
VILLAGE OF SUMMIT MASTER PLAN -2020
GOALS AND OBJECTIVES
(ADOPTED NOV. 3, 2011)

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.

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.

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 |