 had several names since its inception, mainly "Summit Prairie," "Summitville," and "Summerville," and most recently to the Village of Summit. The theme derives itself from the fact that it was thought (incorrectly) that this area was the highest in the County.

The Village relies on neighboring communities like the City of Oconomowoc, the Village of Oconomowoc Lake, and the Village of Dousman for its major 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 Village 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 Village 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. 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. 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. Rail companies merged and combined several times, and expanded the areas that the system served each time.

It was during the 1870's that 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. 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 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 Summit.

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 Village. The legacy of the families who settled the Town can still be seen in properties that were donated or projects that were funded by these groups.

An example of this would be Fredrick Pabst. Mr. Pabst first acquired the property in 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.

Since completion of the 2001 Master Plan, the Summit community has undergone a change in identity. Three major boundary agreements with six of the eight neighboring communities have

solidified the boundaries of Summit. A major medical center at STH 67 and I-94, along with significant expansions at Rogers Memorial Hospital and Oconomowoc Developmental Training Center, have converted Summit to a thriving employment center focused on medical and health care services. The transformation of Summit from a Town to a Village concluded with the citizen referendum on June 15, 2010, approving Village status by a vote of 483 – 85. The State of Wisconsin certified the Village of Summit on July 29 and the new Village Board was elected on September 14, 2010. Many of the recommendations in this Plan come from the change in municipal status.

At the time of this Plan update, the Village of Summit is an emerging economic and environmental force in western Waukesha County. The 5,000 residents of this community have staked their futures in the 24 square miles of natural and built environment to preserve and enhance the value of the area. To direct the future development of this community the residents and first Village Board have updated and adopted this Master Plan 2020.

Insert Village of Summit Map of Incorporated Lands

Insert Overview of the Village of Summit with neighboring municipalities

Section 2: THE PLANNING PROCESS

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

This document consists of two components: a Comprehensive Plan and a Strategic Plan. This format results in 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 majority of mapping data was provided by Waukesha County and SEWRPC. The base mapping for all overlays was provided by Waukesha County, which maintains a geographic information system-based on its local website – Waukeshacounty.org . This service, provided to the public via county services, was invaluable to the project.

The update divided into two segments. During 2010 a committee reviewed the majority of the document and presented a draft update in November, 2010 for public hearing. Following the January, 6, 2011 public hearing, the new Village Board and Plan Commission reviewed the document and underlying assumptions. They met on three occasions with the general public to identify changes to the November 2011 recommended Plan. Upon completion of this additional review, they held a second public hearing on July 7, 2011. A third public hearing on November 3, 2011 resulted in adoption of the Updated Plan 2020 on _____, 2011. Altogether, the process took __ months, including ____ meetings and __ public hearings. Discussion, information and direction came from village staff and officials, local businesses, citizens, county and regional planners, and other local professionals. To understand the underlying reasons for going through this update 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 planning is also a dynamic process based on the principle that local people should control and determine their own lives as much as possible. This involves a flexible method for analysis, as well as building consensus and the fostering of community commitment.

The process results in a plan; community success results from implementation. This Master Plan Update was developed locally, endorsed locally, and will be implemented locally. Master Plan 2020 is full of new information. But information is not enough. The Village 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 residents, officials and village staff.

C. What are the advantages of Planning?

Updating the Summit Master Plan to reconsider the assumptions and direction of past decisions reduces the potential for having to make future decisions under crisis situations. The Plan Update reviews previous priorities for community development and gives a rationale for future decisions to approve, alter or deny projects or programs as they are proposed.

The updated Plan also confirms 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 Village of Summit. With the completion of a plan update, Summit residents and officials maintain the degree of consensus regarding the direction of the Village and efficiently allocate local resources.

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

The Summit Master Plan update is the result of an effort initiated by the Master Plan Update Committee in 2010. This program included updated information and a review of the major issues facing the community. An opening exercise helped to re-affirm the goals and objectives behind the Plan. Public Hearings and meetings that included over 300 local residents reinforced the final document from the public to the Village Board. The following stages outline the process used to update the Summit Master Plan.

D. (1) Basic Planning Needs

The project began with an exercise to list the perceived basic needs and concerns to be addressed through the Plan update. These issues were listed by the committee members as part of the initial discussions. The group then combined them into the following four categories for review and discussion as part of the overall process:

- a. Development Issues
- b. Community and Public Facility Issues
- c. Environmental Issues
- d. Implementation Issues

D.(2) Land Use Analysis

The Committee used the existing land use map and updated 2001 Master Plan Map as the basis for their initial reviews of current and planned land uses. Staff used information from the 2009 Incorporation Petition to identify changes in the land use pattern, environmental restrictions, and development regulations for future activities. The 2009 Land Use Map can be found on page 76 of the Appendix to this document. As part of data gathering, the Master Plan Committee also reviewed data displaying the following information. Appendix references are noted in parenthesis.

- a. Groundwater Contamination Potential (page 42)
- b. Geology and Soil Types (page 47)
- c. Utility Systems (page 25)
- d. Roadway Patterns (page 20)
- e. Existing Land Use (page 76)

D. (3) Demographic Research

The Plan Update Committee also used a variety of demographic materials as a part of the planning process. Information for the Village 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. Documentation showed that the Village of Summit population increased faster than expected. The Wisconsin Department of Administration originally estimated the 2005 population at 4,282. 2010 State estimates showed the 2010 population of 5,067 even with the loss to attachments and annexations.
- b. Village residents continue to demonstrate a higher percentage of post-high school education or training than either the County or the State averages
- c. Village residents exhibited a higher median household income, median family income, and per-capita income than the County or the State averages.
- d. The three largest sectors of employment in the Village are services, manufacturing and retail trade.
- e. Just under half (45.8%) of all house structures in the Village are over 50 years of age.
- f. The Village's assessed value has exceeded \$1 billion dollars, with the 2010 estimated assessed value of all properties at \$1,081,457,500.

D. (4) Nominal Group Technique

On January 26, 2010, the Committee took part in a Nominal Group Technique exercise. The purpose of the exercise was to have the members identify the major issues, concerns, opportunities and needs for the Village. Discussion centered around four topics: environmental issues, development issues, and community/public facilities projects, and implementation items. The members listed their top projects or issues for the Village to consider in the next ten years. After listing all projects, each member ranked the top five priorities. Priority points were calculated by multiplying the number of votes by the project's ranking. The following is a summary of the results of this exercise:

Development Issue Ranking

<u>Rank</u>	<u>Project Listing</u>	<u>Priority Points</u>
1.	Summit Village Commons commercial uses	1.43
2.	Summit Avenue (STH 67) Corridor	1.57
3.	Commercial areas	1.71
4.	Land uses along high traffic corridors (Delafield Road (CTH DR), Sawyer Road (CTH P), Summit Avenue (STH 67))	1.71

Community & Public Facilities Issue Ranking

<u>Rank</u>	<u>Project Listing</u>	<u>Priority Points</u>
1.	Sawyer Road (CTH P) / I-94 Interchange	1.29
2.	Capital Improvements Planning for Town/Village facilities	1.57
3.	Additional sanitary sewer capacity and land uses adjacent to Sanitary District #2	1.86

Environmental Issue Ranking

<u>Rank</u>	<u>Project Listing</u>	<u>Priority Points</u>
1.	Affect of aquifer on land use	2.14
2.	Impacts of 2008 flooding on land use	2.14
3.	General updating of development guidelines	2.86

Implementation Issue Ranking

<u>Rank</u>	<u>Project Listing</u>	<u>Priority Points</u>
1.	Density calculations for residential developments	2.43
2.	Zoning Ordinance and Town Code updates	
	• Residential lot sizes	2.14
	• Update zoning standards for lighting regulations	2.86
	• Update zoning standards for parking lot regulations	2.86
	• Update zoning standards for landscaping regulations	2.86
	• Planned Development overlay zoning	2.14
	• Commercial/business land use restrictions and regulations	2.57
3.	Bark River corridor dam removal and navigability	
	• Sawyer Road weir reconstruction	3.00
	• Zerwekh dam and upper Bark River corridor	3.71
4.	Neighborhood park and trail system planning	3.43

D. (5) Developer Presentations

Another part of the update process allowed several developers to address the Committee as to their activities in the area. Presentations were given during 2010 to the Plan Committee by representatives of Lang Investments on the Shakerville West project and by TKLW/Frontier Development on the Summit Village Commons site.

D. (6) Incorporation Activities and Responsibilities

Specific topics were discussed regarding the impact of incorporation on the Village organization and staff. The group reviewed their powers, duties, jurisdictional boundaries, tax levy, budget, history, as well as future plans. This discussion also included information about the various utility districts, park and recreation committee, and Waukesha County.

D. (7) Public Informational Meetings

On January 6, 2011 a Public Informational Meeting was held, followed by a public hearing that included the Village Plan Commission and the Village Board elected in September, 2010. 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 “open house” format. Village staff and members of the Plan Update Committee were on hand to field questions. Residents were encouraged to ask questions and comment on the draft land use map.

Following the January 6, 2011 public hearing, the Village Board referred the draft back to the Plan Commission for further review. They Village Board and Plan Commission met at five monthly meetings to review the major comments or concerns expressed on January 6. The Board also mailed a notice with meeting dates and topics to all property owners, inviting them to attend and participate in the discussions. Over 250 property owners took advantage of this opportunity and attended the meetings.

Following the series of plan reviews, the Plan Commission and Village Board met together to produce a final draft document for public hearing. A formal public hearing was noticed and held on July 7, 2011, attended by over 75 residents and property owners. The comments from these residents and petitions opposed to gas/convenience stores resulted in another round of reviews at the Village Board and Plan Commission. Final plan adoption occurred on _____, 2011.

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 DOT, the Wisconsin DNR, SEWRPC, adjacent municipalities, Waukesha County Planning Division, and lake districts and associations.

D. (8) Coordination with Other Communities and Government Agencies

Another key element in the Village of Summit planning process was coordinating the planning efforts with those of neighboring communities. Since the 2001 Summit Plan was completed, all of the neighboring communities and Waukesha County completed a new plan based on the criteria of the Wisconsin SmartGrowth legislation. Land Use and Development Plans from the City of Oconomowoc, Village of Oconomowoc Lake, Village of Dousman, and the City of Delafield were used, along with the Boundary Agreements adopted since 2001. These documents were studied and reviewed so the resulting plan would take potential bordering land uses into consideration.

D. (9) Approval Process and Implementation

Following extensive review, ten Plan Update Committee meetings and six Plan Commission meetings, a draft document was prepared and recommended by the Village Plan Commission on June 16, 2011. 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 new Village of Summit leadership arrived at this set of recommendations. This document was forwarded for public inspection and hearing notices.

The Village Board held three formal public hearings: January 6, July 7, and November 3, 2011. At the November 3 meeting, by motion made and seconded, the Village Board approved the Summit Master Plan 2020 as Ordinance #_____. Future amendments and addendum will be attached after Section _____ for reference.

As recommended in the Wisconsin SmartGrowth legislation, the Village of Summit will submit their Master Plan Update 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 Village.

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

- The Master Plan 2020 should be sent to the Waukesha County Parks and Planning Department and the SEWRPC for review, comment and approval following local adoption.
- The Master Plan 2020 should be coordinated with Waukesha County in order to be included in their annual County Development Plan update
- Updates to the Village's zoning and land division ordinances should be done to maintain consistency with the recommendations of the Plan, the Village's image, way of life and property values.

Section 3: MASTER PLAN RECOMMENDATIONS AND MAP

A. General Planning Information

The community has a long history of planning and land use regulation. The Summit Town Board adopted a resolution on April 1, 1929 authorizing it to act with Village powers, under Section 60.22(3). This allowed the Town to participate in planning under Section 62.23(3). Section 60.62(3) required Waukesha County approval of changes to the Zoning and/or Subdivision codes of the Town. The Town of Summit completed various planning efforts in 1952, 1959, 1966, 1972 and 1979. The Town Board adopted the current Plan in May, 2001. With the change in status to a Village, under Wisconsin statutes the Village must have an updated Plan by the end of 2011.

As a courtesy, the Village of Summit will submit their Updated Plan 2020 to Waukesha County Parks and Planning Commission for use in their planning efforts, along with the Southeastern Wisconsin Regional Plan Commission (SEWRPC). The adopting resolution from the Village 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 Village will request the County use this mechanism to update the County Plan with new information from the Village.

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 affect the implementation of this Plan. Based on State law and good planning practice, the Plan should be updated prior to January, 2021.

The 1999 legislation outlined nine major elements for consideration and inclusion in any future Comprehensive Plan prior to 2010. The original Summit Plan adopted in 2001 accomplished these requirements. The background information for these elements was contained in the Appendix to that Plan. The Master Plan 2020 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

The 2001 Master Plan included a series of goals and objectives for use in making future land use decisions. These statements and recommendations continue to be used to evaluate development proposals and public decisions throughout the Village. More specific site-based recommendations are listed under the land use categories in Sections D(5) – D(13).

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 Village Board will use the Master Plan and new Village organization to identify the priority and timing of various projects listed below. The intent of the Village Board on the adoption of this document is to meet 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 Village 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 2020.
- b. The Village's erosion control and stormwater control ordinances 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. The location of buildings and other improvements 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 village.
- e. The Conservation Design Standards in the Village 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 village 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 limit direct access to arterial roads in the Village.
- h. The Village of Summit should require adequate right-of-way dedication for existing and future land uses when rezonings and land divisions occur.

- i. The Village of Summit should review the road right-of-way standards and update these requirements as necessary.
- j. The Village of Summit should update the adopted impact fee calculations. If this study indicates and the Village Board finds that impact fee changes are needed, the Village of Summit should update the impact fees for all new developments as shown in that 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 Village 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 existing 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

Objectives:

- a. Encourage educational-informational programs on prairie ecosystems
- 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 Village

C. (4) Economic Development

Goals:

- a. Focus commercial and industrial development to areas shown on the Future Land Use Map
- b. Encourage low density development to minimize air, noise, and light pollution
- c. Direct higher density development to lands served by municipal water and/or sanitary sewer systems
- d. Establish development criteria that will target high quality development in selected areas

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 “big box” developments from locating within the Village
- 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.
- 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 Village’s identity by promoting its history and cultural resources
- g. Maintain an equitable balance between the rights of all citizens
- h. Promote efficiencies in fire protection and emergency services.

Objectives:

- a. Continue the development of a Village Center/Community Park facility on Genesee Lake Road.
- b. The Village’s public works, highway maintenance, police and village administration functions should be considered for relocation.
- c. Identify and submit applications to state agencies for new rustic roads classifications.
- d. Encourage buffered views of extraction uses
- 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. Propose merger or consolidation of fire protection and emergency services with neighboring communities.

D. Land Use Recommendations

D. (1) Category Definitions

The Village's Future Land Use Plan is comprised of ten different land use types. The Master Plan Update Committee reviewed local descriptions of these categories prior to consideration of any mapping or location within the Village. 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 development 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 smaller 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 that includes environmental corridors may require estate zoning.
- b.* Multi-Family Residential - Areas designated for development of residential structures meant to be occupied by more than one "family", usually several units per structure. Density in these areas will not exceed a net of ten (10) units per acre. This designation includes rental apartments and owner-occupied condominiums. This use often serves as a buffer between single-family residential and more intensive uses.
- c.* Mixed Use Residential – Areas in which multiple types of residential uses (single-family, duplex, and/or multi-family) are designed as part of an overall planned development. Density in these areas will not exceed a net of ten (10) units per acre.
- d.* Mixed Use Commercial – Areas in which multiple types of Commercial/Office uses (with limited retail) and various Residential uses (single-family, duplex, or multi-family), designed to develop as part of an overall planned development. Residential density in these areas should not exceed a net ten (10) units per acre. These areas do not include Industrial/ Business Park uses, manufacturing, production facilities, gas/convenience stores, warehousing, 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, gas/convenience stores, warehousing, 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 uses.
- h.* Environmental Corridor - Areas identified by the Southeastern Wisconsin Regional Plan Commission. In the Summit Plan, these areas are designated as a buffer around significant natural or environmental characteristics such as shorelines, wetlands, prairies, or woods and are targeted for preservation. These are shown as overlay districts since they do not follow property lines or right-of-way boundaries.
- i.* Park/Recreational - Areas designated as public access recreational areas. These include boat access points, recreational equipment, picnic areas, and other open spaces to be used for outdoor activities. This category does not distinguish ownership from Village, County or State parks. Some quasi-public areas like the Boy Scout Camp are also included in this category.
- j.* Agricultural – Areas designated for on-going agricultural field crops and/or livestock. This use is identified on properties that are designated for transfer to the Village of Dousman at some time in the future and currently have active agricultural uses. Lands southeast of the intersection of STH 18 (Sunset Drive) and STH 67 have been modified to Agricultural land use since this area is to be transferred to the Village of Dousman in 2028 or when development is proposed.

Insert Future Land Use Map

D. (3) Future Land Use by Acreage

The following chart is a breakdown of Village 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 final corporate boundary as of July 29, 2010.

Land Use Category	Estimated Buildable Acres	Estimated Total Acres	Percentage of Total Acres	Rank by Acreage Size
Single-Family Residential Use				
2.4-Acre Density Factor	4,771	7,608	51.9%	1
1.6-Acre Density Factor	2,016	2,372	16.2%	2
0.8-Acre Density Factor	837	1,009	6.9%	4
0.6-Acre Density Factor	278	290	2.0%	9
Multi-Family Residential Use	46	50	0.3%	11
Mixed Use Residential	27	30	0.2%	12
Mixed Use Commercial	95	102	0.7%	10
Commercial/Office Use	0	0	0.0%	--
Industrial/Business Park Use	297	317	2.1%	7
Institutional Uses	308	349	2.4%	6
Agricultural	390	483	3.3%	5
Water Bodies	1,752 *	1,752	12.0%	--
Park and Recreational Uses	136	293	2.0%	8
Total Village Lands (**)	10,956	14,655	100%	1-12

(*) Lake area calculations are estimates

(**) Excluding right-of-way estimated at 866 acres of land.

D. (4) Land Use Densities

The Master Plan as updated recommends maintaining the current zoning standards for density calculations. Under current (2011) 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 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 Plan does not recommend thinning out the Single-Family (SF) residential lots that are around area lakes. The Plan recommends keeping the existing zoning, density and lot size in developed areas. All specific design regulations for each land use category will be established by the adopted Zoning Ordinance of the Village of Summit as they apply to each specific parcel within the Village.

D. (5) Single-Family Residential Development

DEFINITION -

Areas designated for development 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 smaller 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 that includes 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 on parcels which contain area partially within the environmental corridor may have the density of adjacent non-corridor lands, provided that any earth-altering activity and/or building envelopes are located outside the environmental corridor and include not less than two acres 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.

- a. All undeveloped lands designated for single-family development on the Future Land Use Plan shall have a 2.4-acre density factor, except for the following locations:
 1. The 24 acres northwest of Huebner Road will be identified for 1.6-acre density.
 2. The 150+ acre property south-west of the I-94 / CTH P Interchange will be identified for two possible residential densities. The 500 feet immediately south of CTH DR will be shown with the potential for a mixed-use commercial development. This additional density will be considered only if sanitary sewer is approved for the property. The remainder of the site will continue to be shown as 2.4-acre density.
 3. The 118-acre property northwest of Sawyer Road (CTH P) and Genesee Lake Road will be shown as 1.6-acre density along Sawyer Road, with 2.4-acre density for lands fronting on Genesee Lake Road.
 4. The 120+ acres of land west of Shakerville Subdivision, south of Genesee Lake Road will be shown as 1.6-acre density. Future consideration may be given to additional density if sanitary sewer service is approved and a development plan is approved by the Village Board.

5. Lands in the south half of Section 7 remaining in the Village after the 2010 boundary agreement land transfer will be shown as 0.8-acre density to the east half, and either 1.6-acre or 2.4-acre density for the west half, based on the boundary agreement with the City of Oconomowoc.
 6. Additional development restrictions may be placed on lands in the Groundwater Protection Zone identified in the Appendix on page 41.
- b. 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.
 - c. 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.
 - d. All developed lands along the Dousman Road corridor which surround Middle and Lower Genesee Lakes north from Country Meadows Subdivision shall have a 0.6, 0.8 or 1.6-acre density factor as identified on the Future Land Use Plan.
 - e. Lands around Golden Lake and on the western boundary with Jefferson County shall have a 0.8-acre density factor as identified on the Future Land Use Plan, based on the current lot size.
 - f. An area south of Valley Road and west of Sawyer Road in the Pabst Farms development shall have a 0.8-acre density factor as shown on the Future Land Use Plan. These lands differ substantially from the balance of the Village 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 Village Board after recommendation from the Plan Commission. The density decision should be based on the overall benefit to the local and village 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 development of residential structures meant to be occupied by more than one “family”, usually several units per structure. Density in these areas will not exceed ten (10) units per net acre. This designation 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 ten (10) dwelling units per net acre.

- a. Development under this land use would only be allowed if a public sewer 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) and east of Daystar Lane have 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.

D. (7) Mixed Use Residential

DEFINITION -

Areas in which multiple types of residential uses (single-family, duplex, and/or multi-family) are designed as part of an overall planned development.

DENSITY -

Depending on location, densities for residential development can expand to a maximum of ten (10) dwelling units per net acre.

- a. Development under this land use would only be allowed if public sewer is available.
- b. Approximately 30 acres of land south of CTH DR and west of Dousman Road is shown in this land use as a buffer from the Business Park designated for the area north of DR.

D.(8) Mixed Use Commercial

DEFINITION -

Areas in which multiple types of Commercial/Office (with limited retail) and various Residential uses (single-family, duplex, or multi-family), are designed to develop as part of an overall planned development. Residential density in these areas is not to exceed a net ten (10) units per acre. These areas do not include Industrial/ Business Park uses, manufacturing, production facilities, gas/convenience stores, warehousing, strip malls or car dealerships.

DENSITY -

Depending on location, densities for residential development can expand to a maximum of ten (10) dwelling units per net acre.

- 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 have been shown for mixed use development, based on the approved Summit Village Commons Planned Development.
- d. Lands to the southwest of CTH DR and Dousman Road have frontage on two major arterials through the Village of Summit. Due to proximity to the utility service on the Pabst Farm property, the Village identified this area as suitable for mixed use development. This type of development is recommended for about 10 acres of land.

- e. Lands southwest of the I-94 / CTH P Interchange are identified for two possible residential densities. The 500 feet south of CTH DR will be shown with the potential for a mixed-use commercial development, including the potential for residential uses within this area. Either the commercial or residential land uses will be considered only if sanitary sewer is approved for the property. The remainder of the site will continue to be shown as 2.4-acre density.
- f. In order to develop either of these properties with sanitary sewer, the Village must amend the sanitary sewer service area allowance per SEWRPC Community Assistance Planning Report No. 172, 2nd Edition. A logical provider of service for the first site would be the City of Oconomowoc due to proximity to the Pabst Farm development. A logical provider of service for the second site would be the Summit Utility District #2.
- g. Lands directly south of I-94 and CTH P (Sawyer Road) interchange 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 realignment of this interchange by the Wisconsin DOT, the development pressure for these properties will increase exponentially.
- h. Lands up to 250 feet northeast of the intersection of STH 18 (Sunset Drive) and CTH BB (Golden Lake Road) have been modified to the mixed-use commercial land use to allow for redevelopment of this area in combination with the existing commercial uses in the area. Due to the length of time for utility service, the Village may waive the sewer requirement based on the plan proposed.
- i. Existing commercial operations on Delafield Road (CTH DR) between Mill Road and the Bark River are now identified for Mixed Use, Commercial classification, with the ability to maintain and improve these operations as the highest priority.
- j. More intensive commercial/office land uses should be placed closer to the exterior roadways, with any residential component and site buffering the adjacent uses.
- k. The current Village Hall site will be shown in Mixed-use Commercial designation for future redevelopment of this property.

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, gas/convenience stores, warehousing, strip malls, or car dealerships.

- a. Development under this land use would only be allowed if public sewer is available. If municipal water is available within 1000 linear feet, then this must also be extended and included in the development.
- b. Two lots at the current Burke's Lakeside Supper Club are identified for maintenance of the existing restaurant and minimal expansion of this operation for parking lots and accessory uses

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.
- e. Lands within the Pabst Farms development east of STH 67 are identified for this land use based on utility service agreements with the City of Oconomowoc.
- f. Lands west of Dousman Road and north of CTH DR (Delafield Road) are shown with this land use based on the boundary agreement and utility service agreements with the City of Oconomowoc. These lands may not have utility extensions from the City until 80% of the Corporate Center east of this property is developed.

D. (11) Institutional Use

DEFINITION - Areas of governmental, educational, religious, or medical uses.

- a. This land use includes all of the property owned by Rogers Memorial Hospital on Valley Road west of Upper Nashotah Lake.
- b. This land use includes 53 acres of land owned by Aurora Medical Group at the southeast corner of STH 67 and I-94.
- c. This land use includes approximately 63 acres of land operated by Oconomowoc Developmental Training Center southeast of Duck Lake and north of Genesee Lake Road.
- d. This land use includes all existing church properties in the Village.
- e. Future sites for these uses require amendment of the Master Plan and rezoning

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 “ownership” from private, Village, 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 four neighborhood parks identified in the Village Plan. They are scattered throughout the village and allocated by regions. Two of these neighborhood parks exist – Peter Prime Park at Sawyer Road and Delafield Road, and Silver Cedar Park on Silver Circle Road. Aside from these two properties, no specific land parcel has been identified. The Master Plan should coordinate with the Comprehensive Park and Open Space Plan.
 - ii. Each neighborhood park is estimated to be 10 acres in size. They can be larger, but should not be smaller. Two-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.
 - iii. Lands should be set aside during review of development proposals so that neighborhood parks can be developed in line with new subdivisions. The Village Plan 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.
 - iv. Neighborhood parks can be privately owned and maintained, and still be integrated into the Village’s neighborhood park and recreational trail system.
- b. A bike/walking trail is a recreational system of trails in the Village 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.
- c. A community park (C) is a facility that is located near the center of the Village and provides a variety of active and passive recreational facilities to Village residents. This park serves several neighborhoods while minimizing park travel distance. This community park will cater to all age groups. The community park is 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.

- d. 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 Village.
- e. The Village 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 Village of Summit to this state-wide trail system.
 - ii. The Park 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 Park Committee should sponsor a land acquisition grant application to the DNR in coordination with the Waukesha County Department of Parks and Land Use. Cooperative agreements between the Village, County and Conservancy agencies must be in place in order to apply.
 - iv. An example of this corridor plan is shown in the Appendix (Figure #11).

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 Village of Summit.
- 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 Village near Dousman to the I-94/Sawyer Road intersection.

D. (14) Agricultural

DEFINITION-

These lands are designated for on-going agricultural field crops and/or livestock. This use is identified on properties that are designated for transfer to the Village of Dousman at some time in the future and currently have active agricultural uses.

- a. Lands southeast of the intersection of STH 18 (Sunset Drive) and STH 67 have been modified to Agricultural land use since this area is to be transferred to the Village of Dousman in 2028 or when development is proposed.
- b. Lands north of the Bark River and east of STH 67 have been modified to Agricultural land use since this area is to be transferred to the Village of Dousman in 2048 or when development is proposed.
- c. Lands south of Summit Moors Drive and west of STH 67 have been modified to Agricultural land use since this area is to be transferred to the Village of Dousman in 2048 or when development is proposed.
- d. Lands west of Grambling Lane both north and south of STH 18 have been modified to Agricultural land use since this area is to be transferred to the Village of Dousman in 2028 or when development is proposed.

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. The categories include all the Single-family areas at varying densities, the multi-family area, mixed use areas, agricultural parcels and environmental corridor. This final land use is based on upland areas where the Village 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 center 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 Village population based on varying household sizes. For example, with two persons per dwelling unit, the Village of Summit would grow by 12,141 people at complete build out of all available buildable lands.

According to U.S. Census Bureau, the number of households in the Village in 2000 was 1,376. The additional number of new homes constructed during the years of 2000 - 2010 was 235. Using this figure, it has been projected that the number of households in 2010 was 1,611. Using this same average, it can be projected that there will be 1,811 households in 2020, with 200 new homes being constructed by 2020. With the recent economic downturn and two years of minimal residential construction, these may be extremely optimistic estimates. However, given the potential development pattern for the Pabst Farm property, development pace after 2011 may increase substantially. In any case, the timeline for complete build-out of the community cannot be adequately forecast. If the historical rate for the Village were to continue, it would take decades to complete this construction.

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 2.5 PPDU	At 3.0 PPDU
4,771	3,817	2.40	SF-2.4	1,590	2,783	3,181	3,976	4,771
2,016	1,612	1.60	SF-1.6	1,008	1,764	2,106	2,520	3,024
837	669	0.80	SF-0.8	837	1,465	1,674	2,093	2,511
278	222	0.60	SF-0.6	371	650	742	928	1,113
46	37	10	MF-10	372	650	743	929	1,115
27	22	10	MU-R	219	384	439	548	658
95	38	10	MU-C	383	670	766	957	1,149
3,701	740	5.00	EC	148	259	296	370	444
Total Future Population ==>					8,625	9,857	12,322	14,786
Current Population Estimate ==>					5,177	5,177	5,177	5,177
Future Population Growth ==>					3,448	4,680	7,145	9,609

Section 4: Transportation Recommendations

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

The developers of the Pabst Farms property have prepared an overall traffic impact analysis for the project area. The Village should coordinate these improvements with the actual projects and require completion of connecting streets as necessary. The Village should require sidewalks on at least one side of all residential streets in the Pabst Farms based on the density and connections to adjacent development. The Village should consider linked paved trail systems for commercial properties.

B. 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 complete this interchange using the existing, approved plan. The Village strongly supports a connection into the Pabst Farms business park as currently shown, with secondary connections to Sawyer Road northbound.

C. 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 Village should most certainly be involved to coordinate this project if and when it happens. Special focus should be given to the trail crossing on STH 67 and Summit Village Way. Again, it is strongly recommended that the Village be closely involved in any public hearings regarding this project, and may even wish to hold its own at some point.

D. Review Rustic Roads Opportunities

In addition to the existing portions of CTH B and Waterville Road that have been designated as a "Rustic Road", there may be other roadways within the Village 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.

E. Accident Prevention and Reduction Project Areas

There are at least five different intersections 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.

F. 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 community 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. Internal connections have been identified along internal roads, which link the Lake Country and Glacial Drumlin Trails with Village subdivisions and the City of Oconomowoc.

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.

G. Evaluate quality of existing roadways

The Village should continue the practice of annual visual inspections of the Village's roadway systems by the Village Board and staff. This evaluation results in a PASER analysis and report on pavement quality and appropriateness of pavement surfaces on all Village roadways. The Village's Highway Department will rate and track conditions of roadways by using a software package and accompanying ranking system.

H. Continue to require relocation of the Park & Ride on DR (Delafield Road)

The Wisconsin DOT has committed to relocating the Park and Ride facility at STH 67 and Delafield Road as part of the Sawyer Road Interchange project. The Village should use all reviews and comment periods to reinforce that this portion of the project remains in the contract and funding.

I. Evaluate Intersection Designs

Four intersections that involve Village roads and either State or County Highways are potentially hazardous based on visibility problems deriving from their design. 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.

J. Create a Traffic Impact Ordinance

The Village 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.

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

A list of 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.

L. Establish a Capital Improvements Program.

Establish a Capital Improvements Program to coordinate transportation projects with other Village, County, and State public works construction. Cost estimates, transportation project schedules, and development project schedules need to be assembled and coordinated within the Village 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 its borders with Oconomowoc and Dousman, Summit should work with the City and Village Planning Departments to insure coordination on road improvements over time.