

# **NEIGHBORHOOD PLANS**

**FOR THE**

**CITY OF PEWAUKEE, WISCONSIN**

**2015-2050**

NEIGHBORHOOD PLANS\*  
FOR THE  
CITY OF PEWAUKEE  
2015-2050

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PREPARED BY THE CITY PLAN COMMISSION  
AND CITY PLANNING STAFF

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\*These Neighborhood Plans are an amendment to the City's Neighborhood Land Use/Transportation Plans for the year 2035 originally adopted in 2012 as a refinement of the land use and transportation elements of the City Comprehensive Plan for the year 2035. This document sets forth not only the updated and revised Neighborhood Land Use/Transportation Plans for the new target year 2050 for all 15 neighborhoods in the City adopted individually by the Plan Commission and Common Council in 2016, 2017 and 2018, but when combined make up the new target year 2050 Plan for the Land Use and Transportation elements of the City Comprehensive Plan for the year 2050.

**NEIGHBORHOOD LAND USE/TRANSPORTATION PLANS FOR THE YEAR 2050**

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**NEIGHBORHOOD PLANS FOR THE  
CITY OF PEWAUKEE, WISCONSIN - 2050**

**A detailed update/addendum to the City Land Use/Transportation Plans**

**I - INTRODUCTION**

There is an old adage that, “The devil is in the details”. If one desires to accomplish a task, one must first understand the general concept and then identify and carefully sort out the details. Looking at the face of a pocket watch will give a person the general concept, but if the task is to make or fix the watch it is necessary that the watch maker or repair person understand, in detail, the inner-workings of the watch, including the metal and jewels used in the makers process.

The same is true of planning. The purpose of making a plan is to eventually accomplish, as completely as possible, what is being planned. That’s called ‘plan implementation’. Community planners use several means to achieve plan implementation, the most prominent being ‘zoning regulation’. Other means include ‘land division regulation’ and ‘official mapping’. A less used but very important plan implementation tool or device is ‘detail planning’, sometimes accomplished as ‘neighborhood planning’. A community, for example, may prepare and adopt a general long-range comprehensive physical plan for the community as the Town of Pewaukee did in 1964, 1982 and 1997 and the succeeding City of Pewaukee did in 2009. Land use and transportation plans are two important elements of a comprehensive plan, perhaps the most important physical elements, because they give form and structure to the plan and its implemented results. Bringing the general plan to fulfillment requires a detailed understanding of the various specific elements of the plan and the potential alternative ways the plan can be achieved. Without the specificity of detailed planning the transition from the general plan to actual plan implementation is, at best, difficult and usually not very precise. Plan implementation requires converting the general plan to eventual development or redevelopment to the community’s advantage.

Using only general plans to develop a community, while much better than having no plan, allows for a broad range of interpretation or misinterpretation by both the community planners and the individual property owners and developers, which often results in compromising the plan. The time and actions between preparing the plan and achieving what is planned is a process that may take many years and even decades to accomplish. The people involved in making the general plan may no longer be involved when a proposal that may or may not implement the plan is brought forth. During the process the plan may be altered or enhanced. It is important, therefore, to make the intent of the plan as clear as possible. Detail or neighborhood planning provides that opportunity for specificity and clarity.

Many communities take the reactionary approach to community plan implementation by requiring or allowing the property owner or developer to

provide the detail planning to which the community planners then react. That approach, however, usually focuses only on the single property rather than the neighborhood within which the property is located. Without a detailed neighborhood plan to guide them the planners react to that single detail development proposal without specific knowledge of how that proposal fits, specifically, into the future encompassing neighborhood or larger community. Under such approach each property owner, in effect, designs his piece of a larger neighborhood puzzle without knowing the shape or elements of the entire puzzle or the other pieces of the puzzle. When that occurs, the pieces don't always fit or the first piece of the puzzle may inadvertently negatively impact or dictate the shape, size or content of the eventual total puzzle (neighborhood). Moreover, each developer brings a new, heretofore unknown, puzzle piece to the table. Decisions by the community engineers regarding placement and ultimate extension of public utility and facility infrastructure are made more difficult.

The antithesis of that approach, or the pro-active approach, requires that the community planners, after preparing and adopting the general community plan, proceed to prepare detailed plans for the various sub-areas or neighborhoods within the existing or planned future community and, perhaps, even specific sub-neighborhood and development corridors within the neighborhood as well. After having prepared such detail plans the planners then have a detail perspective of each future neighborhood when later sitting down with owners or developers of individual properties within the neighborhood to discuss proposed building or development projects. Such detailed planning becomes the foundation of discussion with the developer about specific land uses; density of development; type, size and location of public and private utility services; type and orientation of streets; street access; land use and landscape buffering or screening; traffic generation; preservation of important natural resource areas; storm water management; ultimate zoning and, importantly, impacts on neighboring properties – all matters which have or should have been addressed in the detail neighborhood planning process. Such detail planning obviously places greater control of plan implementation in the hands of the community. **Remember, the primary objective and, indeed, basic purpose of the Plan Commission and planning staff is to guide and lead the way in building a strong physically and fiscally balanced community that can be sustained at a high level of quality and, therefore, value over time. That can only be done by the preparation and implementation of sound long-range plans that are based on comprehensive natural resource data, strong community objectives, clear policies, high quality development and building standards and comprehensive land use and development regulatory ordinances.**

While the City officials should want every property owner and citizen to succeed in their legitimate endeavors, whether they do so should not be of primary or even secondary concern of the Plan Commission, Common Council or staff, and any such success should be at no direct financial expense or burden to the rest of the City taxpayers. **The Plan Commissions secondary but**

**important purpose** is to ensure that the plans prepared are implemented to the highest quality level possible. Quality like beauty, however, is in the eye of the beholder and, therefore, requires that building and development standards be written in as much detail as possible in order that there can be little or no room for misinterpretation of what level of quality is desired by the community. Such standards, which become complementary and supplementary to other plan implementation documents, also ensure that all persons developing land or building structures within the community do so under the same detailed rules and regulations and at the same high quality level. If the standards are made an integral part of the community zoning ordinance they become legally enforceable rather than just ‘nice suggestions’. *(Please see Appendix A and Appendix B).*

It is also important to remember that any plan, whatever the scale or detail, is only the beginning of a process that ends in the fulfillment of the plan. Consequently, even detailed plans may change as their implementation progresses. The advantage of having a plan in hand throughout the process is that the plan commissioners, elected officials and staff have a basis upon which to make sound decisions and at the same time can identify the impacts those decisions have on the remainder of the neighborhood and community. The more detailed the plan the more precise the decision – even the decision to change the plan. This is an important concept and one that is lost on many ‘planners’. **It is often forgotten that a decision by the community plan commission, council or board and staff to approve a development proposal sets in motion a series of quickly unfolding actions and events that will usually result in irreversible consequences to the neighborhood and community such as the establishment of streets, utilities, buildings and land uses -- consequences, good or bad, that will last for many generations and will shape the physical and fiscal character and quality of the neighborhood and community, perhaps for all time.** While no plan should be chiseled in stone or in the minds of the planners, it should be carefully prepared and just as carefully brought to fruition.



## **II - NEIGHBORHOOD PLANNING OR LACK THEREOF**

**General** – Neighborhoods are difficult to define, even though an almost universal world-wide geographic entity within, particularly, urban communities. Basically, a neighborhood is that area within a community in which the inhabitants have common interests or points of focus. Such interest may be a religious facility or a school or a park/recreation center or a combination of these. It may also be a place of employment or a place of commerce. Usually, neighborhoods can be identified by physical boundaries or barriers such as a major street or highway, railroad tracks, a river/stream, a lake or marsh, and other such barriers that may constrain easy physical social interaction with other areas of the community. In some older densely populated urban communities, neighborhoods have been formed around the voting wards or districts established by the local government to divide the community into approximately equally populated voting areas with easily identified boundaries. Some neighborhoods are formed around the formal ‘Homeowners Association’ in a large subdivision.

Historically, in this country and throughout the world, neighborhoods also formed around ethnic and religious groups or cultures. We’ve all heard of “the ‘hood”. Because neighborhoods revolve around human activity, human functions play a major role in what we call neighborhoods. Because of this fact, neighborhood size and boundaries may be perceived differently by individual families in an area or even individual members of the same family and, consequently, those perceived neighborhoods may overlap.

Neighborhoods may be small or large, usually depending upon the density of development. City Planners in the second quarter of the 20<sup>th</sup> century in this country began to grasp the importance and dynamic of neighborhoods in the community and the need to delineate neighborhoods and address the objectives, policies, standards, land use and transportation development of the general regional, county or community-wide plans by bringing them down to the neighborhood level through detailed neighborhood planning. In order to relate general large scale city, county or regional plans to a neighborhood group, such plans need to be described and depicted at a smaller scaled, more detailed level, thus one of the important objectives of neighborhood planning.

Most dissertations on neighborhoods in the early part of the 20<sup>th</sup> century focused on residential neighborhoods, almost to the exclusion of other non-residential uses or development. (*Please see Appendix C*). In actuality, most neighborhoods have formed naturally over time, based on a combination of elements, including: physical barriers, formal service areas (districts), use and/or density of development and physical social interaction. Consequently such neighborhoods were not planned but simply evolved and, therefore, may be residential, commercial, industrial, or mixed use neighborhoods which may have different shapes and sizes as dictated by these elements. Some are efficient, some are not.

On the other hand, a theoretical or model medium density residential neighborhood which began to be described in the early part of the 20<sup>th</sup> century, would be one mile square (one mile on each of four sides). This theoretical 640 acre neighborhood would be bounded on all four sides by arterial ('major') streets and would be served by a 10 to 15 acre public elementary school located near the center of the neighborhood and adjacent to a 10 to 15 acre neighborhood park, both within walking distance to everyone living in the neighborhood. Such a neighborhood would be served by public minor streets, a full range of public and private utilities and services and would house 3,000 to 4,000 people living in a range of dwelling unit types, sizes and densities. Many older urban communities throughout the U.S. which developed during the years just before and just after WW II were developed based on a similar model or standard. *(Please see Appendix C).*

Usually, the higher the density of development, the smaller the geographic size of the neighborhood. Some neighborhoods in the high density residential or mixed use areas of New York City are less than 80 acres in size. In Wisconsin, the City of Madison is an example of a large community with well defined old and new, high and medium density residential and mixed use neighborhoods, based on city plans prepared in the early 20<sup>th</sup> century and revised in the late 1950s and identified neighborhood plans prepared beginning in the late 1950s and extending into the 1980s. Due in part to changes in public school service jurisdiction and increased flexibility of communication in the U.S. during the past 40 years, many contemporary city planners have abandoned the neighborhood concept of community planning and development resulting, in some cases, in less formal and less well defined residential, commercial and industrial areas. *(Please see Appendix C).*

### **III - PEWAUKEE - BRIEF HISTORY**

The Town, (now **City** of Pewaukee since incorporating as a city in 1999), was 'discovered' in the early 1830s by immigrants and westward moving settlers as an unincorporated approximately 36 square mile rural, virtually untouched 'town' with a very small rural native American and eastern U.S. and immigrant settler population. In 1838 the east half of what is now Lake Pewaukee was created by placing a mill dam on the east end of the Pewaukee marsh outlet (by the current beach in the Village) and thereby extending and doubling the original lake and raising the level of the entire lake by at least six feet. By 1840 when the civil Town of Pewaukee was officially created, small parcel development had begun to occur near the dam on the eastern end of Lake Pewaukee. That area became, in 1876, the approximately one square mile incorporated Village of Pewaukee. In about 1915, following the extension of the interurban railway outside of Milwaukee County and the advent of the automobile and all-season roads and broader, more flexible travel opportunities, small lot seasonal 'urban' subdivisions began to spring up along the north and south shorelines of Lake Pewaukee. These developments attracted people from Milwaukee to build their 'Milwaukee cabins/cottages' on 30 to 50 foot wide lots on or near the lake for use, primarily, in the summer season. Such development was accomplished with no pre-planning by the Town or County officials and the development was urban in density but was not served by urban utilities (community public sewer and water facilities) or other urban services (full time police and fire fighting/rescue facilities). In fact, prior to widespread use of on-site 'septic tanks' in the 1930s and 1940s, much of that early development was served by rural 'out-houses' and rudimentary water wells. In some areas near the lake shore and as late as 1968, wastewater 'straight pipes' ran from many of those seasonal and even some year-round 'cabins' directly to the lake.

Following WW II, a few urban density subdivisions began to develop in various parts of the Town that had been reduced in size, due to unilateral property annexation by the City of Waukesha and Village of Pewaukee, to about 25 square miles. Subdivisions like Valley Brook and Hill n' Dale in the northeast quadrant of the Town/City; Sherwood Forest and Takoma Hills in the southeast quadrant; Arrowhead Trails and Maple Lane Hills in the southwest quadrant; and Shelley Lynn, Fieldhack, Knollwood and Spring Creek subdivisions in the west-central part of the Town/City, are examples of such 1950s-1960s residential development. Without either general or detail planning, such development 'just happened' without a great deal of thought to long-range consequences of traffic circulation, urban service provision and environmental concerns. The developers could and did subdivide land based on private on-site soil absorption wastewater disposal systems (septic tanks/fields) and on-site shallow water wells and neither the Town or the County (who had joint jurisdiction with the Town over such development and implementing zoning) were compelled to base their approvals on long-range planning. None of these developments were large enough or were

in such close proximity to other similar development to comprise a residential neighborhood, as defined by the theoretical model set forth earlier.

The first neighborhood sized residential development in the Town/City of Pewaukee that came close to the theoretical model/standard in size and compatibility of land uses was the area encompassing the Rolling Ridge/Woodland Village/University Heights/Arrowhead Trails residential development of the 1950s, 1960's and early 1970's, lying within U.S. Public Land Survey Sections 19 and 30 in the southwest quadrant of the Town. That area was not, however, served by public sanitary sewerage services until the early 2000s and at this writing (2017) is still not fully served by public water supply services. In the late 1970s the first phase of the Springdale Estates residential subdivision was platted on the west side of Springdale Road and, by the late 1980s, encompassed most of U.S. Public Land Survey Section 13 and now includes more than 800 dwelling units and almost 2,000 population served with public sanitary sewer and water supply services and curb-and-gutter streets. Springdale Estates was the first urban medium density residential neighborhood in the Town/City, except for that missing focal point due to the fact that the Pewaukee School District Board has had a long-standing policy in opposition to the nation-wide 'neighborhood school' concept. All public schools in the approximately 18 square mile Pewaukee School District are located on one campus in the Village of Pewaukee, and the students bused or otherwise transported to school.

In the late 1970s the Town was still, basically, a rural community. But, the Town Board had been watching the encroaching, mostly unplanned urban development in eastern Waukesha County, particularly next door in both the Town and City of Brookfield, and decided that the Town of Pewaukee needed to prepare a long-range land use/transportation plan in order to avoid some of the growing pains of rapid urban development beginning to spill over into the Town at that time. They hired the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to help an appointed local committee prepare a long range plan for the Town, which was subsequently expanded to include the Village of Pewaukee as a 'joint' plan. That general plan, completed and adopted by the Town in 1982 as the plan for the year 2000, became the basic planning tool of the Town Plan Commission and staff for the next 15 years, at which time it was updated and extended as the Town plan for the year 2020 and updated again in 2009 as the City of Pewaukee Comprehensive Plan for the year 2035 as mandated by the state. The comprehensive plan was based on data and other information collected up to 2005. The City's Comprehensive Plan should be updated about every 10 years.

During the period beginning in 1979, the Town/City has contracted with an experienced urban/rural physical planning consultant to hold office hours in the Town/City Hall at least two days per week in order to: assist the Town/City in the completion of the initial year 2000 land use plan and subsequent updates; develop plan implementation tools such as building and development standards,

zoning, land division and official mapping ordinances; prepare neighborhood plans; interpret the plans and ordinances to the general public and developers on a day-to-day basis; provide staff services to the Plan Commission, elected officials and other City departments; and, help the Plan Commission direct specific physical development of the community. With the adoption of the joint year 2000 plan in 1982, the Town Board's decision and directive to existing and future commissions, committees, staffs and boards, was to use the plan(s) and standards as a strict guideline in all subsequent development and redevelopment of the Town. Through the years to this writing that directive has been followed.

Like many villages and cities in the state that were formed by the incorporation of all or part of an original 36 square mile unincorporated 'civil town' (or survey township), the City of Pewaukee is a relatively geographically large City for having a 2017 state estimated population of only about 14,320 and a staff forecast ultimate population when fully developed of 18,000. The City's 2015 incorporated territory encompasses 21.3 square miles of land and water area lying within all or part of 28 U.S. Public Land Survey Sections located within the upper basin of the Illinois-Fox River watershed in Waukesha County, Wisconsin. The original approximately 36 square mile 'survey township' (Town 7 North, Range 19 East) established when this part of the Territory of Wisconsin was officially plotted in the early 1800s, was created as the 'civil Town' of Pewaukee in 1840, eight years before the conversion of the Territory of Wisconsin to the State of Wisconsin in 1848. As stated above, the new Town was completely rural with few roads and only a few inhabitants. During the latter half of the 1800s many of the first clusters of residential and commercial development in the Town were annexed to what is now the City of Waukesha or the Village of Pewaukee. Watertown Plank Road, a stage coach/wagon 'corduroy' road from Milwaukee to Watertown and Madison, traversed the Town in an east-west direction. Over time, through forfeiture of land to, and unilateral annexations by the City of Waukesha and the Village of Pewaukee, the Town of Pewaukee lost a total of 14.7 square miles of the original approximately 36 square mile Town territory. With incorporation and, thereby, conversion of the Town to a City in 1999, involuntary loss of territory ceased and the territorial border of the, now, City of Pewaukee sealed.

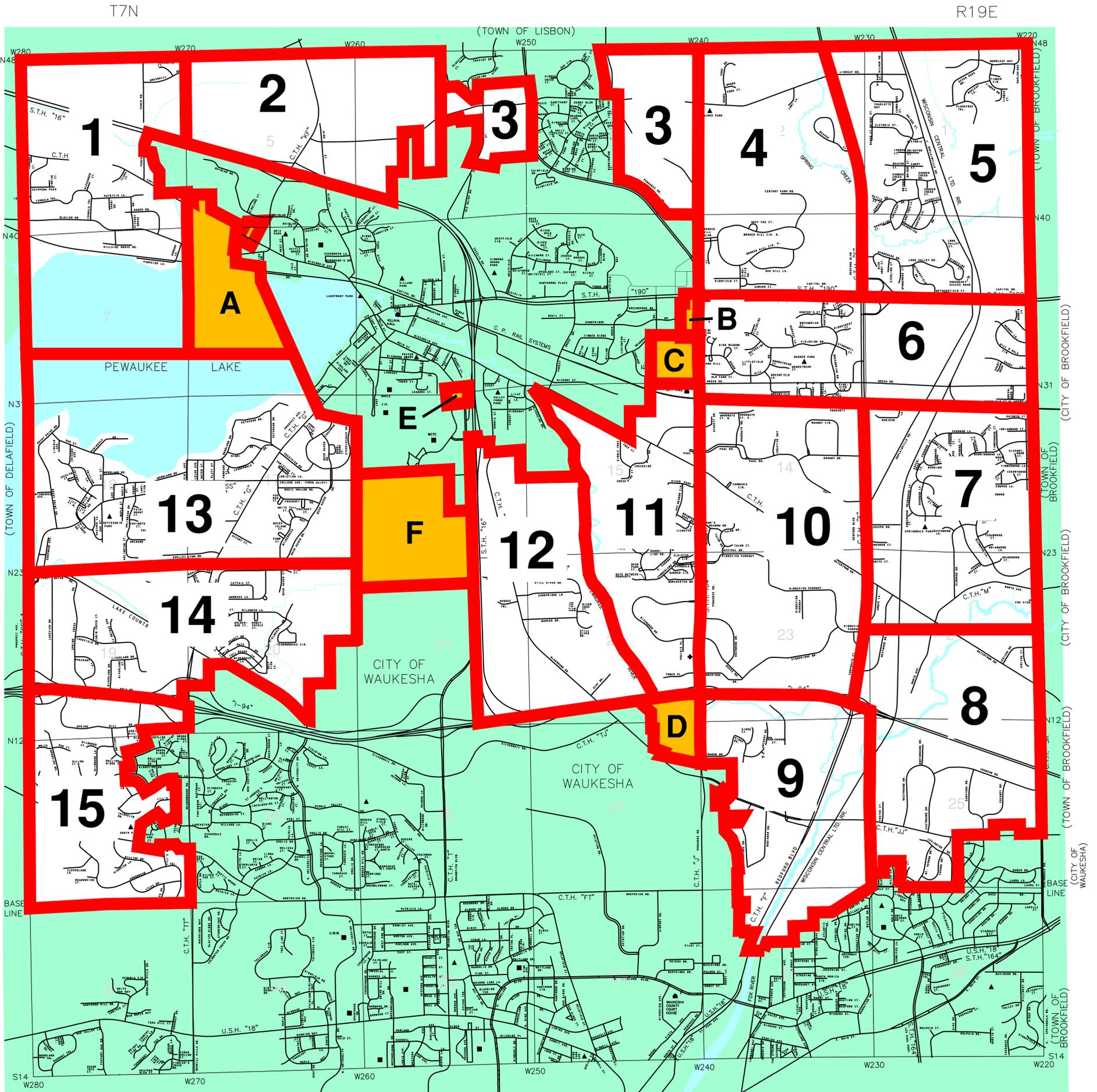
While public sanitary sewerage facilities began to be extended into the Town in the 1970s by a directive of the Wisconsin Department of Natural Resources, primarily to try to reduce and eventually eliminate wastewater pollution in the Lake Pewaukee basin, new urban development wasn't triggered by such utility extension until the mid-1980s. During the same 1970-1985 period, a public water utility was created by the Town Board and public water wells and storage and distribution facilities constructed. The resulting urban growth and development boom in the Town/City between 1980 and 2005 basically converted the physical and fiscal character of the community from rural to urban, including the addition of about three square miles of office/industrial development. Due to the preparation and adoption in the 1977-1982 period of

the year 2000 comprehensive long-range land use/transportation plan based on the extension and provision of such urban utilities, that 1980-2005 development was guided by a sound, balanced plan for such development and the judicious implementation of the plan by the Plan Commission and staff.

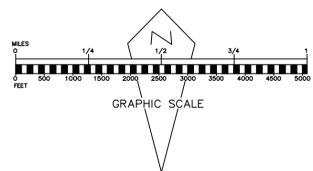
In about 1990 when up-to-date topographic and cadastral mapping became available for the entire Town, the planning 'staff' (one part time person) began developing rudimentary 'neighborhood plans' for sub-sections of the community. This action was triggered by the need to refine or detail the adopted general plan so the Plan Commission and staff could gain fore-knowledge of specific development potential and physical feasibility in certain developing areas of the Town. Those 'plans' were informal plans for in-house use. Consequently, prior to 2012 no specific official neighborhoods had been identified in the Town/City and no neighborhood plans formally presented to and adopted by the Plan Commission, Town Board or Common Council. In 2010, after adoption of the state mandated year 2035 City Comprehensive Plan in 2009, the planning 'staff' began researching and preparing formal year 2035 neighborhood plans for 15 neighborhoods identified and delineated on a map exhibit (Exhibit A herein). Each proposed neighborhood plan was reviewed, discussed and revised by the City Plan Commission prior to holding public hearings and finally adopting, in 2012, the 2035 Neighborhood Land Use/Transportation Plans for the City of Pewaukee.

# EXHIBIT A

## CITY OF PEWAUKEE NEIGHBORHOODS



- LEGEND (CITY OF WAUKESHA)
- SCHOOLS
  - ▲ GOVERNMENT HALLS
  - ⊕ HOSPITALS
  - ▲ PARKS AND WAYSIDES
- 1** NEIGHBORHOOD NUMBER
  - A** NON-NEIGHBORHOOD AREA
  - ADJACENT MUNICIPALITY**
- NEIGHBORHOOD BOUNDARY**



PREPARED BY:  
WAUKESHA COUNTY PARK & PLANNING DEPARTMENT  
JULY 1959  
AMENDED: BY THE CITY DECEMBER, 2000.  
UPDATED: FEB., 2004; JAN., 2005; JAN., 2006; NOV., 2006; JAN., 2010.

#### **IV – INDIVIDUAL NEIGHBORHOOD PLANS FOR THE YEAR 2050**

The new target year for long-range comprehensive regional, county and municipal planning in Wisconsin is for the year 2050. It is time (2016 - 2017), therefore, to update the 2035 neighborhood plans that were adopted in 2012 and that were based on data collected in 2005 and the changes that have been made at the neighborhood and community level in the period 2005 – 2015.

Exhibit A in this plan report is a general map of the City depicting the 15 separate City of Pewaukee neighborhoods identified in 2010. (See Exhibit A). Each neighborhood has been given a number and name for ease in description and/or identification. The neighborhoods range in size from 0.71 to 2.26 square miles of City land and water territory (one square mile = 640 acres) and, where possible, are bounded by arterial streets/highways, railroad tracks, streams, and lake or municipal boundaries. Some neighborhoods may also be bounded by predominant differences in land use. The higher than average number and miles of federal, state and county arterial streets/highways and railroads traversing the City of Pewaukee provided a substantial challenge to circumscribing each neighborhood without incursion of such transportation facilities bisecting or dissecting the neighborhood. Consequently, none of the 15 neighborhoods meet the theoretical ‘standard’ medium density neighborhood set forth earlier in this report and in Appendix C.

A small scale map version of each neighborhood plan with color-coding for each major land use type is included within this document but may be too small for some to effectively follow. *(Larger scale versions of each neighborhood plan map are available for review or purchase in the City Clerk’s office at Pewaukee City Hall and City planning staff are available to discuss questions or concerns regarding the plans).*

**It should be emphasized that the neighborhood plan depicted on each of the following 15 neighborhood plan maps represents only one possible alternative design solution to future development/redevelopment of the developable lands within that neighborhood.** Property owners, developers and other planners may propose plans that may be just as viable as the development shown on the neighborhood plans. However, care has been taken in the design and presentation of the plans to provide viable future street layouts and also take into consideration: topography, soils and other surface and subsurface features; property boundaries; the sizing of buildable parcels that can be effectively served with public and private utilities and can meet zoning requirements; street grades; street traffic carrying capacity; limited arterial access; and, the preservation in a natural state of flood prone lands, wetlands, upland conservancy and other special designated open space lands. Care has also been taken to offer solutions to land use type, density and land use buffering where it is needed in an effort to meet City building and development standards and be compatible with the City’s general Comprehensive Plan. The City Plan Commission and the Common Council will ultimately make the determination to change the adopted neighborhood plans. The neighborhood plans are, indeed, an addendum to and

refinement of the land use and transportation elements of the City's Comprehensive Plan.

**Following is a description of both the existing land uses and features and the proposed detailed long range (2050) land use/transportation plan for each neighborhood.** Neighborhood names have been chosen to help identify the area of the City in which the neighborhood is located. (*Also please see Exhibit A*). Please note that existing streets, highways and railways are shown as dark pink on each plan map and proposed streets are shown in black.

## 1 – HILLSIDE/GLACIER NEIGHBORHOOD 2050 Land Use/Transportation Plan

General Description. This almost completely developed neighborhood lies in the extreme NW corner of the City and encompasses all of U.S. Public Land Survey Section 6 as well as the northern three-quarters of Section 7 including about 303 acres of Pewaukee Lake. The neighborhood is bounded on the north by the City’s joint boundary with the Town of Lisbon (also Lynndale Road/CTH JK); on the east by the section line between U.S. Public Land Survey Sections 5 and 6 and 7 and 8; on the south by the southern one-quarter of Section 7; and, on the west by the City’s mutual boundary with the Town of Delafield. Due to the large amount of lake area within the neighborhood, the neighborhood has an area of 1.65 square miles of land and water. STH 16 freeway, CTH JJ (W. Capitol Drive), City arterial Glacier Road and the Canadian Pacific (CP) Railroad all traverse the neighborhood in an east-west direction, thereby effectively slicing the neighborhood into five narrow pieces. The topography can be described as hilly. (See Table 1).

**TABLE 1**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b>	277.5 acres	300.2 acres	300.2 acres
<i>Dwelling Units (D.U.’s)</i>	210	222	222
<i>Population</i>	525	555	555
<b>Commercial</b>	0.19 acres	0.0 acres	0.0 acres
<b>Industrial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Institutional / Governmental</b>	0.0 acres	0.0 acres	0.0 acres
<b>Transportation</b>	81.9 acres	83.6 acres	83.6 acres
<i>Streets &amp; Highways**</i>	<i>(70.0 acres)</i>	<i>(71.7 acres)</i>	<i>(71.7 acres)</i>
<i>Railroad (Canadian Pacific [CP])</i>	<i>(11.9 acres)</i>	<i>(11.9 acres)</i>	<i>(11.9 acres)</i>
<b>Public &amp; Private Parks-Recreation</b>	0.0 acres	0.0 acres	0.0 acres
<b>Floodplains, Wetlands, Water &amp; Open Space***</b>	672.0 acres	672.0 acres	672.0 acres
<b>Developable Land (Primarily Agriculture)</b>	24.2 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>1,055.8 acres**</b> (1.65 sq. miles)	<b>1,055.8 acres</b>	<b>1,055.8 acres</b>

\*Adopted 2035 Plan Data Presented for Comparison Purposes.

\*\*Includes 45.3 acres of City, County and State arterial streets and highways.

\*\*\*Includes 303.4 acres of Pewaukee Lake.

Existing Land Uses. The western two-thirds of the area between the CP Railroad and the lake is wetland or floodplain land, the eastern one-third being the small Parkside Lane lakeshore single-family residential development dating back to the 1920's and 1930's. In the late 19<sup>th</sup> century and early 20<sup>th</sup> century lake ice warehouses serving, primarily, the beer and food businesses of Milwaukee, were located on the lake shore but were removed after modern refrigeration became popular and widely used.

The area south of CTH JJ (Capitol Drive) and north of the CP Railroad tracks began to be developed in the early 1900's, first in the 1920's with homes overlooking the lake in the Hillside Grove residential subdivision area south of Glacier Road and then with septic tank development in the 1950's, 1960's and early 1970's in the Ishnala Hills, Hickory Grove Estates, and Clara Court subdivision areas and in the 1990's with the Taylor Woods subdivision, all north of Glacier Road. The latest development in the area is the Glacier Ridge single-family residential subdivision on the north side of Glacier Road (the old milk farm) platted east of Taylors Woods in the early 2000's.

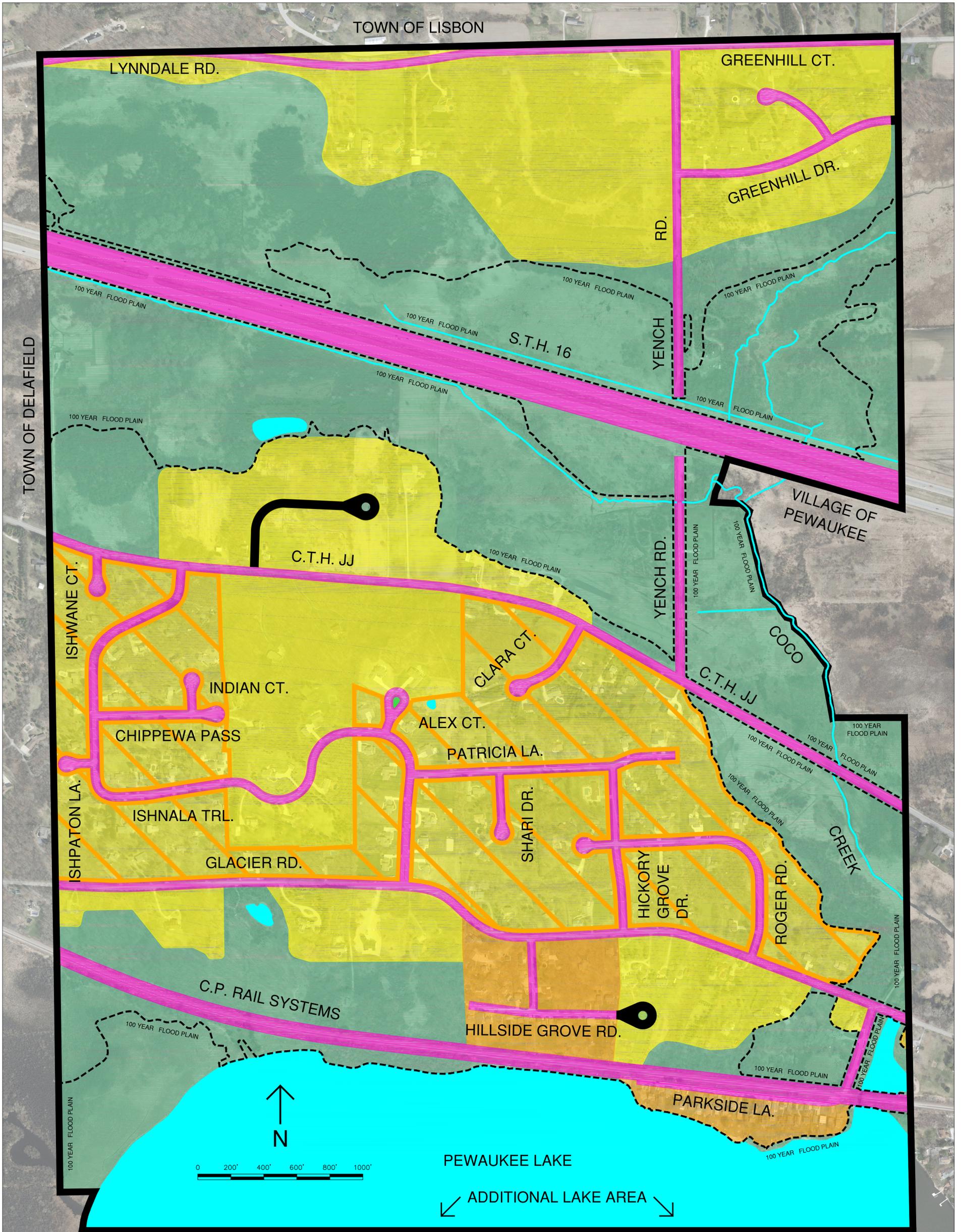
Interestingly, only the oldest development (Hillside Grove) and the newest (Glacier Ridge) are served with public sanitary sewers but no one is served with public water supply. The City's public sanitary sewerage facilities in this area are connected to the Village of Pewaukee sanitary sewer system which traverses both the Village and City to then connect to the Fox River Wastewater Pollution Control Center (FRWPCC) in the City of Brookfield, which facility is jointly owned by six municipalities, including the City of Pewaukee, which owns approximately 21 percent of that facility's current 10 million gallons per day wastewater treatment capacity.

Except for a half-dozen single-family properties, most of the land between STH 16 and CTH JJ (Capitol Drive) is either wetland or floodplain lands. About one-half of the land between STH 16 and Lynndale Road (CTH JK) is wetland and floodplain lands; one-quarter is the Greenhill low-medium density residential subdivision developed in the 1950's/1960's without public sanitary sewers or public water supply; and, the remaining one-quarter of the area is currently (2017) developed as large lot (low density) single-family use. Due to high cost and sparse development, it is unlikely that public sanitary sewerage facilities or public water facilities will be extended into this northern area within the next 25 years – if ever.

Proposed 2050 Land Use/Transportation. The detailed long range Hillside-Glacier Neighborhood Plan shown on Map No. 1 proposes the continuation of existing land uses within the neighborhood as well as the development by 2050 of the few remaining acres of undeveloped land. All floodplain lands, wetlands and upland conservancy lands are proposed to remain in their natural state. Developable lands west of Yench Road and south of Lynndale Road are proposed to remain as a large lot, low density (2+ acres/lot) single-family residential area served by on-site sanitary wastewater disposal systems and private shallow aquifer wells. There are no public sanitary sewerage system facilities serving development in the neighborhood north of an east-west line half way between Glacier Road and Capitol Drive and, as stated above for the area north of STH 16, it is unlikely that such facilities will be available to this northern area of the neighborhood within the long range foreseeable future, if ever. There are no planned specific changes to the street and highway system other than the minor streets that will be added when the large lot residential development is completed as shown in black on the plan, however, some substandard streets may need to be upgraded.

# MAP NO.1

## HILLSIDE GLACIER NEIGHBORHOOD PLAN - 2050



### LEGEND

WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (> 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

*This 2050 Hillside/Glacier Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Hillside/Glacier Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on January 18, 2018 and by the City Common Council on February 5, 2018 as a major part of the general City Comprehensive Plan for 2050.*



## 2 – RYAN PARK NEIGHBORHOOD 2050 Land Use/Transportation Plan

General Description. This neighborhood lies in the NW quadrant of the City. It encompasses all of U.S. Public Land Survey Section 5 and the western one-half of Section 4 lying within the City boundaries north of the Village of Pewaukee. (*Please see Map 2*). The neighborhood is bounded on the north by the City’s boundary with the Town of Lisbon, including approximately 2/3 of a mile of Lynndale Road (CTH JK); on the east by the City’s boundary with the Village of Pewaukee; on the south by the City’s boundary with the Village of Pewaukee and STH 16; and, on the west by the section line between U.S. Public Land Survey Sections 4 and 5. The neighborhood encompasses 1.13 square miles in the City. STH 16, a freeway, forms the southern boundary of the neighborhood. Ryan Road (CTH KF, a north-south arterial highway which interchanges with STH 16, divides the neighborhood into approximately two equal parts. City arterial street Lindsay Road splits the eastern part of the neighborhood in an east-west direction. The topography, like most of the City, can be described as rolling.

**TABLE 2**

LAND USE	2015	2035 PLAN*	2050 PLAN
<b>Residential</b> <i>Dwelling Units (D.U. 's)</i> <i>Population</i>	63.1 acres 26 65	203.6 acres 308 770	201.3 acres 372 930
<b>Commercial</b>	0.0 acres	52.4 acres	46.3 acres
<b>Industrial</b>	0.0 acres	89.3 acres	70.4 acres
<b>Institutional / Governmental</b>	36.6 acres	9.3 acres	36.6 acres
<b>Transportation -Streets &amp; Highways**</b>	84.0 acres	111.5 acres	111.5 acres
<b>Public &amp; Private Park/Recreation</b>	88.6 acres (undeveloped County Park)	88.6 acres	88.6 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	158.3 acres	169.0 acres	169.0 acres
<b>Developable Land</b> (Primarily Agriculture)	293.1 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>723.7 acres</b> (1.13 sq. miles)	<b>723.7 acres</b>	<b>723.7 acres</b>

\* *Adopted 2035 Plan Data Presented for Comparison Purposes.*

\*\**Includes 71.8 acres of City, County and State arterial streets and highways.*

Existing Land Uses. The northern, approximately one-quarter of the lands lying west of Ryan Road are either wetlands or floodplain lands, with most of the remaining lands currently (2017) being actively farmed, with the exception of the private K-8 school on the west side of Ryan Road south of Lynndale Road that was built in 2015 after the adoption, in 2012, of the Ryan Neighborhood Land Use/Transportation Plan for 2035. Approximately 40 percent of the portion of the neighborhood east of Ryan Road and north of Lindsay Road is owned by Waukesha County and proposed as part of a large passive use County park (Ryan Park) that also extends into the Town of Lisbon. There is a small non-denominational church property in the NE corner of the neighborhood and a few homes in the south along the north side of Lindsay Road, but the majority of the remaining land north of Lindsay road, which is relatively steep topography, is currently (2017) being actively farmed.

About one-third of the land lying south of Lindsay road is developed as one lot deep single-family residential properties, particularly along High Street, with the remaining area being wetland or floodplain land. (*Please see Map 2*). None of this neighborhood was served with either public sanitary sewers or public water supply in 2015, but it is proposed to eventually extend both of these services into the neighborhood during the next 35 years. Public sewer must be extended from the Village of Pewaukee utility system to serve the neighborhood, so if such extension cannot be accomplished, the City will have to take the second choice, which would be to allow on-site wastewater disposal systems for large lot residential development or holding tanks for non-residential development.

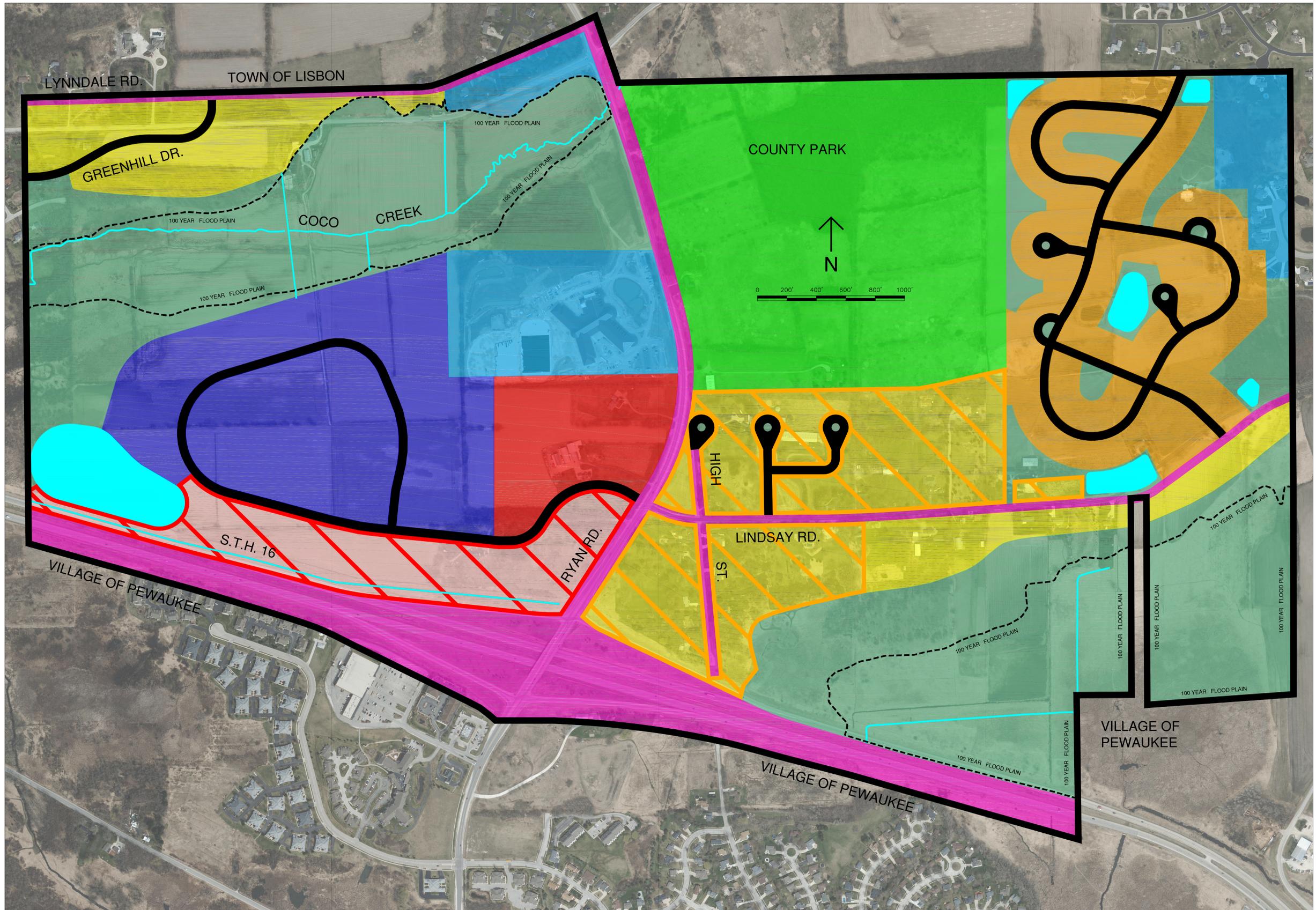
Proposed 2050 Land Use/Transportation. The detailed long range Ryan Park Neighborhood Plan shown on Map No. 2 proposes that all existing residential development remain with the exception of the three homes currently located along the west side of Ryan Road. All floodplain land, wetlands and upland conservancy lands are proposed to be preserved in their natural state. The developable land west of Ryan Road and the new private school complex, south of the wetlands in the area and north of the STH 16/Ryan Road interchange, is proposed to be eventually developed as a mixed industrial/office/retail complex of about 200 acres extending west to the eastern edge of the Hillside-Glacier Neighborhood. (*Please see Map 2*). The narrow developable area north of the wetlands and south of Lynndale Road is proposed to be developed as low density single-family residential use due to the likelihood that public sanitary sewerage and public water supply services will probably never be available to that small area. East of Ryan Road it is expected that the proposed Ryan County Park lands may be expanded to “square off” the ownership but it is proposed that the remaining steep developable land east of the park, if not acquired by the County, will be developed as medium density, primarily single-family residential use. Ryan Road and Lindsay Road, both arterial streets, are proposed to remain with small additional right-of-way width added to each as depicted on the City’s Official Map. There will, of course, be minor City streets constructed as a part of both the proposed industrial/commercial complex and the residential development with one alternative proposed street layout shown in black on Map 2.

It is unlikely that mass transit service will be extended to this area of the City before the planned mixed use commercial/office/industrial area is established. All new development and redeveloped lands must connect to public utilities unless it is

determined that such utility services can never be extended to the lands being developed.

*This 2050 Ryan Park Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Ryan Park Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on February 16, 2017 and by the City Common Council on March 6, 2017 as a major part of the general City Comprehensive Plan for 2050.*

# MAP NO.2 RYAN PARK NEIGHBORHOOD PLAN - 2050



## LEGEND

- |                                       |   |   |                                  |   |                            |
|---------------------------------------|---|---|----------------------------------|---|----------------------------|
| WATER ( > 2 AC. )                     | FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS | MEDIUM DENSITY RESIDENTIAL ( 6,500 SQ. FT. - 1/2 AC. / D.U. ) | MIXED OFFICE / RETAIL COMMERCIAL | GOVERNMENTAL / INSTITUTIONAL              | EXISTING STREET & RAILROAD |
| AGRICULTURE                           | LOW DENSITY RESIDENTIAL ( > 2 AC. / DWELLING UNIT ( D.U. ) )      | HIGH DENSITY RESIDENTIAL ( < 6,500 SQ. FT. / D.U. )           | RETAIL / SERVICE COMMERCIAL      | MANUFACTURING / FABRICATION / WAREHOUSING | PROPOSED STREET            |
| PUBLIC OR PRIVATE PARK AND RECREATION | LOW - MEDIUM DENSITY RESIDENTIAL ( 1/2 AC. - 2 AC. / D.U. )       | OFFICE COMMERCIAL   | TRANSPORTATION / UTILITIES       | MINING                                    | CIVIL DIVISION BOUNDARY    |

DATE ADOPTED: \_\_\_\_\_



### 3 – SWAN ROAD NEIGHBORHOOD 2050 Land Use/Transportation Plan

General Description. This neighborhood lies in two separate areas of the north central area of the City of Pewaukee, encompassing the eastern one-half of U.S. Public Land Survey Section 3, about one-half of the eastern one-quarter of Section 4 and a small triangular area in the NE corner of Section 10. (*Please see Map No. 3*). The neighborhood is atypical of a compact neighborhood because of the presence of the Village of Pewaukee’s developed lands creating a convoluted mutual boundary due to annexations by the Village prior to the City’s incorporation in 1999. Therefore, the land within the City neighborhood comprises only 0.71 square mile of a combined City/Village area of a little more than 1.5 square miles.

The smaller westerly segment of the neighborhood straddles Lindsay Road, a City east-west arterial street, and is bounded on the west by Sussex Street, on the east by Pewaukee Road (STH 164) and on both the north and south by the mutual City/Village boundary. The easterly larger portion of the neighborhood is divided into four smaller areas by the north-south configured Swan Road and by the east-west configured Lindsay Road. This easterly segment of the neighborhood is bounded on the

**TABLE 3**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b>	144.2 acres	251.6 acres	251.6 acres
<i>Dwelling Units (D.U.'s)</i>	54	170	170
<i>Population</i>	135	425	425
<b>Commercial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Industrial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Institutional / Governmental</b>	20.1 acres	20.1 acres	20.1 acres
<b>Transportation - Streets &amp; Highways</b>	22.9 acres	39.6 acres	39.6 acres
<b>Public or Private Parks-Recreation</b>	0.0 acres	0.0 acres	0.0 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	142.9 acres	142.9 acres	142.9 acres
<b>Developable Land - Primarily Agri.</b>	124.1 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>454.2 acres</b> (0.71 sq. miles)	<b>454.2 acres</b>	<b>454.2 acres</b>

*\*Adopted 2035 City Plan data presented for comparison purposes.*

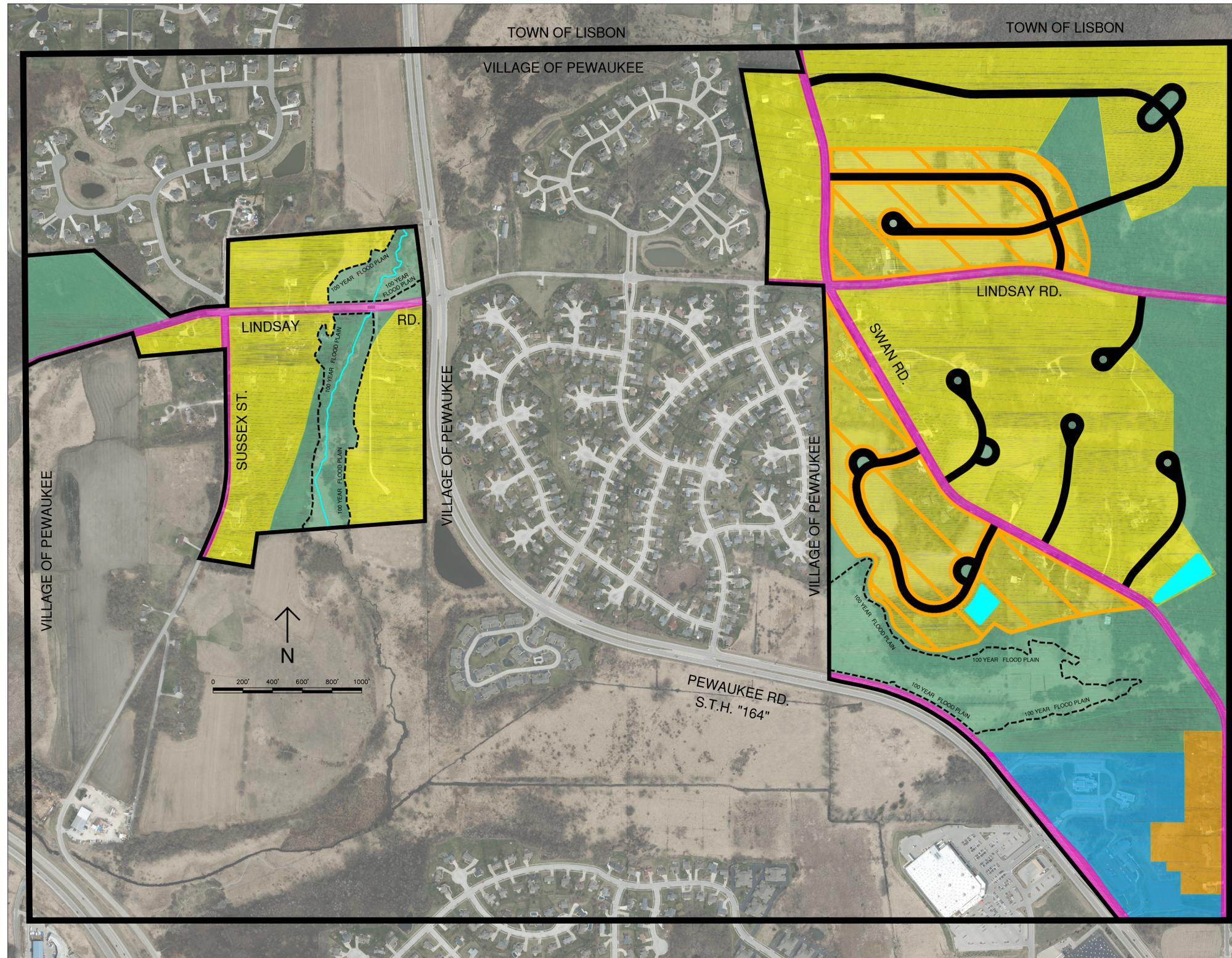
north by the City's mutual boundary with the Town of Lisbon; on the east by the section line between sections 2 and 3; and, on the south and west by STH 164 and the City's mutual boundary with the Village. (*Please see Map 3*). The topography can be described as rolling.

Existing Land Uses. The existing land use in the western segment of the neighborhood is large lot low density single-family residential development which occurred during the last half of the 1900's and a narrow band of floodplain/wetland traversing the middle of the area from north to south. The eastern segment of the neighborhood includes a large lowland/upland conservancy area in the eastern quarter of the area, a wetland/floodplain area along the north side of STH 164 and the remainder is comprised of small farms and a few large lot residences. There are no public parklands within the neighborhood but Balmer Park on Lindsay Road within the Century Farm Neighborhood to the east, will continue to serve the neighborhood as a neighborhood park. There are no public sanitary sewerage systems or public water supply systems currently in the neighborhood but it is proposed that, at least, public sanitary sewerage services will be extended into the larger eastern neighborhood area by 2035. (*Please see Table 3*).

Proposed 2050 Land Use/Transportation. The detailed long range Swan Road Neighborhood Plan depicted on Map No. 3 proposes that any floodplain land, wetland and upland conservancy land be preserved in its natural state and any remaining developable lands be developed for low-medium density single family residential use. City arterial street Lindsay Road and collector street Swan Road will remain in place with small additions to the rights-of-way width as shown on the City's Official Map. Pewaukee Road (STH 164) will also remain and will eventually be widened and become an even more major north-south arterial highway in southeastern Wisconsin. Any proposed potential public minor streets are shown on the plan in black.

***This 2050 Swan Road Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Swan Road Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on July 20, 2017 and by the City Common Council on August 7, 2017 as a major part of the general City Comprehensive Plan.***

# MAP NO.3 SWAN ROAD NEIGHBORHOOD PLAN - 2050



**LEGEND**

WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (< 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

#### 4 – CENTURY FARM NEIGHBORHOOD 2050 Land Use/Transportation Plan

General Description. This neighborhood lies in the northern one-half of the NE quadrant of the City and encompasses almost all of U.S. Public Land Survey Section 2 and the northern one-half of Section 11. (*Please see Map No. 4*). The neighborhood is bounded on the north by the City’s mutual boundary with the Town of Lisbon; on the east by Redford Boulevard (CTH F); on the south by Capitol Drive (STH 190); and, on the west by the southern half of Swan Road and the section line between Section 2 and Section 3. The neighborhood has an area of 1.35 square miles. City arterial street Lindsay Road traverses the northern half of the neighborhood in an east-west direction. Spring Creek (aka Sussex Creek), with headwaters in the Town of Lisbon, traverses the NE quarter of the neighborhood in a north-south direction. The topography can be described as rolling.

Existing Land Uses. The existing land use development in the 20 percent of the neighborhood area north of Lindsay Road is primarily City-owned, partially developed Sports Park expected to be open for, primarily, sports activities in the fall of 2018 or spring of 2019 and Woodsedge Subdivision, a 1960’s large lot single-family residential development, which is not currently served with City utilities. Public water supply has been extended to the proposed sports complex and public sanitary sewerage facilities are planned to be extended to that park by 2020.

**TABLE 4**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b>	224.9 acres	312.6 acres	312.6 acres
<i>Dwelling Units (D.U.’s)</i>	179	354	354
<i>Population</i>	493	886	886
<b>Commercial</b>	21.1 acres	8.5 acres	8.5 acres
<b>Industrial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Institutional / Governmental</b>	18.4 acres	18.4 acres	18.4 acres
<b>Transportation - Street &amp; Highway**</b>	60.3 acres	72.1 acres	72.1 acres
<b>Public or Private Parks-Recreation</b>	71.6 acres	75.1 acres	75.1 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	376.4 acres	376.4 acres	376.4 acres
<b>Developable Land - Primarily Agri.</b>	90.4 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>863.1 acres</b> (1.35 sq. miles)	<b>863.1 acres</b>	<b>863.1 acres</b>

*\*Adopted 2035 City Plan Data Presented for Comparison Purposes.*

*\*\*Includes 38.3 Acres of County and State Trunk Highways.*

Land uses in the southern approximately 35 percent of the neighborhood and lying within U.S. Public Land Survey Section 11 include Broken Hill Subdivision, a large low-medium density single-family residential development begun in the early 2000's and served with a full range of public utilities; a small older office retail area in the SW corner of the neighborhood with indirect access to Capitol Drive; a large Catholic church; a small Jehovah Witness church; Auburn Hills, a small, medium density two-family residential development; Wauke Mills, an old feed and seed store/mill located in the SE corner of the neighborhood; and, a large area of wetland and upland conservancy lands. (*Please see Map No. 4 and Table 4*).

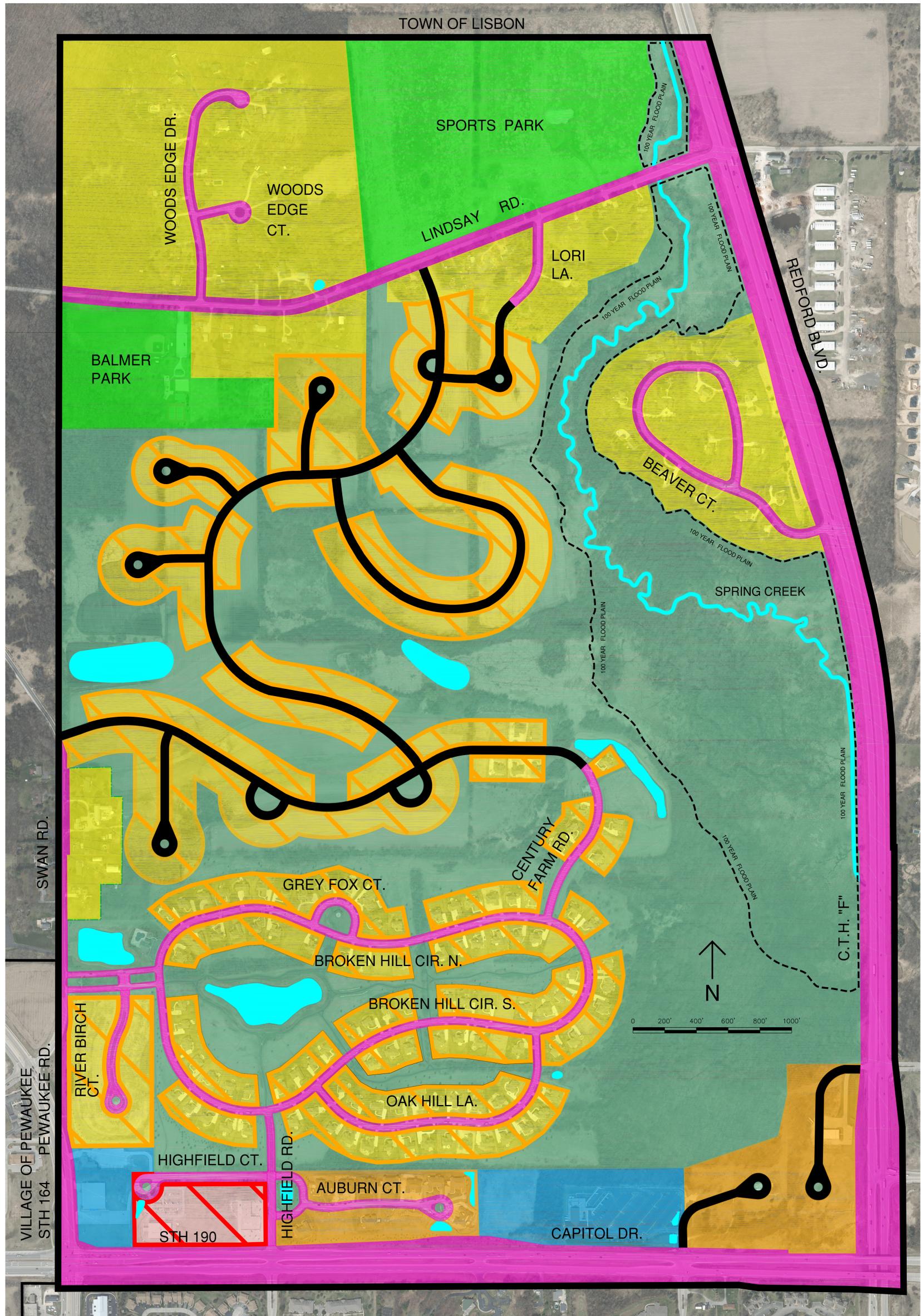
The middle approximately 45 percent of the neighborhood south of Lindsay Road and north of the Broken Hill Subdivision includes two small low-medium density single-family residential subdivisions (Lori Lane and Spring Creek Ranch) built in the 1980's and early 1990's with on-site sanitary wastewater disposal facilities; individual single-family homes along the south side of Lindsay Road; Balmer City Neighborhood Park; and, a large area of wetlands and farm land throughout the neighborhood. There were almost 500 people living in the neighborhood in 2015. (*See Table 4*).

Proposed 2050 Land Use/Transportation. The detailed long range Century Farm Neighborhood Plan for 2050 depicted on Map No. 4 proposes that all the existing floodplain lands, wetlands and upland conservancy lands be retained in their natural state and that all remaining developable land be developed for low-medium density residential uses during the next 35 years as proposed on the 2035 Plan. The City's 59 acres of park land on the north side of Lindsay Road is being developed (2017) as a "sports complex" as set forth on the City Park Plan and is expected to open for use in 2018 or 2019. It is also proposed that public sanitary sewerage systems and public water supply systems be extended into all areas of the neighborhood as development occurs. It may be necessary to place a City Water Utility well and storage tank within the neighborhood sometime during the next 30 years. All streets and highways within and bordering the neighborhood will remain with minor additions to rights-of-way width as shown on the City's Official Map. All new residential development will add City standard minor and collector streets as shown as one possible layout in black on Map 4. Capitol Drive will be widened and rebuilt by the state to meet additional traffic demands by 2035. Mass transit will eventually be traveling daily routes on Capitol Drive and, perhaps, other north – south arterial streets and highways adjacent to the neighborhood by 2035. It is expected that the neighborhood will be completely developed and the population almost doubled by 2050. (*See Table 4*).

***The 2050 Century Farm Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Century Farm Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on June 15, 2017 and by the City Common Council on July 17, 2017 as a major part of the general City Comprehensive Plan for 2050.***

# MAP NO.4

## CENTURY FARM NEIGHBORHOOD PLAN - 2050



LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (< 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

## 5 – SPRING CREEK NEIGHBORHOOD 2050 Land Use/Transportation Plan

**General Description.** This relatively large, primarily residential neighborhood lies in the NE quadrant of the City and encompasses all of U.S. Public Land Survey Section 1, the northern one-half of Section 12 and a small triangular 74 acre portion of the NE quarter of Section 2. (*Please see Map No. 5*). The neighborhood is bounded on the north by the City’s mutual boundary with the Town of Lisbon (also Weyer Road); on the east by the City’s mutual boundary with both the City and Town of Brookfield; on the south by Capitol Drive (STH 190); and, on the west by Redford Boulevard (CTH F). The neighborhood has an area of 1.65 square miles (*Please see Table 5*). City arterial highway Duplainville Road and adjacent Canadian National/Wisconsin Central, LTD Railroad (CN) tracks traverse the approximate middle of the neighborhood from north to south, dividing the neighborhood approximately in half. The topography can be described as rolling.

**TABLE 5**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b> <i>Dwelling Units (D.U.'s)</i> <i>Population</i>	235.9 acres 379 948	384.8 acres 814 2,035	392.0 acres 832 2,079
<b>Commercial</b>	2.4 acres	0.0 acres	0.0 acres
<b>Industrial</b>	28.5 acres	28.5 acres	18.3 acres
<b>Institutional / Governmental</b>	24.9 acres	24.9 acres	24.9 acres
<b>Transportation</b> - <i>Streets &amp; Highways</i> - <i>CN/Wis-Central Railroad</i>	120.0 acres (100.9 acres)** (19.1 acres)	146.9 acres (127.8 acres)*** (19.1 acres)	148.2 acres (131.1 acres)*** (19.1 acres)
<b>Public or Private Parks-Recreation</b>	4.6 acres	4.6 acres	4.6 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	466.7 acres	466.7 acres	469.4 acres
<b>Developable Land (Primarily agri.)</b>	174.6 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>1,057.4 acres</b> (1.65 sq. miles)	<b>1,057.4 acres</b>	<b>1,057.4 acres</b>

*\*Adopted 2035 City Plan data presented for comparison purposes.*

*\*\*Includes 59.3 acres of City, County and State arterial highways.*

*\*\*\*Includes 72.0 acres of City, County and State arterial highways.*

Existing Land Uses. Development in that part of the neighborhood west of the CN Railroad consists primarily of low-medium to medium density single-family residential uses. The other prominent uses are floodplains, wetlands and general open space as well as a 50 year old 24 acre industrial warehouse complex. No development in this western half of the neighborhood has direct access to Redford Boulevard, which is, basically, an expressway (as opposed to a freeway) in this part of the City.

Five residential subdivisions are located in the western half of the neighborhood, including: Wethersfield and Wyndemere single-family subdivisions that abut Capitol Drive and Sunder Creek Subdivision that abuts Duplainville Road, all developed in the late 1990's and early 2000's; the various stages of Victoria Station Subdivision that also abuts Duplainville Road and developed in the 2000's; and, Valley Brook Subdivision that abuts Duplainville Road and was developed in the 1960's and 1970's. Valley Brook is a large lot subdivision which is not served with either public sanitary sewerage facilities or public water supply. There were over 850 people living in these five subdivisions in 2015. There are three or four small undeveloped parcels lying north of Lindsay Road that could be developed for industrial or institutional or residential use along with potential redevelopment of the old warehouse complex.

The majority of the eastern half of the neighborhood is comprised of floodplain and wetlands adjacent to and tributary to Spring Creek. The current (2016) urban development in this area includes the southern one-third of the Spring Creek Church property adjacent to Capitol Drive and the 185 lot Woodleaf medium density single-family subdivision lying in the NE corner of the neighborhood (and City). The only remaining developable land in the eastern half of the neighborhood is located on the northern two-thirds of the Spring Creek Church property south of Spring Creek (aka Sussex Creek) and lands adjacent to an unnamed intermittent stream tributary to Spring Creek and south of Weyer Road (*See Map 5*). The City's new (2017) 59 acre Sports Complex on Lindsay Road in the Century Farm Neighborhood, immediately west of the Spring Creek Neighborhood, will serve as both the community and neighborhood park for both neighborhoods.

Proposed 2050 Land Use/Transportation. It is the intent that all floodplains and wetlands be retained in their natural state and, in addition, the upland conservancy areas shown on Map 5 also be retained as a part of the adjacent urban development. It is proposed that those developable lands currently (2016) on the northern two-thirds of the church property and adjacent to the proposed extension of Springdale Road be eventually developed for medium density residential use as appropriate. The developable lands south of Weyer Road are also proposed to be developed for low-medium and medium density single-family residential use. It is proposed that the old industrial warehouse property on the south side of Lindsay Road and adjacent to the east side of CTH F be redeveloped as medium density residential uses but could also possibly be developed for limited industrial use that can be made compatible with the adjacent existing single-family development to the east. Also, the relatively small parcels of developable land north of Lindsay Road are proposed to be developed as limited industrial use with visual or use buffers to current single-family development on the south side of Lindsay Road, or could also be developed for medium density residential use (*See Map 5 for 2050*).

Ultimate residential building in this neighborhood, including the currently vacant residential lots, will more than double the current approximate 948 population of

the neighborhood (*Please see Table 5*). As shown on Map 5 for 2050, it is proposed that there will be no commercial land use in the neighborhood by 2050 but there is the possibility of some limited industrial land use north of Lindsay Road. However, if the old warehouse complex lands south of Lindsay Road cannot be redeveloped for medium density residential use as shown on Map 5, then an alternative use could be institutional or limited industrial use, which would decrease the ultimate population of the neighborhood. It is expected that this neighborhood will be fully developed for urban purposes before the year 2050.

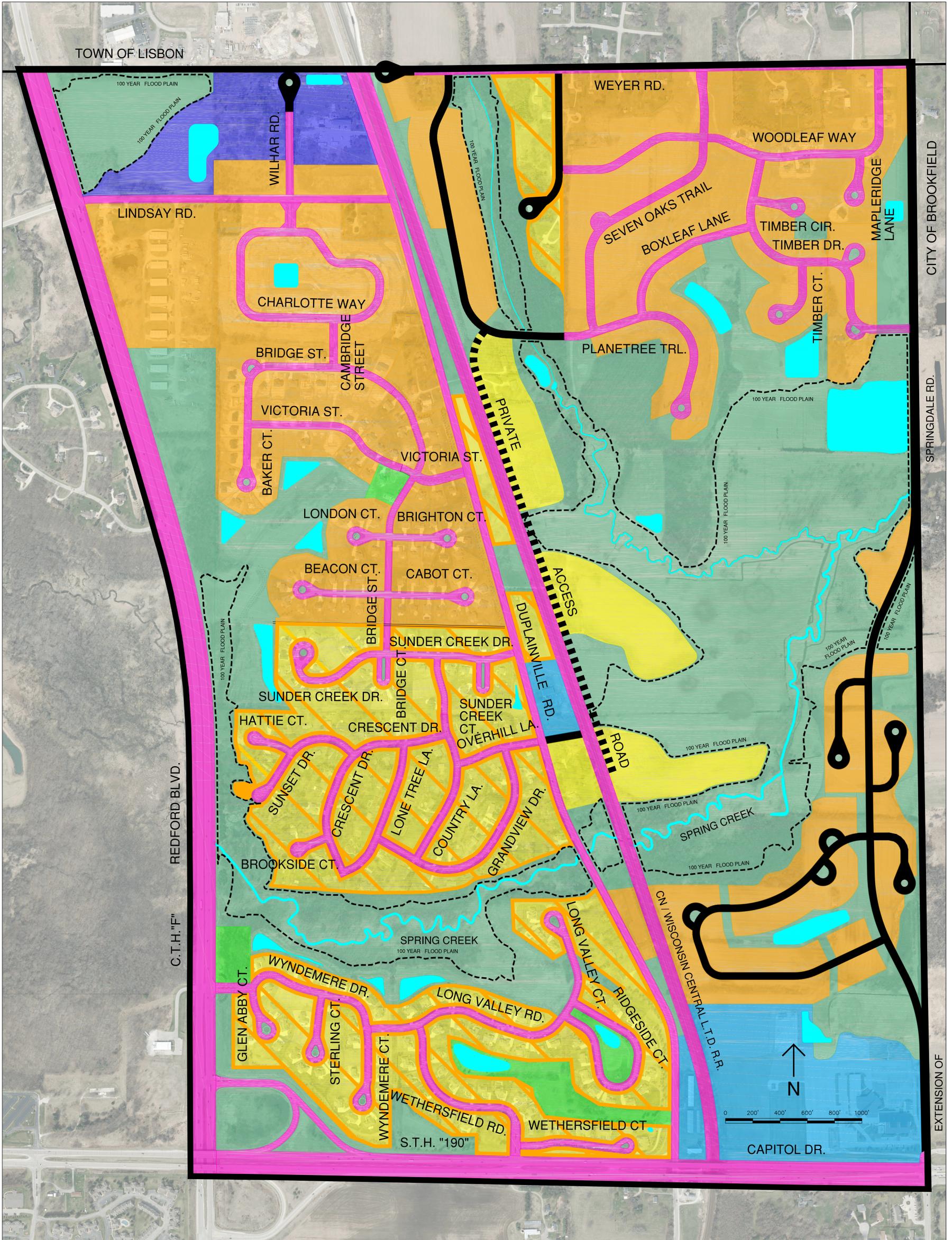
The only significant change in the arterial transportation network within the entire City is the long term proposal to extend Springdale Road (CTH SR) from its current (2016) northern terminus at Capitol Drive, north to Weyer Road and beyond (*See Map 5*), thereby closing the gap in the county arterial system. This long proposed one and one-half mile extension is shown on the adopted SEWRPC Regional Transportation Plan for 2050 as well as on the adopted Waukesha County Jurisdictional Highway Plan and on the City adopted Comprehensive Plan for 2035 and on the City Official Map. The extension is needed to enhance the north-south vehicle access in the NE quadrant of Waukesha County and to particularly serve the NE quadrant of the City of Pewaukee, the SE quadrant of the Town of Lisbon, the SW quadrant of the Village of Menomonee Falls and the NW quadrant of the two Brookfields with emergency services and to help spread the current and future traffic load in the area and give the residents an alternative route to the north and south. The proposed route of the extension is to follow and straddle the boundary between the City and the two Brookfields with a 120-130 foot wide right-of-way except where the crossing of wetlands can be avoided by routing the right-of-way around the wetlands as shown on Map 5. To date the City has acquired a 65 foot wide, one-half mile long dedication of the needed right-of-way land for the extension on its side of the boundary between the City and the City and Town of Brookfield on the north end of the proposed route and has acquired a 60 foot wide reservation on its side of the route for almost one-half mile on the south end of the proposed route extension. There is also a 65 foot wide, 400 foot long right-of-way dedication on the south end of the route on the Brookfield side of the community boundary from Gumina Road north. It is expected and proposed that public mass transit of some kind will be made available to this area of the City prior to 2050.

***This 2050 Spring Creek Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Spring Creek Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on March 16, 2017 and by the City Common Council on April 3, 2017 as a major part of the general City Comprehensive Plan for 2050.***



# MAP NO.5

## SPRING CREEK NEIGHBORHOOD PLAN - 2050



### LEGEND

WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (< 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

**6 – GREEN ROAD NEIGHBORHOOD 2050 Land Use/Transportation Plan**

General description. This neighborhood is not a typical neighborhood primarily because of its shape being approximately two miles long and 5/8 of a mile wide. The neighborhood encompasses the southern one-half of U.S. Public Land Survey Sections 11 and 12 plus a narrow 660 foot wide, two mile long strip of land lying between Green road and the Canadian Pacific (CP) Railroad tracks in Sections 13 and 14. (*Please see Map No. 6*). The neighborhood is bounded on the north by Capitol Drive (STH 190); on the east by Springdale Road (CTH SR); on the south by the CP Railroad tracks; and, on the west by Pewaukee Road (STH 164). The neighborhood has an area of 1.23 square miles. Redford Boulevard (CTH F) traverses the neighborhood from north to south, splitting the neighborhood into two approximately equal size sub-neighborhoods. City arterial street Green Road traverses the southern one-quarter of the neighborhood in an east-west direction. Also, City arterial street Duplainville Road and the paralleling Canadian National (CN)/Wisconsin Central, LTD Railroad tracks traverse the eastern half of the neighborhood in a NW/SE direction, splitting the eastern half of the neighborhood into two almost equal parts. The topography of the neighborhood can be described as rolling.

**TABLE 6**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b>	290.6 acres	413.1 acres	400.6 acres
<i>Dwelling Units (D.U.'s)</i>	784	1,041	1,001
<i>Population</i>	1,742	2,602	2,503
<b>Commercial</b>	6.8 acres	9.7 acres	9.7 acres
<b>Industrial</b>	66.2 acres	66.2 acres	78.7 acres
<b>Institutional / Governmental</b>	60.2 acres	40.5 acres	40.5 acres
<b>Transportation</b>	183.7 acres	194.4 acres	194.4 acres
<i>-Streets &amp; Highways**</i>	<i>(150.1 acres)</i>	<i>(162.8 acres)</i>	<i>(162.8 acres)</i>
<i>-Railroads (CN/Wis. Central,</i>	<i>(33.6 acres)</i>	<i>(33.6 acres)</i>	<i>(33.6 acres)</i>
<i>-LTD &amp; CP)</i>			
<b>Public &amp; Private Park/Recreation</b>	37.7 acres	37.7 acres	37.7 acres
<b>Wetland/Water &amp; Open Space</b>	9.7 acres	26.3 acres	26.3 acres
<b>Developable Land (Primarily agri.)</b>	133.0 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>787.9 acres</b> (1.23 sq. miles)	<b>787.9 acres</b>	<b>787.9 acres</b>

*\*Adopted 2035 Plan Data Presented for Comparison Purposes.*

*\*\*Includes 96.5 acres of City, County and State arterial streets and highways.*

Existing Land Uses. The half of the neighborhood west of CTH F is entirely developed for, primarily, urban medium density single-family residential purposes but also

includes some high density multi-family condominiums and apartments. Five Fields mixed residential subdivision encompasses over 80 percent of the land area. City owned 26 acre Wagner Community Park lies near the center of the subdivision and serves as both a neighborhood park and a community park. Development between Green Road and the CP Railroad tracks is primarily multi-family residential use.

Existing development in the eastern half of the neighborhood and east of the CN/Wisconsin Central, LTD Railroad includes a large property with three warehouses and an older single-family subdivision (Hill 'n Dale) that was originally developed in the 1950's and 1960's without public sanitary sewerage facilities or public water supply. That situation was rectified in the early 2000's with the extension of public utilities. The area between Green Road and the CP Railroad tracks includes both light industrial and relatively new single-family residential development. Existing development in the eastern half of the neighborhood lying east of CTH F and west of the CN Railroad includes a small private K-12 school, several older single-family homes along Green Road, City water utility and park storage buildings (old Fire Station No. 3), older industrial development (Quad Graphics Printing) between the CN Railroad tracks and Duplainville Road, a tavern and a new warehouse/distribution center between Green Road and the CP Railroad tracks. Two thirds of the area of the neighborhood between CTH F and the CN Railroad is developable land still being farmed at this writing (2016).

Proposed 2050 Land Use/Transportation. The detailed long-range Green Road Neighborhood 2050 Land Use/Transportation Plan depicted on Map No. 6 proposes that all existing wetlands be retained in their natural state. The half of the neighborhood west of Redford Boulevard (CTH F) is currently fully developed and is not planned to be changed from its current uses. On the other hand, the half of the neighborhood east of Redford Boulevard, which includes all the remaining developable land in the neighborhood, will undoubtedly see major change during the next 20 to 34 years.

The Plan Commission, in its deliberations, prior to adopting the 2035 plan for this neighborhood in 2012, reviewed the major factors in future development of the over 100 acres of developable agricultural land in the eastern half of the neighborhood and decided that with a combination of terrain and the primarily residential development in close proximity, the land would be best developed for residential purposes. Low to medium density (a maximum of two dwelling units [DUs] per net acre) was chosen as the best residential use of the land. After public hearing, the adopted 2035 plan reflected that decision. In 2016, however, the Plan Commission in deliberating this updated 2050 plan was posed with the question of whether the developable land should continue to be planned as residential or the planned use be changed to industrial because of the close proximity to major arterial highways. After discussion on the alternatives, the Plan Commission decided that it was still in the best interest of the City to plan for, primarily, single-family residential development of the developable land north of Green Road but at a slightly higher density (2.5 DUs per acre) than depicted on the 2035 Plan. It was decided to plan all the land south of Green Road for industrial use with the possibility of mixed office-industrial use. The results of those changes are reflected in the tally of acreages shown on Table 6 and the planned land use on Map 6.

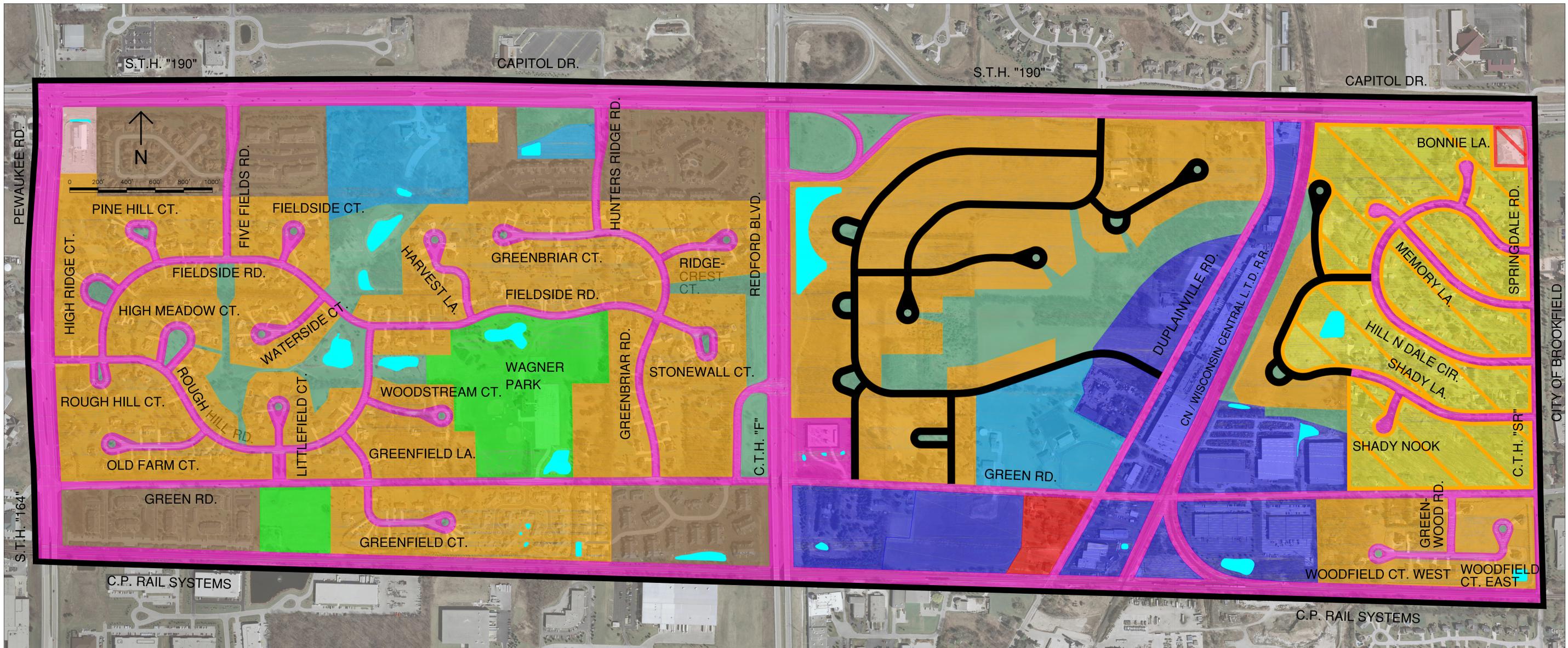
The current arterial streets and highways within and bordering the neighborhood are not expected to change greatly, although Capitol Drive (STH 190) is planned to be rebuilt with expanded capacity sometime within the next 20 years. There are no

additional arterial streets or highways planned for this neighborhood. Eventually, Capitol Drive (STH 190), Pewaukee Road (STH 164), Redford Boulevard (CTH F) and, perhaps, Springdale Road (CTH SR) will carry daily mass transit routes. It is still expected that the neighborhood will be completely developed for urban purposes by 2035 and if not, certainly by 2050 as shown on Map 6. All new or redeveloped lands must be served with public utilities.

*This 2050 Green Road Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Green Road Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on December 15, 2016 and by the City Common Council on January 16, 2017 as a major part of the general City Comprehensive Plan for 2050.*



# MAP NO.6 GREEN ROAD NEIGHBORHOOD PLAN - 2050



- |                                       |   |   |                                  |   |                            |
|---------------------------------------|---|---|----------------------------------|---|----------------------------|
| WATER ( > 2 AC. )                     | FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS | MEDIUM DENSITY RESIDENTIAL ( 6,500 SQ. FT. - 1/2 AC. / D.U. ) | MIXED OFFICE / RETAIL COMMERCIAL | GOVERNMENTAL / INSTITUTIONAL              | EXISTING STREET & RAILROAD |
| AGRICULTURE                           | LOW DENSITY RESIDENTIAL ( > 2 AC. / DWELLING UNIT ( D.U. ) )      | HIGH DENSITY RESIDENTIAL ( < 6,500 SQ. FT. / D.U. )           | RETAIL / SERVICE COMMERCIAL      | MANUFACTURING / FABRICATION / WAREHOUSING | PROPOSED STREET            |
| PUBLIC OR PRIVATE PARK AND RECREATION | LOW - MEDIUM DENSITY RESIDENTIAL ( 1/2 AC. - 2 AC. / D.U. )       | OFFICE COMMERCIAL   | TRANSPORTATION / UTILITIES       | MINING                                    | CIVIL DIVISION BOUNDARY    |

DATE ADOPTED: \_\_\_\_\_

## 7 – SPRINGDALE NEIGHBORHOOD 2050 Land Use/Transportation Plan

General Description. This neighborhood lies in the east-central area of the City and encompasses almost all of U.S. Public Land Survey Section 13 and the northern one-half of Section 24 (*Please see Map No. 7*). The neighborhood is bounded by the Canadian Pacific (CP) Railroad tracks on the north; Springdale Road (CTH SR) on the east; the quarter section lines dividing the north and south halves of Section 24 on the south; and, Redford Boulevard (CTH F) on the west. The neighborhood has an area of 1.38 square miles, all within the City. City arterial street Duplainville Road traverses the NW quadrant of the neighborhood in a NE-SW direction; The Canadian National/Wisconsin Central (CN) Railroad tracks traverse the western one-quarter of the neighborhood in a north-south direction; and, one-half mile of Watertown Road (CTH M) and a little more than one-half mile of North Avenue (CTH M) traverses the southern one-quarter of the neighborhood in an east-west direction. The Illinois-Fox River traverses the SE quadrant of the neighborhood in an east to southwest direction. The topography can be described as rolling.

**TABLE 7**

LAND USE	2015	2035 PLAN*	2050 PLAN
<b>Residential</b> <i>Dwelling Units (D.U.'s)</i> <i>Population</i>	336.4 acres 743 1,719	402.0 acres 907 2,267	402.0 acres 907 2,267
<b>Commercial</b>	16.8 acres	16.8 acres	16.8 acres
<b>Industrial</b>	171.7 acres	174.5 acres	174.5 acres
<b>Institutional / Governmental</b>	1.2 acres	1.2 acres	1.2 acres
<b>Transportation –</b> - Street & Highway** - Railroads	103.1 acres (79.6 acres) (23.5 acres)	118.2 acres (94.7 acres) (23.5 acres)	118.2 acres (94.7 acres) (23.5 acres)
<b>Public &amp; Private Park-Recreation</b>	5.1 acres	5.1 acres	5.1 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	164.4 acres	164.4 acres	164.4 acres
<b>Developable Lands - Primarily Agri.</b>	83.5 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>882.2 acres</b> (1.38 sq. miles)	<b>882.2 acres</b>	<b>882.2 acres</b>

*\*Adopted 2035 City Plan data presented for comparison purposes.*

*\*\*34.7 acres are encompassed within County or State Trunk Highways.*

Existing Land Uses. As indicated on Table 7, over 90 percent of the developable land in this neighborhood has already been developed for urban purposes and has been for several years. Existing land use development east of the CN Railroad tracks is almost entirely medium density single-family residential, including all of Springdale Estates, a large subdivision developed in the 1970's and 1980's. Floodplains and wetlands along the Illinois-Fox River comprise most of the land south of North Avenue. There is some undeveloped farm land immediately to the east and to the southwest of Springdale Estates. There is about 15 acres of limited industrial land bordering the south side of the CP Railroad tracks. With the exception of the retail land use in the NE and SE quadrants of the Watertown Road/Redford Boulevard intersection, the portion of the neighborhood west of the CN Railroad tracks is comprised entirely of several small limited industrial properties. Over 1,800 people currently live within the neighborhood. (See Table 7).

Proposed 2050 Land Use/Transportation. The detailed long-range Springdale Neighborhood Plan depicted on Map No. 7 proposes that all floodplains, wetlands and upland conservancy lands be preserved in their natural state and all developable lands east of the CN Railroad tracks will be developed as medium density residential use by 2035. It is proposed that any developable land west of the CN Railroad tracks be developed as limited industrial and some of the older existing limited industrial properties be redeveloped to current standards. It is proposed that all development in the neighborhood be connected to both public sanitary sewers and public water supply. It is further proposed that all existing streets and highways within and bordering the neighborhood be maintained, with the possible addition of right-of-way width on arterial streets/highways as shown on the City Official Map.

As shown on Map No. 7, it is proposed to reconfigure the intersection between north Avenue (CTH M) and Watertown Road (CTH M and City arterial highway) in order to make the traffic transition between these two arterial streets/highways easier and safer, particularly as urban development and resulting traffic both increase over time. The close proximity to an at-grade busy railroad crossing of Watertown Road exacerbates the problem of making this a better intersection. The 'round-about' intersection configuration shown on the neighborhood plan is one alternative of accomplishing the desired result. Probably any configuration of the intersection will require acquisition of certain private lands and, perhaps, certain public lands. Any new development within this neighborhood will be served by additional streets, as shown in black on Plan Map No. 7. It is expected that the neighborhood will be served with some form of transit service by 2050. There are currently 25-30 trains per day on both the CP and CN Railroads and that number may increase over time.

***This 2050 Springdale Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Springdale Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on July 20, 2017 and by the City Common Council on August 7, 2017 as a major part of the general City Comprehensive Plan for 2050.***

# MAP NO.7

## SPRINGDALE NEIGHBORHOOD PLAN - 2050



LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (< 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ) )	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL ( 1/2 AC. - 2 AC. / D.U. )	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

## 8 – OLD QUARRY NEIGHBORHOOD 2050 Land Use/Transportation Plan

General description. This neighborhood lies in the SE quadrant of the City and encompasses the southern one-half of U.S. Public Land Survey Section 24, all of Section 25 and a small triangular area of the SE one-quarter of Section 23. (*Please see Map No. 8*) The neighborhood is bounded on the north by the quarter section lines dividing the north and south halves of Section 24; on the east by Springdale Road (STH SR) and the boundary with the City and Town of Brookfield; on the south by the City boundary with the City of Waukesha; and, on the west by the section line between Sections 25 and 26 and a half mile segment of Redford Boulevard (CTH F) north of the I-94/CTH F interchange. The neighborhood has an area of 1.4 square miles. City arterial Watertown Road traverses the NE corner of the neighborhood in a NW/SE direction; Interstate Highway 94 traverses the center of the neighborhood in an east/west direction; Bluemound Road (CTH JJ) traverses the southern one-quarter of the neighborhood in an east/west direction; and, the CN/Wisconsin Central, LTD Railroad traverses the NW corner of the neighborhood in a north/south direction and an abandoned railroad right-of-way traverses the NW quarter of the neighborhood in a SW to NE direction, thereby dividing the neighborhood into six pieces. CTH F (Redford Boulevard) forms part of the western boundary of the neighborhood. The Illinois-Fox

**TABLE 8**

LAND USE	2015	2035 PLAN*	2050 PLAN
<b>Residential</b>	69.5 acres	96.3 acres	100.5 acres
<i>Dwelling Units (D.U.'s)</i>	93	160	170
<i>Population</i>	232	400	426
<b>Commercial</b>	33.2 acres	72.7 acres	74.7 acres
<b>Industrial</b>	323.9 acres	321.0 acres	321.0 acres
<b>Institutional</b>	8.7 acres	8.7 acres	8.7 acres
<b>Transportation</b>	127.8 acres	133.4 acres	137.6 acres
<i>Streets &amp; Highways**</i>	<i>(107.5 acres)</i>	<i>(113.1 acres)</i>	<i>(117.3 acres)</i>
<i>Railroad (CN/Wisconsin Central, LTD)</i>	<i>(8.7 acres)</i>	<i>(8.7 acres)</i>	<i>(8.7 acres)</i>
<i>Railroad (Abandon – proposed bike trail)</i>	<i>(11.6 acres)</i>	<i>(11.6 acres)</i>	<i>(11.6 acres)</i>
<b>Park/Recreation</b>	0.0 acres	11.5 acres	11.5 acres
<b>Floodplain/Wetland/Water/Open Land</b>	242.7 acres	242.7 acres	242.7 acres
<b>Developable Land (Primarily agricultural)</b>	90.9 acres	10.4 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>896.7 acres</b> (1.40 square miles)	<b>896.7 acres</b>	<b>896.7 acres</b>

\* Adopted 2035 Plan data presented for comparison purposes.

\*\* Includes 74.9 acres of City, County and Federal arterials of which 42.0 acres is I-94 R/W.

River also meanders in a generally north/south direction through the NW quarter of the neighborhood. The topography can be described as rolling.

Existing Land Uses – The Old Quarry Neighborhood in 2015 is not a primarily residential neighborhood, as shown on Map 8 and Table 8. Industrial uses account for 36 percent of the total neighborhood. Floodplain/wetlands, water and open lands account for another 27 percent. The remaining 37 percent is divided between transportation (streets and highways) at 14 percent; developable (barren) lands at 10 percent; single and multi-family residential at 8 percent; retail and office commercial at 4 percent and institutional at one (1) percent.

The majority of the industrial uses are encompassed within the area south of I-94 and north of Bluemound Road (CTH JJ). This area was, for many years, a large sand and gravel quarry. Thus, the name “Old Quarry”. There are also industrial uses north of I-94, immediately east of CTH F (Redford Boulevard) and north of Watertown Road, immediately west of Springdale Road. These industrial areas were developed beginning in the early 1970’s, with the largest development occurring in the 1980’s and 1990’s.

The largest single area of residential development is the 1960’s low-medium density single-family Takoma Hills Subdivision south of Bluemound Road and abutting the City of Waukesha. There are some older single-family homes along the southern ‘stub’ of North Avenue. There is some multi-family development on the north side of Watertown Road (GE temporary housing for trainees) and on the south side of Watertown Road and abutting Springdale Road (CTH SR). There were 230 people living in 93 dwelling units in 2015 (*Please see Table 8*).

The office commercial land use is primarily comprised of the GE Research and Development complex on the south side of Watertown Road. There is also a small office use on the north side of Bluemound Road at Saratoga Road. The majority of existing retail commercial use is located in the NE quadrant of the intersection of I-94 and Redford Boulevard (CTH F) – the “old” American TV property. There is a small commercial property use on the north side of Bluemound Road at Saratoga Road and also a small commercial property in the NW quadrant of the intersection of Watertown Road and Springdale Road.

The institutional land use is the transmission tower land owned by WE-Energies on Wolf Road. Most of the developable land is located north of I-94, south of Watertown Road and east of the Fox River and is surrounded by floodplains and wetlands. There is also a small parcel of developable land in the SE quadrant of Watertown Road and North Avenue. There are also small parcels of developable land lying west of the Takoma Hills Subdivision and south of Bluemound Road. The majority of the flood lands and wetlands lie north of I-94 and south of Watertown Road (*see Map 8*).

Proposed 2050 Land Use/Transportation in the Old Quarry Neighborhood doesn’t change a great deal from 2015, as shown on Map 8 and Table 8. This is due, primarily, to the fact that about 90 percent of the total area of the neighborhood was already developed in 2015. As shown on Table 8, it is expected that the single institutional use will not change by 2050. There will be no change in total floodplains, wetlands, water and open land. There should be no filling or construction within such lands with the possible exception of required public works.

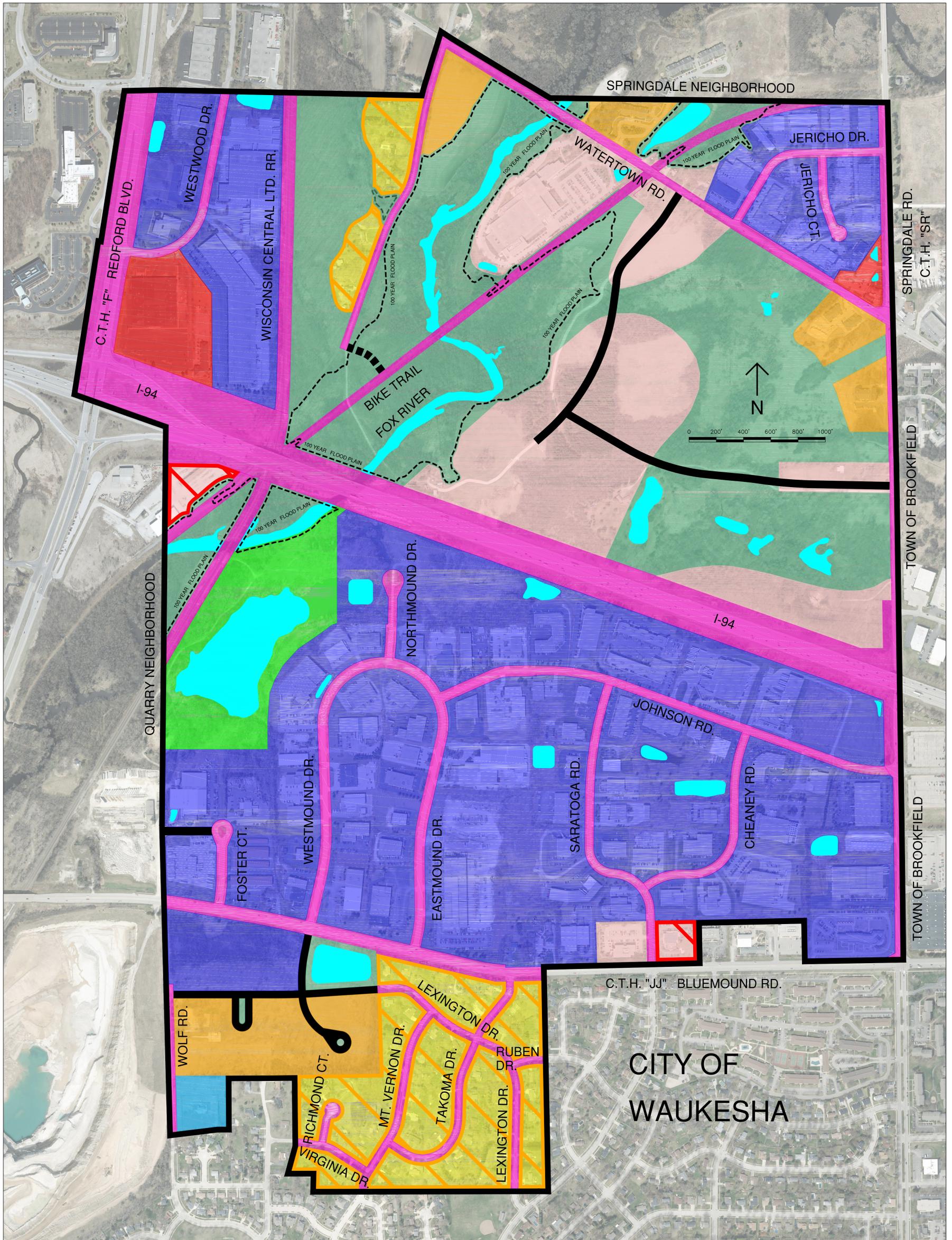
The 90.9 acres of developable land in 2015 is expected to be developed before 2050. Thirty-one acres or about 1/3 of that total will be primarily developed for single-family residential uses (see Map 8). Some of the residential development will occur along the east side of the North Avenue stub and some on lands on the east side of Wolf Road and west of Takoma Hills Subdivision. It is proposed that such residential use be developed as medium density single family use or possibly two-family use. The proposed change in residential use will result in an increase of about 77 dwelling units and an 84 percent increase in population over the 2015 existing total (*see Table 8*).

Another 41 acres is proposed to be developed for office commercial use. Those lands are all located north of I-94, south of Watertown Road and west of Springdale Road and virtually surrounded by floodplains and wetlands. Any development of these lands will require new public streets accessing both Watertown Road and Springdale Road. Another 10 acres will be needed for added street right-of-way to serve all new development. At the same time some industrial use will actually decrease slightly due to 11.5 acres of the Payne and Dolan quarry north of Bluemound Road and east of and adjacent to the CN/Wisconsin Central, LTD Railroad being converted to park land when the quarry is shut down, perhaps by 2050. It is proposed to develop the current older residential land fronting the south side of Bluemound Road west of Takoma Hills Subdivision to industrial use. The result is an approximately three acre overall reduction in industrial land by 2050. It is expected that this neighborhood will be fully developed before the year 2050. All new development in the neighbor will be required to connect to City public sanitary sewers and public water supply facilities. It is expected that public transit will be extended along both Bluemound and Watertown Roads at some point in the next 35 years.

***This 2050 Old Quarry Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Old Quarry Neighborhood Plan adopted in 2012. After public hearing and subsequent revision, this 2050 Plan was adopted by the City Plan Commission on October 20, 2016 and by the City Common Council on October 31, 2016 as a major part of the general City Comprehensive Plan for 2050.***



# MAP NO.8 OLD QUARRY NEIGHBORHOOD PLAN - 2050



LEGEND					
	WATER (> 2 AC.)		FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS		MEDIUM DENSITY RESIDENTIAL (< 6,500 SQ. FT. - 1/2 AC. / D.U.)
	AGRICULTURE		LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT (D.U.))		HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)
	PUBLIC OR PRIVATE PARK AND RECREATION		LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)		OFFICE COMMERCIAL
			RETAIL / SERVICE COMMERCIAL		MANUFACTURING / FABRICATION / WAREHOUSING
			TRANSPORTATION / UTILITIES		GOVERNMENTAL / INSTITUTIONAL
			MIXED OFFICE / RETAIL COMMERCIAL		MINING
			EXISTING STREET & RAILROAD		PROPOSED STREET
			CIVIL DIVISION BOUNDARY		

DATE ADOPTED: \_\_\_\_\_

**9 – QUARRY NEIGHBORHOOD 2050 Land Use/Transportation Plan**

General Description. This neighborhood lies in the SE quadrant of the City and encompasses that portion of U.S. Public Land Survey Section 23 south of I-94, all of Section 26 within the City and all of Section 35 within the City. (*Please see Map No. 9*). The neighborhood is bounded on the north by I-94; on the east by the section line between Section 25 and 26; on the south by the City’s mutual boundary with the City of Waukesha; and, on the west by the City’s mutual boundary with the City of Waukesha and Pewaukee Road (CTH J). The area of the neighborhood is approximately 1.17 square miles. Bluemound Road (CTH JJ) traverses the middle of the neighborhood in an east-west direction, cutting the neighborhood in two almost equal halves. Redford Boulevard (CTH F) and the paralleling Illinois-Fox River and Canadian National (CN)/Wis. Central LTD Railroad traverse the neighborhood in a NE/SW direction, dividing the neighborhood into east and west parts. The topography can be described as rolling. Public sanitary sewerage service in this neighborhood is purchased by the City from the City of Waukesha.

**TABLE 9**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b> <i>Dwelling Units (D.U.'s)</i> <i>Population</i>	89.2 acres <i>100</i> <i>250</i>	128.9 acres <i>179</i> <i>448</i>	128.9 acres <i>179</i> <i>448</i>
<b>Commercial</b>	53.7 acres	53.7 acres	61.1 acres
<b>Industrial</b>	239.5 acres	120.5 acres	113.1 acres
<b>Institutional / Governmental</b>	0.0 acres	0.0 acres	0.0 acres
<b>Transportation</b> <i>Streets &amp; Highways**</i> <i>Railroads (CN / Wis. Central LTD)</i>	97.4 acres <i>(75.2 acres)</i> <i>(22.2 acres)</i>	102.0 acres <i>(79.8 acres)</i> <i>(22.2 acres)</i>	102.0 acres <i>(79.8 acres)</i> <i>(22.2 acres)</i>
<b>Public &amp; Private Park/Recreation</b>	0.0 acres	114.5 acres	114.5 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	231.4 acres	231.4 acres	231.4 acres
<b>Developable Land</b> (Primarily Agriculture)	39.8 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>751.0 acres</b> <i>(1.17 sq. miles)</i>	<b>751.0 acres</b>	<b>751.0 acres</b>

\* *Adopted 2035 Plan Data Presented for Comparison Purposes.*

\*\**Includes 53.6 acres of County and State arterial streets and highways.*

Existing Land Uses. The half of the neighborhood lying south of Bluemound Road (CTH JJ) consists of a few small retail and office uses along Bluemound Road; a medium density single-family residential subdivision developed in the 1950's - 1960's; a very large and very deep inactive stone quarry along the west side of CTH F; another very large, very deep active stone quarry along the east side of the CN Railroad; and, a long, narrow area of flood lands and wetlands along the Illinois-Fox River which flows southerly between CTH F and the CN railroad tracks.

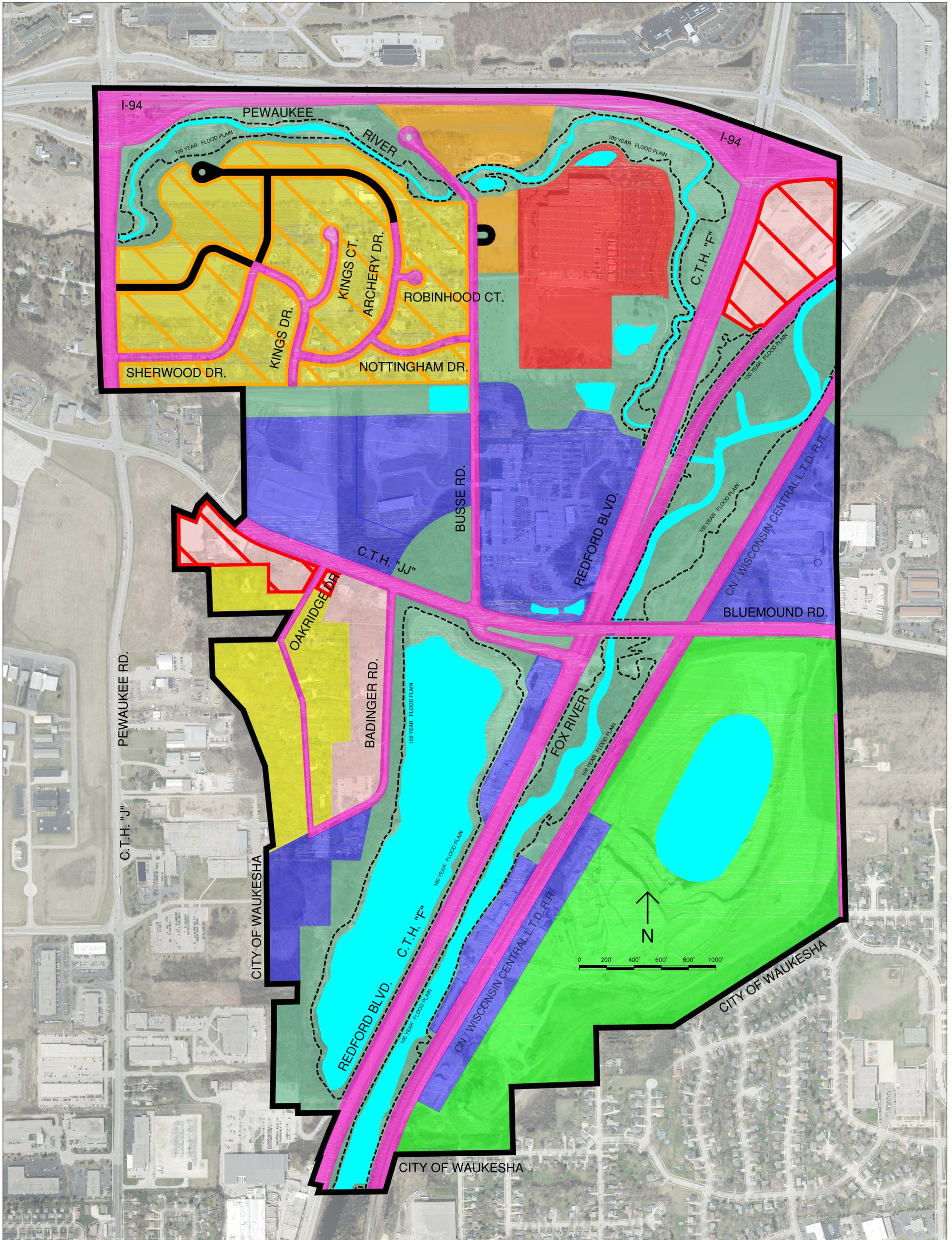
Within the half of the neighborhood north of Bluemound Road and west of Busse Road are three, relatively new industrial buildings and east of Busse Road is an older work shop and equipment storage area for the owners of the two quarries. East of CTH F (Redford Boulevard), the Illinois-Fox River and the CN Railroad line is an old industrial area being converted to a large asphalt producing plant. North of these industrial uses and south of I-94 is an older single-family residential subdivision (1950 - 1960), Sherwood Forest, a large furniture store and a retail/wholesale business which lies adjacent to the east side of CTH F. The Pewaukee River runs in a west to east direction along the south side of I-94 and connects to the Illinois-Fox River roughly 1/3 of a mile south of I-94 and east of CTH F. In 2015 there was only about 40 acres of developable land remaining in the neighborhood.

Proposed 2050 Land Use/Transportation. There is almost no change between the 2035 Plan adopted in 2012 and the 2050 Plan. (See Table 9). The detailed long-range Quarry Neighborhood Plan for 2050 depicted on Map No. 9 proposes that all flood lands and wetlands within the neighborhood be retained in their natural state and that both large quarries be converted to surface water retention or recreational use when quarrying is terminated. It is proposed that all other existing land uses be continued and that the few developable lands north of Bluemound Road (CTH JJ) be developed for low-medium and medium density residential purposes. It is also proposed that public sanitary sewerage and public water supply facilities be extended throughout the neighborhood within the next 33 years. All streets and highways within and bordering the neighborhood will remain with possible additions to right-of-way width as shown on the City Official Map. All new development will be served by public streets as shown in black on Map No. 9.

***This 2050 Quarry Neighborhood Land Use/Transportation Plan is an update and slight revision of the 2035 Quarry Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on November 16, 2017 and by the City Common Council on December 4, 2017 as a part of the general City Comprehensive Plan for 2050.***

# MAP NO.9

## QUARRY NEIGHBORHOOD PLAN - 2050



### LEGEND

<p><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid black;"></span> WATER ( &gt; 2 AC. )</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black;"></span> AGRICULTURE</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> PUBLIC OR PRIVATE PARK AND RECREATION</p>	<p><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px dashed black;"></span> FLOOD PLAINS, LOWLAND &amp; UPLAND CONSERVANCY, &amp; OTHER NATURAL AREAS</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> LOW DENSITY RESIDENTIAL ( &gt; 2 AC. / DWELLING UNIT ( D.U. ) )</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black;"></span> LOW - MEDIUM DENSITY RESIDENTIAL ( 1/2 AC. - 2 AC. / D.U. )</p>	<p><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> MEDIUM DENSITY RESIDENTIAL ( 6,500 SQ. FT. - 1/2 AC. / D.U. )</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #8B4513; border: 1px solid black;"></span> HIGH DENSITY RESIDENTIAL ( &lt; 6,500 SQ. FT. / D.U. )</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #F5DEB3; border: 1px solid black;"></span> OFFICE COMMERCIAL</p>	<p><span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px); border: 1px solid black;"></span> MIXED OFFICE / RETAIL COMMERCIAL</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> RETAIL / SERVICE COMMERCIAL</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: magenta; border: 1px solid black;"></span> TRANSPORTATION / UTILITIES</p>	<p><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> GOVERNMENTAL / INSTITUTIONAL</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #0000FF; border: 1px solid black;"></span> MANUFACTURING / FABRICATION / WAREHOUSING</p> <p><span style="display: inline-block; width: 15px; height: 10px; background-color: #A9A9A9; border: 1px solid black;"></span> MINING</p>	<p><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid magenta;"></span> EXISTING STREET &amp; RAILROAD</p> <p><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black;"></span> PROPOSED STREET</p> <p><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black;"></span> CIVIL DIVISION BOUNDARY</p>
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DATE ADOPTED: \_\_\_\_\_

**10 – OFFICE/INDUSTRIAL NEIGHBORHOOD**  
**2050 Land Use/Transportation Plan**

General Description. This almost completely developed neighborhood lies in the east-central area of the City and encompasses almost all of U.S. Public Land Survey Sections 14 and 23, all within the City. (Please see Map 10 and Table 10). The neighborhood is bounded on the north by the Canadian Pacific (CP) Railroad tracks; on the east by Redford Boulevard (CTH F); on the south by I-94; and, on the west by Pewaukee Road (STH 164). The large neighborhood has an area of 1.74 square miles. Watertown Road (CTH M) traverses the neighborhood in a NW/SE direction dividing the neighborhood into two large areas with about 40 percent of the neighborhood lying north of Watertown Road. Stoneridge Drive traverses the extreme southern area of the neighborhood in an east-west direction. Paul Road traverses the northern quarter of the neighborhood in an east-west direction paralleling Watertown Road. The topography can be described as rolling.

**TABLE 10**

LAND USE	2015	2035 PLAN*	2050 PLAN
<b>Residential</b>	22.1 acres	36.1 acres	36.1 acres
<i>Dwelling Units (D.U.'s)</i>	29	61	61
<i>Population</i>	73	153	153
<b>Commercial</b>	165.2 acres	168.9 acres	168.9 acres
<b>Industrial</b>	448.3 acres	448.3 acres	448.3 acres
<b>Institutional / Governmental</b>	17.1 acres	17.1 acres	17.1 acres
<b>Transportation</b>	125.5 acres	128.0 acres	128.0 acres
<i>- Streets &amp; Highways**</i>	<i>(119.6 acres)</i>	<i>(122.1 acres)</i>	<i>(122.1 acres)</i>
<i>- Railroads (CP)</i>	<i>(5.9 acres)</i>	<i>(5.9 acres)</i>	<i>(5.9 acres)</i>
<b>Public &amp; Private Park/Recreation</b> (Gun Club)	65.2 acres	65.2 acres	65.2 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	247.4 acres	247.4 acres	247.4 acres
<b>Developable Land</b> (Primarily Agriculture)	20.2 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>1,111.0 acres</b> (1.74 sq. miles)	<b>1,111.0 acres</b>	<b>1,111.0 acres</b>

\* Adopted 2035 Plan Data Presented for Comparison Purposes.

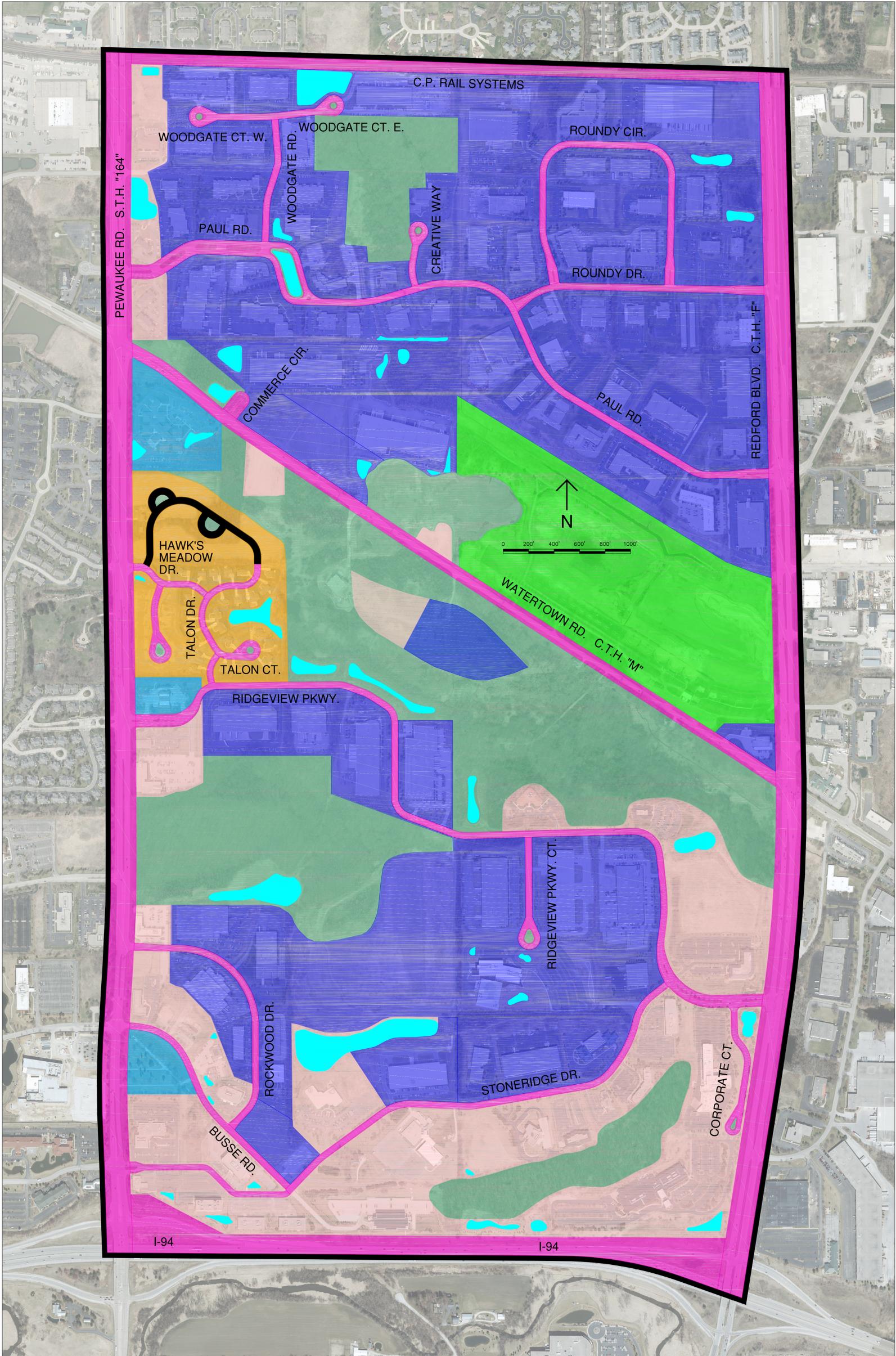
\*\*Includes 73.3 acres of County and State arterial streets and highways.

Existing Land Uses. Except for a large private gun club, a small upland conservancy area and two small wetlands, the area north of Watertown Road is fully developed as office-industrial “parks”. The portion of the neighborhood lying south of Watertown Road encompasses a small nursing home, a medical out-patient clinic, the City’s Central Fire Station and a large developed office-industrial complex. There is also a small area of undeveloped developable land abutting Pewaukee Road and a few vacant platted parcels in the office-industrial area. (*See Map 10 and Table 10*).

Proposed 2050 Land Use/Transportation. The detailed long-range Office/Industrial Neighborhood Plan for 2050 depicted on Map No. 10 proposes that all lowland and upland conservancy areas be retained in a natural state and the small area of developable land abutting Pewaukee road be developed as medium density residential use within the next 25 years. The remainder of the neighborhood is either already developed or under development as office or limited industrial uses and it is proposed that such uses remain. Should the private gun club decide to develop or sell their land for development, it is proposed that the portion of the gun club land that is developable be converted to office/industrial uses. All existing streets and highways within and bordering the neighborhood should remain and, if necessary, be expanded as shown on the City Official Map. Proposed new streets are shown as black on Map No. 10. It can be expected that mass transit service will be routed along the main arterial streets when warranted in the next 25 years.

***This 2050 Office/Industrial Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Office/Industrial Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on November 16, 2017 and by the City Common Council on December 4, 2017 as a major part of the general City Comprehensive Plan for 2050.***

# MAP NO. 10 OFFICE/ INDUSTRIAL NEIGHBORHOOD PLAN - 2050



LEGEND						
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (> 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD	
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ) )	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U. )	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET	
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U. )	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY	

DATE ADOPTED: \_\_\_\_\_

## 11 – CITY CENTER NEIGHBORHOOD 2050 Land Use/Transportation Plan

General Description. This neighborhood lies in the central area of the City and encompasses all of U.S. Public Land Survey Sections 15 and 22 lying east of the Pewaukee River and north of I-94. (*Please see Map No. 11*). The neighborhood is bounded on the north by the section line between Section 10 and Section 15 and the City’s mutual boundary with the Village of Pewaukee; on the east by Pewaukee Road (STH 164); on the south by I-94; and, on the west by the Pewaukee River. The neighborhood has an area of 1.09 square miles. The Canadian Pacific (CP) Railroad separates the seven acre City Hall Campus from the rest of the neighborhood to the south. Both the railroad and Watertown Road (CTH M) traverse the NE corner of the neighborhood in a NW/SE direction. The topography can be described as rolling.

**TABLE 11**

LAND USE	2015	2035 PLAN*	2050 PLAN
<b>Residential</b> <i>Dwelling Units (D.U. 's)</i> <i>Population</i>	161.8 acres 948 1,776	189.0 acres 1,024 2,086	189.0 acres 1,024 2,086
<b>Commercial</b>	131.7 acres	136.4 acres	136.4 acres
<b>Industrial</b>	52.4 acres	52.4 acres	52.4 acres
<b>Institutional / Governmental</b>	14.3 acres	14.3 acres	14.3 acres
<b>Transportation</b> <i>Streets &amp; Highways**</i> <i>Railroad (CP)</i>	55.6 acres (50.5 acres) (5.1 acres)	56.9 acres (51.8 acres) (5.1 acres)	56.9 acres (51.8 acres) (5.1 acres)
<b>Public &amp; Private Park/Recreation</b>	0.0 acres	0.0 acres	0.0 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	246.6 acres	246.6 acres	246.6 acres
<b>Developable Land</b> (Primarily Agriculture)	37.2 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>695.6 acres</b> (1.09 sq. mile)	<b>695.6 acres</b>	<b>695.6 acres</b>

\* *Adopted 2035 Plan Data Presented for Comparison Purposes.*

\*\**Includes 34.4 acres of County and State arterial streets and highways.*

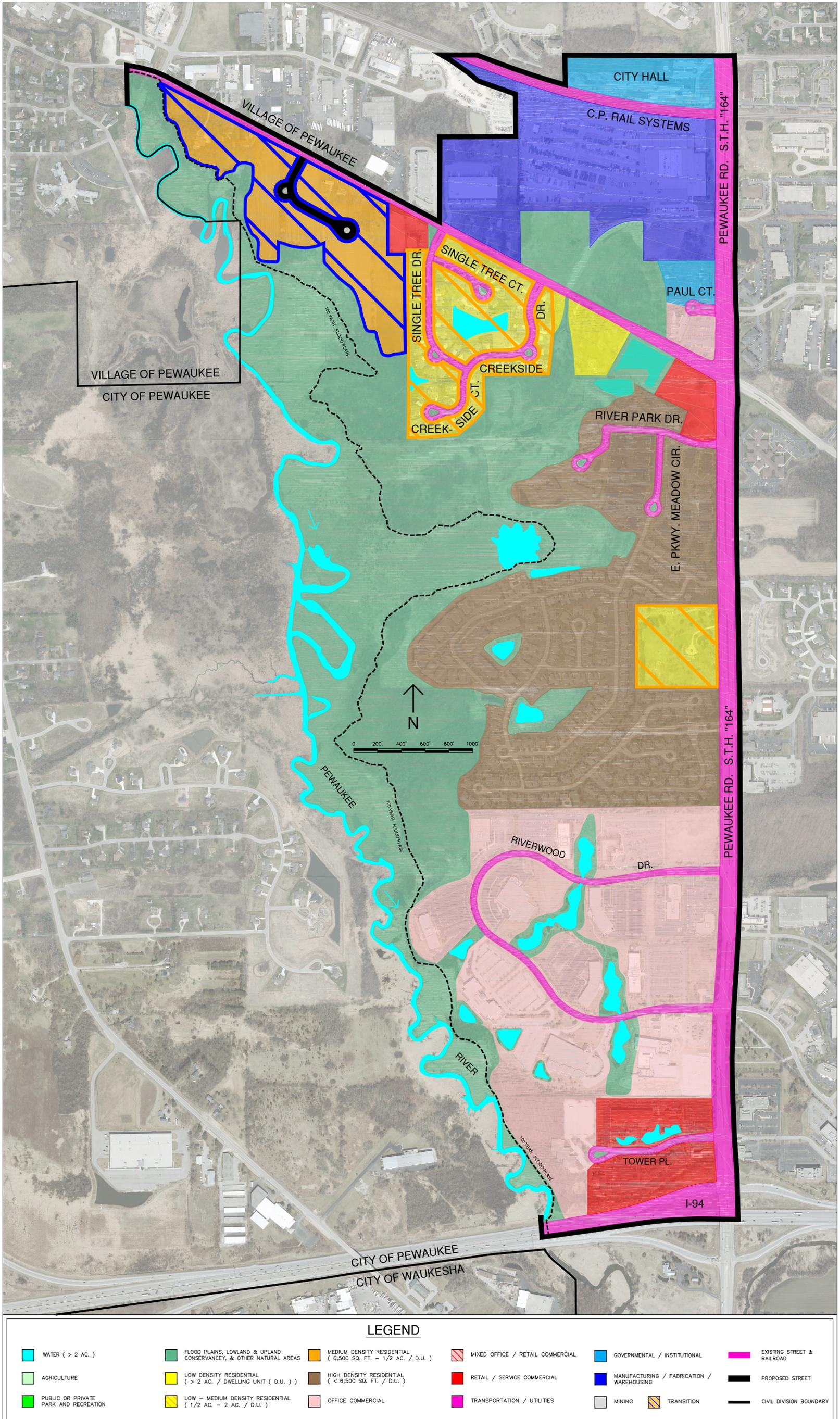
Existing Land Uses. Existing land uses in the neighborhood area lying north of Watertown Road include the Pewaukee City Hall campus, an Episcopal church, a small office development, a small wetland and large industrial/utility storage and service center development that covers about three-quarters of the area north of Watertown Road. The northern two-thirds of the neighborhood area lying south of Watertown

Road includes a very large area of Pewaukee River floodplain and adjoining wetlands, a large medium to high density multi-family residential development (Avondale) and about 37 acres of undeveloped developable land abutting the south side of Watertown Road. (*Please see Map 11 and Table 11*). Most of the river floodplain area and adjoining wetlands are owned by Waukesha County as a part of a future Pewaukee River Parkway. Land use in the southern one-third of the neighborhood south of Watertown Road include a large office development and a medium sized retail development that includes two hotels, two restaurants and a gas station/mini-mart.

Proposed 2050 Land Use/Transportation. The only change between the 2035 Land Use/Transportation Plan adopted in 2012 and the proposed 2050 Plan described and shown herein is that the 37 acres of developable land noted on Table 11 is shown on the 2050 Plan as a transitional land area that could be developed as either residential or industrial due to the land uses adjoining the 37 acres. The detailed long-range City Center 2050 Neighborhood Plan depicted on Map No. 11, like the 2035 Plan, proposes that all existing floodplains and wetlands be preserved in a natural state and all existing streets and highways be retained. It is further proposed that any developable lands lying north of Watertown Road be developed for office or industrial use; and, all developable land lying within Section 15 south of Watertown Road be developed for either medium density residential development or industrial use. (Table 11 tabulates acreage increase and related dwelling unit and population increases based on the land being developed as residential). Some existing streets and County and State Trunk Highways within and bordering the neighborhood may require additional right-of-way, as shown on the City Official Map. Any new development will require new public streets as shown in black on Map no. 11. It is expected that sometime in the next 25 years mass transit service will be routed along Pewaukee and Watertown Roads.

***This 2050 City Center Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 City Center Neighborhood Plan adopted in 2012. After public hearing, this 2050 Plan was adopted by the City Plan Commission on November 16, 2017 and by the City Common Council on December 4, 2017 as a major part of the general City Comprehensive Plan or 2050.***

# MAP NO. 11 CITY CENTER NEIGHBORHOOD PLAN - 2050



DATE ADOPTED: \_\_\_\_\_

**12 - NORTH BLUEMOUND NEIGHBORHOOD 2050 Land Use –  
Transportation Plan**

General Description. The North Bluemound Neighborhood lies in the center of the City and encompasses all of US Public Land Survey System sections 15 and 22 lying west of the Pewaukee River and north of I-94, and the eastern one quarter of sections 16 and 21 lying within the City (*Please see map 12*). The neighborhood is bounded on the north by the corporate boundary between the Village of Pewaukee and the City; on the east by the Pewaukee River; on the south by I-94; and on the west by STH 16 freeway. The neighborhood has a total area of 1.16 square miles. Bluemound Road (CTH JJ) serves as the only access to and through the neighborhood. Bluemound Road traverses the western one third of the neighborhood in a NW to SE direction, connecting on the north to the Morris Street bridge crossover of STH 16 and on the south to Silvernail Road and Pewaukee Road, both of which lie beyond the neighborhood’s southern boundary. The topography can be described as rolling with most storm water runoff flowing to the Pewaukee River. The neighborhood is served by City sanitary sewerage and water supply facilities. The nearest City fire station is located on the north side of College Avenue (CTH SS) about one mile west of the northern entrance to the neighborhood. Waukesha County Technical College (WCTC) is located across STH 16 west of the neighborhood. In December 2015 there were 104 single-family dwelling units in the neighborhood housing about 270 people.

**TABLE 12**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050</b>
<b>Residential</b>	129.5 acres**	205.5 acres	202.0 acres
<i>Dwelling Units (D.U.'s)</i>	104	294	284
<i>Population</i>	270	735	712
<b>Commercial</b>	4.0 acres	4.0 acres	4.0 acres
<b>Industrial</b>	46.0 acres	81.0 acres	96.0 acres
<b>Institutional</b>	10.4 acres	8.0 acres	8.0 acres
<b>Public &amp; Private Parks/Recreation</b>	0.0 acres	0.0 acres	0.0 acres
<b>Floodplain/Wetland/Open Land</b>	307.6 acres	307.6 acres	307.6 acres
<b>Transportation (Arterial &amp; Local Streets)</b>	111.5 acres***	118.0 acres***	122.4 acres***
<b>Developable Land (Primarily agriculture)</b>	131.0 acres	15.9 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>740.0 acres</b> (1.16 square miles)	<b>740.0 acres</b>	<b>740.0 acres</b>

\* Data presented for comparison purposes.

\*\* Includes 17.0 acres of Still River Subdivision vacant lots in 2015.

\*\*\* Includes 81.0 acres of State and County highway right-of-way.

Existing land uses in that portion of the neighborhood lying west of Bluemound Road and east of STH 16 include wetlands and industrial uses to the south along I-94 and STH 16 and agriculture and residential uses to the north. There is a small area of potential residential and industrial developable land in this portion of the neighborhood. Existing land uses in the larger eastern portion of the neighborhood lying between Bluemound Road and the Pewaukee River include floodplain lands and wetlands along Fatima Creek and the west side of the Pewaukee River; industrial use on the south near I-94; and four small to medium size low-to-medium density residential subdivisions (Still River Subdivision is largest) in the northern three-quarters of the area. There is also some developable land with potential for both industrial and residential development in this area as well as flood lands and wetlands owned by Waukesha County as a part of the future Pewaukee River Parkway.

The detail tabulation of both existing (2015) land use and 2035 and 2050 planned land use is depicted on Table 12. As shown on Table 12 as well as on the 2050 North Bluemound Neighborhood Plan map (*Map 12*), the predominant land use in this neighborhood is floodplain/wetland/open land, encompassing 42 percent of the entire neighborhood. With the exception of the platted residential lands in the relatively recently developed Still River and Hughes Trail Subdivisions and the older Valley View and Sunny Ridge Subdivisions, a large portion of current residences are located on individual two to ten acre parcels scattered throughout the neighborhood. Scot Industry's older industrial development in the SE area of the neighborhood and the newer Harken Company industrial development along with the older Precision Gear and the mini-warehouse businesses on the SW side of Bluemound Road comprise the current industrial uses in the neighborhood. State and County arterial highways and City streets make up a large portion of the current land use, especially the 81 acres of STH 16 freeway right-of-way and 17 acres of Bluemound Road (CTH JJ) right-of-way lands. Most of the 'developable' land within the neighborhood is comprised of land currently within the two to ten acre residential parcels that could be further developed for residential purposes either individually or if combined with similar adjacent parcels, or land within previously planned and zoned 'industrial' but not yet fully developed.

Proposed 2050 Land use/Transportation, as shown on Map 12 and on Table 12, represent a major change in three categories of land use in the neighborhood compared to the 2035 plan. There is no proposed change in the land (and water) devoted to floodplains, wetlands and general permanent open space lands. Such lands are to remain untouched with the exception of the possibility of the creation of a walking trail along the west side of the Pewaukee River Parkway from Watertown Road in the Village south to I-94. Likewise, there is no expected change in commercial or institutional land uses except for the possible conversion of about 2.4 acres of institutional use to residential use. It should be noted that the institutional land use category could be increased in the future in the event that land being planned for residential use is, instead, developed as institutional use – for example, as a church or assisted living facility.

The three land use categories that would experience the biggest change are residential, industrial and transportation. During the next 20 to 35 years those lands shown on the Plan map as industrial and lying west of Bluemound Road will be completely developed, adding about 30 acres to the industrial total by 2050. Likewise

those lands shown as planned industrial and lying east of Bluemound Road, including the Scot Industries and adjacent Watson lands, will probably also be fully developed, adding another 20 acres to the industrial land total. In both industrial areas the intent, due to limited sanitary sewerage capacity in this neighborhood, is to allow only those low water use industrial uses that could be described as 'limited industry' under the City's zoning ordinance. Such uses would, of course, also have to meet the City's site, building and storm water management standards.

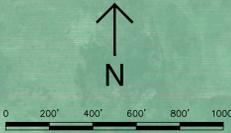
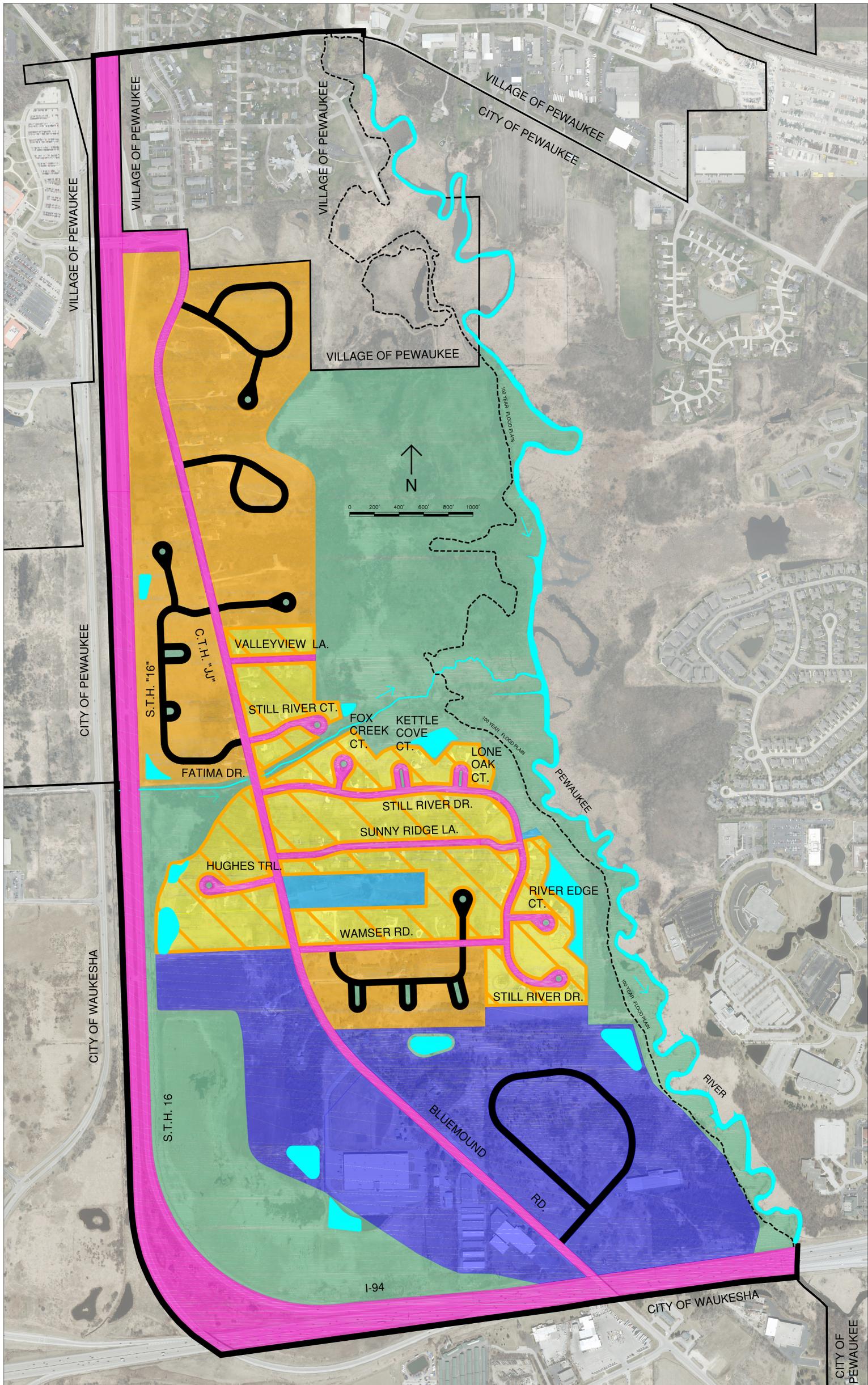
There is also the potential to add another 180 dwelling units in the North Bluemound Neighborhood during the next 20 – 35 years. It is expected that at least half of those dwelling units will be constructed on lands lying west of Bluemound Road and north of Fatima Creek on land currently (2016) being farmed, pastured or lying fallow. Another 25 percent will be constructed in small residential subdivisions created by combining several of the current two to ten acre older residential parcels, primarily on the east side of Bluemound Road. The remaining 25 percent will be constructed on two or three medium sized parcels of land on the east side of Bluemound Road currently zoned residential but not yet developed. The intent is that there be no multi-family residential development on the east side of Bluemound Road with the possible exception of the two or three most northerly properties. Any such development should be low density multi-family. It is expected that some of the single-family residential development in the northern one-half of the neighborhood will be small lot (quarter acre) development with smaller (1,800 – 2,200 sq. ft.) homes. There may also be some low density multi-family development on those planned residential lands abutting STH 16. As indicated earlier, some planned residential lands could convert to institutional uses such as a church or an assisted living complex. Such uses could provide a land use buffer between single-family and multi-family use or between residential and industrial uses or the freeway.

Land devoted to streets will increase slightly with the need to serve new residential and industrial uses with City streets but there should be no need for increase in land for arterial streets or highways. It can be expected that there will be some configuration of public transit along Bluemound Road at some point in the next 20 years. All new development and redeveloped older development in this neighborhood will be required to connect to City public services.

***This 2050 North Bluemound Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 North Bluemound Neighborhood Plan adopted in 2012. After public hearing and subsequent revision, this 2050 Plan was adopted by the City Plan Commission on June 1, 2016 and by the City Common Council on June 20, 2016 as a major part of the general City Comprehensive Plan for 2050.***



# MAP NO. 12 NORTH BLUEMOUND NEIGHBORHOOD PLAN - 2050



LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

**13 – SOUTH LAKE NEIGHBORHOOD 2050 Land Use/Transportation Plan**

General Description. This almost completely developed neighborhood lies in the west-central part of the City and encompasses all of U.S. Public Land Survey Sections 17 and 18 and the southern one-quarter of Sections 7 and 8 within the City. (Please see Map No. 13). Also included in the neighborhood is a very small land area along the shore of Pewaukee Lake located within U.S. Public Land Survey Section 13, T7N, R20E (formerly part of the Town of Delafield). The northern boundary of the neighborhood is the northern boundary of the southern one-quarter of Sections 7 and 8 in the lake; the eastern boundary is the section line between Section 16 and section 17; the southern boundary is the section lines between Section 17 and 20 and between 18 and 19; and, the western boundary is the City’s mutual boundary with the Town of Delafield. The very large 2.26 square mile area of the neighborhood is due to a large portion of Lake Pewaukee included within the neighborhood. (Please see Map No. 13 and Table 13). Arterial streets Prospect/College Avenue (CTH SS) traverses the center of the neighborhood in an east-west direction and Meadowbrook Road/Prospect Avenue (CTH G) traverses the eastern one-third of the neighborhood in a NE/SW direction. The topography can be described as rolling.

**TABLE 13**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b> <i>Dwelling Units (D.U.'s)</i> <i>Population</i>	582.8 acres <i>1,074</i> <i>2,496</i>	636.2 acres <i>1,208</i> <i>3,017</i>	636.2 acres <i>1,208</i> <i>3,017</i>
<b>Commercial</b>	9.4 acres	9.4 acres	9.4 acres
<b>Industrial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Institutional / Governmental</b>	42.0 acres	42.0 acres	42.0 acres
<b>Transportation – Streets &amp; Highways**</b>	136.4 acres	147.7 acres	147.7 acres
<b>Public &amp; Private Parks/Recreation</b>	13.0 acres	23.4 acres	23.4 acres
<b>Floodplains, Wetlands, Water &amp; Open Space***</b>	586.0 acres	586.0 acres	586.0 acres
<b>Developable Land (Primarily Agriculture)</b>	75.1 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>1,444.7 acres***</b> <i>(2.26 sq. miles)</i>	<b>1,444.7 acres</b>	<b>1,444.7 acres</b>

\*Adopted 2035 Plan Data Presented for Comparison Purposes.

\*\*Includes 33.6 acres of County and State arterial streets and highways.

\*\*\*Includes 475.4 acres of Pewaukee Lake

Existing Land Uses. Uses of land in that portion of the neighborhood lying north of Prospect Avenue/College Avenue (CTH SS) are, with a few small exceptions, entirely residential. The exceptions include: a vehicle towing business in the NW quadrant of the intersection of Prospect/Meadowbrook Road; a service station in the SW quadrant of that intersection; a restaurant and beer depot on Elm Street; a boat livery and a tavern on Lakeview Boulevard; an office and commercial business in the NE quadrant of the Oak Street /Prospect Avenue intersection; and, a mixture of restaurants, taverns, offices, and salons on the east and west sides of Prospect Avenue on the north side of Meadowbrook Creek. With the exception of the Steeplechase and Christian Court subdivisions developed in the 1990's and 2000's, the Rocky Point – north subdivision developed in the late 1980's, some of the older development in this area, dates back to prior to 1900.

Existing land uses in that portion of the neighborhood east of Meadowbrook Road and south of College Avenue include a large wetland/agricultural area and both low and medium density residential development including the older Accent Court subdivision developed in the 1960's and the Deer Haven subdivision developed in the 1990's. Existing land use in that portion of the neighborhood west of Meadowbrook Road and south of Prospect Avenue are all low/medium to medium density residential with five exceptions. The exceptions include: the gas station/car wash in the SW quadrant of the Prospect Avenue/Meadowbrook Road intersection; the Carmelite nunnery on Carmelite Road; Nettesheim City Neighborhood Park on Oak Street; the Pewaukee Lake Sanitary District offices; and, the several small businesses on the east side of Prospect Avenue in the vicinity of Edgewood Avenue. Residential development in this area includes the Orchards, Edgewood Farm and Palomino Point subdivisions, all developed in the 1990's and 2000's and the Rocky Point and Rocky Point – south subdivisions developed in the 1980's. Some of the other residential development in this area dates back to the 1920's. Also included within this neighborhood is the narrow strip of residential land between the lake and Prospect Avenue in the vicinity of Edgewood Avenue north of Meadowbrook Creek. There are both restaurants and residences in this narrow strip of land.

Proposed 2050 Land Use/Transportation. The detail long-range South Lake Neighborhood Plan depicted on Map No. 13 proposes that all flood lands, wetlands or upland conservancy lands be preserved in a natural state and all existing streets and highways be retained. Any developable lands should be converted to low-medium density residential use by 2035. There are also some small areas of developed land in the Edgewood Avenue area that may be redeveloped during the next 25 years. Some arterial and collector streets and highways in the neighborhood may need additional right-of-way as shown on the City Official Map. Any new development will require new public streets, which are shown on Map No. 13 in black.

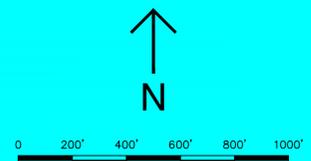
***This 2050 South Lake Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 South Lake Neighborhood Plan adopted in 2012. After public hearing and subsequent revision, this 2050 Plan was adopted by the City Plan Commission on January 18, 2018 and by the City Common Council on February 5, 2018 as a major part of the general City Comprehensive Plan for 2050.***

# MAP NO.13 SOUTH LAKE NEIGHBORHOOD PLAN - 2050



↖ ADDITIONAL LAKE AREA ↗

PEWAUKEE LAKE



TOWN OF DELAFIELD

LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

**14 – MEADOWBROOK CREEK NEIGHBORHOOD 2050 Land Use/Transportation Plan**

General Description. This almost completely developed neighborhood lies in the west-central area of the City north of I-94 and encompasses all of U.S. Public Land Survey Sections 19 and 20 north of I-94. (Please see Map No. 14). The neighborhood is bounded on the north by the section lines between Sections 18 & 19 and 17 & 20; on the east by the section line between Sections 20 & 21; on the south by I-94; and, on the west by the City’s mutual boundary with the Town of Delafield. The area of the neighborhood is 1.45 square miles. Meadowbrook Road (CTH G) traverses the center of the neighborhood in a north-south direction, splitting the neighborhood into two approximately equal parts. The Waukesha County Lake Country (bike/hike) Trail, located on the WE Energies electric transmission line right-of-way paralleling Meadowbrook Creek, traverses the neighborhood diagonally from SE to NW. The topography of the neighborhood can be described as rolling.

**TABLE 14**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b> <i>Dwelling Units (D.U. 's)**</i> <i>Population</i>	281.6 acres 997 2,318	291.1 acres 1,020 2,550	291.1 acres 1,020 2,550
<b>Commercial</b>	2.1 acres	2.1 acres	2.1 acres
<b>Industrial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Institutional / Governmental</b>	9.9 acres	9.9 acres	9.9 acres
<b>Transportation - Streets &amp; Highways***</b>	109.5 acres	110.1 acres	110.1 acres
<b>Public &amp; Private Park/Recreation</b> <i>(Includes Pewaukee Golf Course &amp; Lake Country Trail)</i>	161.6 acres	161.6 acres	161.6 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	350.3 acres	350.3 acres	350.3 acres
<b>Developable Land (Primarily Agriculture)</b>	10.1 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>925.1 acres</b> <i>(1.45 sq. miles)</i>	<b>925.1 acres</b>	<b>925.1 acres</b>

\* Adopted 2035 Plan Data presented for comparison purposes.

\*\* Includes 161 multi-family units approved for construction (2015).

\*\*\* Includes 51.0 acres of County and State arterial streets and highways.

Existing Land Uses. Current (2015) land use development in the neighborhood east of Meadowbrook Road is primarily medium density residential developed beginning in the 1980's but includes an older 18-hole golf course and a large area of flood lands and wetlands. Part of the Deer Haven subdivision described in the South Lake Neighborhood extends into this neighborhood. Also, the very large Meadowbrook Farms/Meadowbrook Village residential development, including both medium density single-family and high density multi-family condominium development, comprise the residential uses on the east side of Meadowbrook Road.

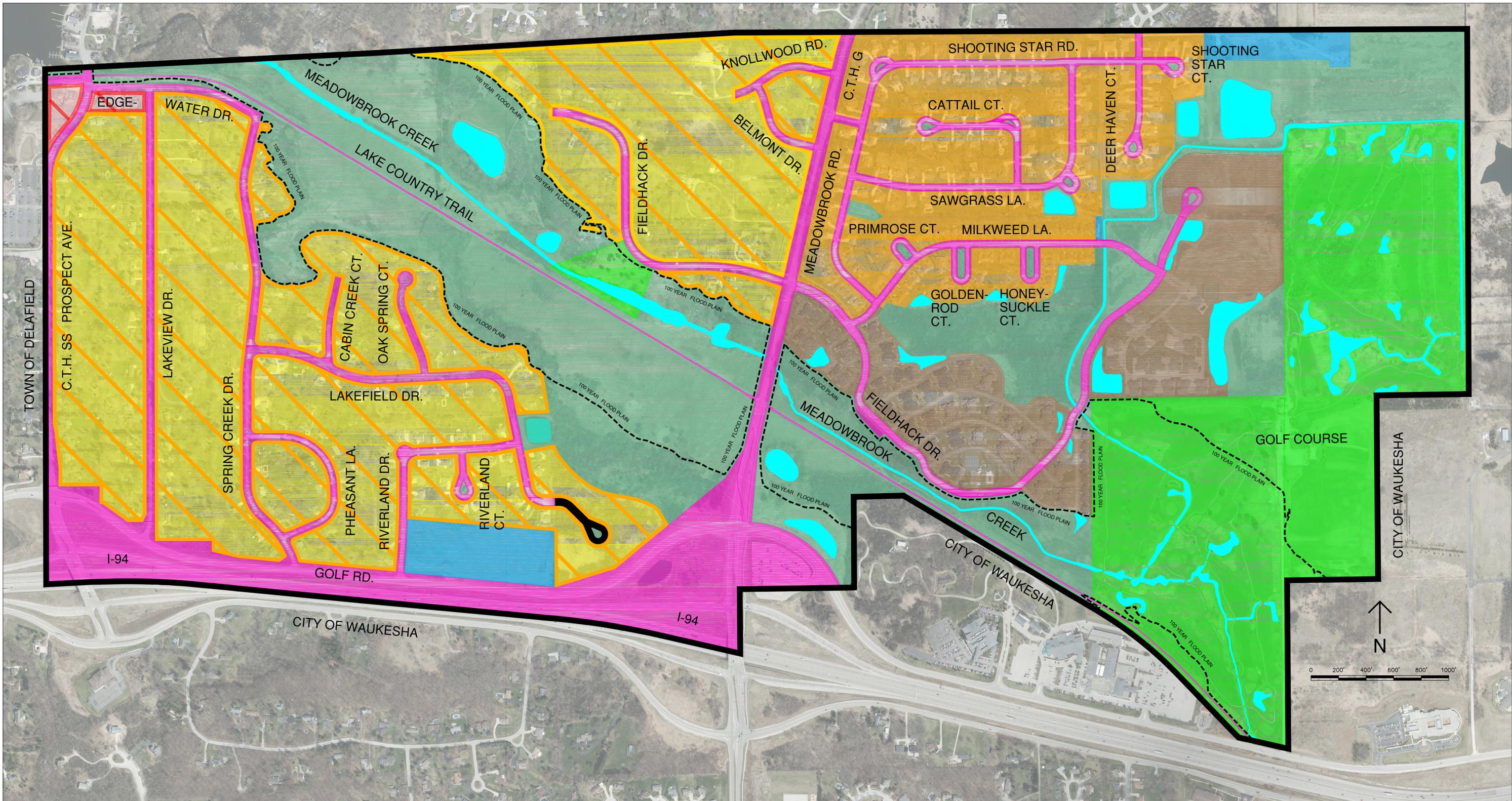
Existing land uses in that portion of the neighborhood lying west of Meadowbrook Road include several low - medium density residential subdivisions developed in the 1950's and 1960's, including Fieldhack, Knollwood, Oak Springs, Lake View, Lakefield-at-Spring-Hill and Spring Creek subdivisions. Oak Spring - South subdivision was developed in the 1990's. There is also a significant area of flood lands and wetlands on both sides of Meadowbrook Creek. In addition, there is a small office/commercial use located in the SE quadrant of the intersection of Prospect Avenue and Edgewater Drive. There are also two small commercial properties located on the west side of Prospect Avenue, one of which periodically has housed a restaurant. There is a small parcel of developable land on the north side of Golf Road west of Meadowbrook Road. (See Table 14).

Proposed 2050 Land Use/Transportation. There is no proposed change between the 2035 plan for this neighborhood adopted by the City in 2012 and this 2050 Plan. The 2050 long-range plan for the Meadowbrook Creek Neighborhood depicted on Map No. 14 proposes that all flood lands and wetlands be preserved in a natural state and all existing streets and highways be retained. The small parcel of developable land shown on Map 14 should be converted to medium density residential use or, perhaps, institutional use. The existing privately owned golf course could, eventually, be developed for some other neighborhood compatible use, but only about 25 acres of the land is developable for another use, the majority of the land within the golf course being floodplain or wetlands.

The existing County arterial streets/highways may require additional right-of-way as shown on the City Official Map. Any new development will require public utilities as well as public streets as shown in black on plan Map No. 14. Over time, the bike/hike trails in the City will be expanded to include connections to the Lake Country Trail, which traverses west-central City of Pewaukee and central Town of Delafield and will eventually be extended west to Oconomowoc. Also, based on need, public transit may be extended into this neighborhood within the planning period.

***This 2050 Meadowbrook Creek Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Meadowbrook Creek Neighborhood Plan adopted in 2012. After public hearing and subsequent revision, this 2050 Plan was adopted by the City Plan Commission on January 18, 2018 and by the City Common Council on February 5, 2018 as a major part of the general City Comprehensive Plan for 2050.***

# MAP NO.14 MEADOWBROOK CREEK NEIGHBORHOOD PLAN - 2050



## LEGEND

- |                                       |   |   |                                  |   |                            |
|---------------------------------------|---|---|----------------------------------|---|----------------------------|
| WATER ( > 2 AC. )                     | FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS | MEDIUM DENSITY RESIDENTIAL ( 6,500 SQ. FT. - 1/2 AC. / D.U. ) | MIXED OFFICE / RETAIL COMMERCIAL | GOVERNMENTAL / INSTITUTIONAL              | EXISTING STREET & RAILROAD |
| AGRICULTURE                           | LOW DENSITY RESIDENTIAL ( > 2 AC. / DWELLING UNIT ( D.U. ) )      | HIGH DENSITY RESIDENTIAL ( < 6,500 SQ. FT. / D.U. )           | RETAIL / SERVICE COMMERCIAL      | MANUFACTURING / FABRICATION / WAREHOUSING | PROPOSED STREET            |
| PUBLIC OR PRIVATE PARK AND RECREATION | LOW - MEDIUM DENSITY RESIDENTIAL ( 1/2 AC. - 2 AC. / D.U. )       | OFFICE COMMERCIAL   | TRANSPORTATION / UTILITIES       | MINING                                    | CIVIL DIVISION BOUNDARY    |

DATE ADOPTED: \_\_\_\_\_

**15 – NORTHVIEW HILLS NEIGHBORHOOD 2050 Land Use/Transportation Plan**

General Description. This almost completely developed neighborhood lies in the southwestern area of the City and encompasses that portion of U.S. Public Land Survey Section 19 lying south of I-94 and all of Section 30. (Please see Map No. 15). The neighborhood is bounded on the north by I-94; on the east by Meadowbrook Road (CTH TT) and the City of Waukesha; on the south by the section line between Sections 30 and 31, also the City’s mutual boundary with the City of Waukesha; and, on the west by the City’s mutual boundary with the Town of Delafield. Please note that at some time in the future the governmental jurisdiction of CTH TT (Meadowbrook Road) south of I-94 may change to a state trunk highway. The area of the neighborhood is 1.06 square miles. Northview Road, a City arterial street, traverses the southern half of the E neighborhood in an east-west direction. The topography can be described as hilly.

**TABLE 15**

<b>LAND USE</b>	<b>2015</b>	<b>2035 PLAN*</b>	<b>2050 PLAN</b>
<b>Residential</b>	449.0 acres	527.9 acres	527.9 acres
<i>Dwelling Units (D.U.'s)</i>	319	425	425
<i>Population</i>	798	1,063	1,063
<b>Commercial</b>	2.1 acres	0.0 acres	0.0 acres
<b>Industrial</b>	0.0 acres	0.0 acres	0.0 acres
<b>Institutional / Governmental</b>	7.2 acres	7.2 acres	7.2 acres
<b>Transportation - Streets &amp; Highways**</b>	92.9 acres	99.6 acres	99.6 acres
<b>Public &amp; Private Park/Recreation</b>	13.2 acres	13.2 acres	13.2 acres
<b>Floodplains, Wetlands, Water &amp; Open Space</b>	32.1 acres	32.1 acres	32.1 acres
<b>Developable Land (Primarily Agriculture)</b>	83.5 acres	0.0 acres	0.0 acres
<b>Total Neighborhood Area</b>	<b>680.0 acres</b> <i>(1.06 sq. miles)</i>	<b>680.0 acres</b>	<b>680.0 acres</b>

\* Adopted 2035 Plan Data presented for comparison purposes.

\*\* Includes 44.9 acres of City, County and State arterial streets and highways.

Existing Land Uses. Existing land use development in the City portion of the neighborhood is mostly low-medium density single-family developed in the 1950’s and 1960’s. Other land uses include a small medium-density subdivision developed in the 2010’s, the City’s South Neighborhood Park, a small non-denominational church and a

very small printing shop, which historically was a small neighborhood grocery store. The 1950's/1960's residential developments include Rolling Ridge Estates, Woodland Village, University Heights, and Arrowhead Trails subdivisions, in addition to the small Woodside Glen subdivision developed in the late 1990's. Cloverland Farm Subdivision was developed in 2014/2015. None of the older subdivisions in the area were served with public sanitary sewerage facilities until the 2000's and are not yet served with public water supply. Public sanitary sewerage service in this neighborhood is purchased by the City Sewer and Water Utility from the City of Waukesha. There are about 80 acres of land in Section 30 owned by the Schoenstatt Sisters of St. Mary Retreat, headquartered in the Town of Delafield, of which about 60 acres is developable farmland. There is also a relatively small area of wetlands in the SW one-quarter of section 30. (Please see Map 15 and Table 15).

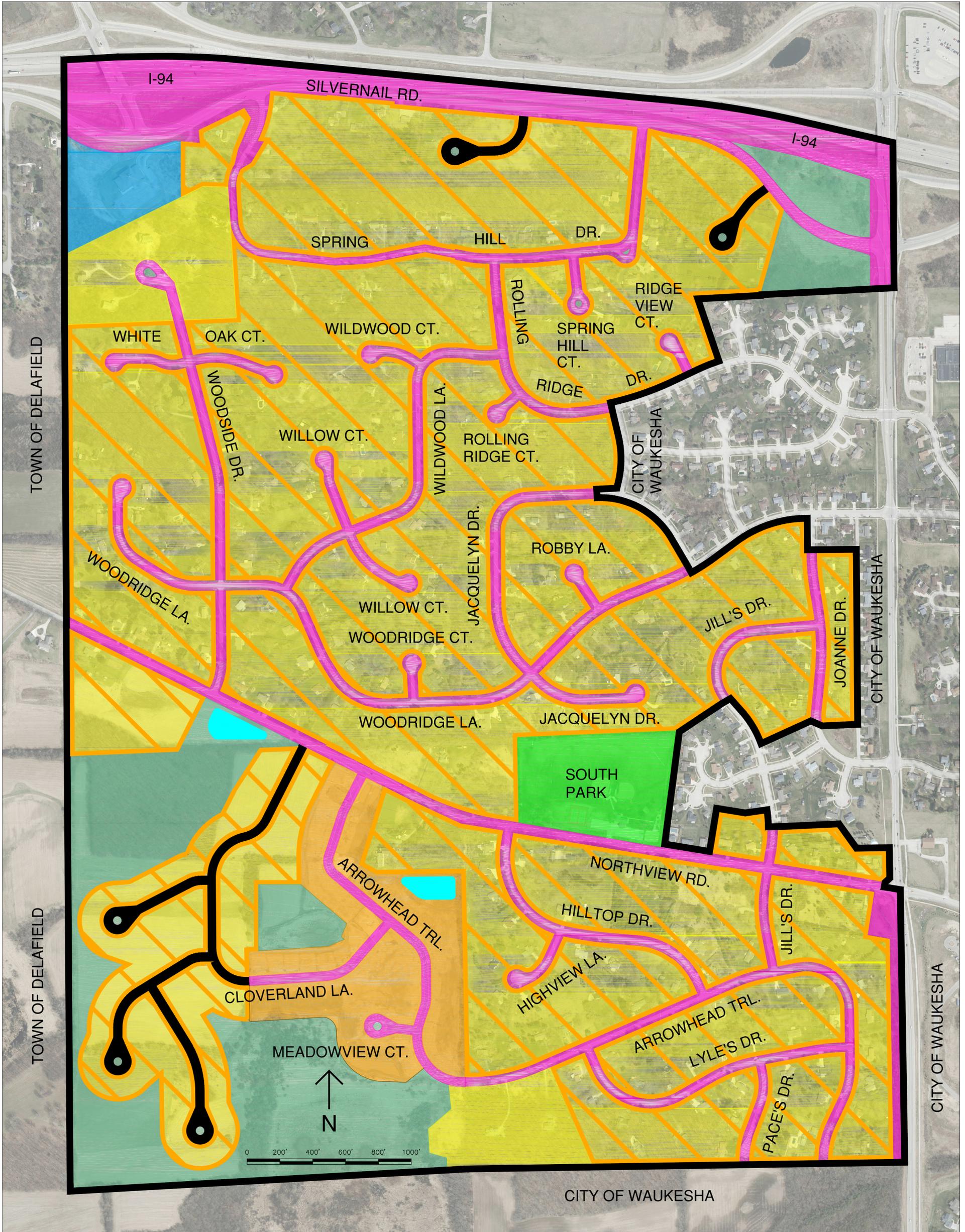
Proposed 2050 Land Use/Transportation. There is no proposed change between the 2035 Plan adopted by the City in 2012 and this proposed 2050 Plan. The long-range plan for the Northview Hills Neighborhood depicted on Map No. 15 proposes that the flood lands and wetlands in the neighborhood be preserved in a natural state and the existing streets and highways be retained. The Schoenstatt Sisters may choose to retain their farmland in the City as undeveloped but if the developable part of their land is ever developed, it should be converted to low-medium density residential use. There are also three large single-family parcels of land on Silvernail Road that the owners could convert to smaller lot residential development in the future if public sanitary sewers and water supply services can be provided.

Some arterial streets and highways may need additional right-of-way as shown on the City Official Map. Any new development will require public utilities as well as new public streets as shown in black on Map No. 15. Meadowbrook Road (CTH T) is in the process of being widened by the County to a four lane highway that is expected to eventually be converted to a State Trunk Highway before 2035.

***This 2050 Northview Hills Neighborhood Land Use/Transportation Plan is an update and revision of the 2035 Northview Hills Neighborhood Plan adopted in 2012. After public hearing and subsequent revision, this 2050 Neighborhood Plan was adopted by the City Plan Commission on January 18, 2018 and by the City Common Council on February 5, 2018, as a major part of the general City Comprehensive Plan for 2050.***

# MAP NO.15

## NORTHVIEW HILLS NEIGHBORHOOD PLAN - 2050



### LEGEND

WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (> 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT ( D.U. ))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

DATE ADOPTED: \_\_\_\_\_

## **V - NON-NEIGHBORHOOD LAND/WATER AREAS**

In addition to the 15 neighborhoods identified and depicted on the map presented as Exhibit A and on the individual neighborhood plans presented above, there are four small and two larger areas within the City boundaries that do not 'fit' within any of the 15 delineated neighborhoods, primarily due to the irregularities of the City's mutual boundary with adjoining municipalities. The six non-neighborhood 'areas' together total 557.6 acres or 0.87 square miles, of which 81% is water, wetlands and floodplain area. Each of the six 'areas' has been colored orange and given a letter designation beginning with the letter A, **as shown on Exhibit A**. Following is a description of the existing land uses and the proposed plan for each of the six non-neighborhood land/water 'areas' as a part of the general City Comprehensive Plan for 2050:

**Area A** -- This 'area' lies in the NW quadrant of the City and encompasses a small area of the SW one-quarter of U.S. Public Land Survey Section 5 and a large area of Section 8 including 132.5 acres of Lake Pewaukee, together totaling 202.1 acres. Area A is bounded on the north by Capitol Drive (CTH JJ); on the east by the City's mutual boundary with the Village of Pewaukee; on the south by a part of the lake located within the South Lake Neighborhood; and, on the west by the section line between Sections 6 & 7 and 5 & 8. Like the Hillside-Glacier Neighborhood to the west, the 'area' is divided in an east/west direction by both Glacier Road and the Canadian Pacific (CP) Railroad tracks.

With the exception of one small business and a few single-family homes abutting Glacier Road, existing land use in that portion of the 'area' north of Glacier Road is almost entirely floodplain and wetlands adjacent to Coco Creek, which drains south into Lake Pewaukee. Existing land use in the area between Glacier Road and the CP Railroad and on Kopmeier Drive between the CP Railroad and Lake Pewaukee consist of single-family homes, some dating back to the 1920s. The only land access to the Kopmeier Drive area of the City is through the Village of Pewaukee.

The long-range plans for Area A propose no significant changes to the area unless there is future redevelopment of the area during the plan period (2015 – 2050). Existing streets in the area will remain with no proposed additional streets.

**Area B** -- This very small 'area' consists of four parcels of land totaling 8.2 acres located in the NE corner of the SE one-quarter of U.S. Public Land Survey Section 10. Area B is bounded on the north by Capitol Drive (STH 190); on the east by Pewaukee Road (STH 164); and, on the south and west by the City's mutual boundary with the Village of Pewaukee. Existing land use in the area consists of three commercial properties and an older six acre farm house and property which backs on medium density residential properties in the Village. The only viable access to the commercial properties is a 'right-in, right-out' driveway from Pewaukee Road. The City's 2050 plans for the 'area' proposes

that the commercial uses remain with only the current limited driveway access with no new public or private street access to either Pewaukee Road or Capitol Drive and the old farm property be developed for medium density residential uses during the 2015-2050 plan period. **It should be noted, however, that the Wisconsin Department of Transportation's current (2016) long-range plans for the adjacent intersection of Capitol Drive (STH 190) and Pewaukee Road (STH 164) is to build a larger multi-lane intersection to replace the current standard at-grade signalized multi-lane intersection. It is anticipated that such an upgrade will require the acquisition of adjacent properties, which may have significant impact on the properties within Area B.**

**Area C** -- This 'area' consists of four properties totaling 38.3 acres located in the SE corner of the SE one-quarter of U.S. Public Land Survey Section 10. Area C lies immediately north of the Pewaukee City Hall campus and is bounded on the north by the City's mutual boundary with the Village of Pewaukee; on the east by Pewaukee Road (STH 164); on the south by the section line between Sections 10 and 15 (also the north boundary of the City Hall campus); and, on the west by the City's mutual boundary with the Village. This 'area' is separated from Area B by two small parcels located in the Village.

Existing land use in the 'area' includes an approximately 27 acre Lutheran church property and three older residential properties. The City's 2050 plans for the area propose that the church remain and any developable land among the four properties be developed as medium density residential uses during the 2015 – 2050 plan period.

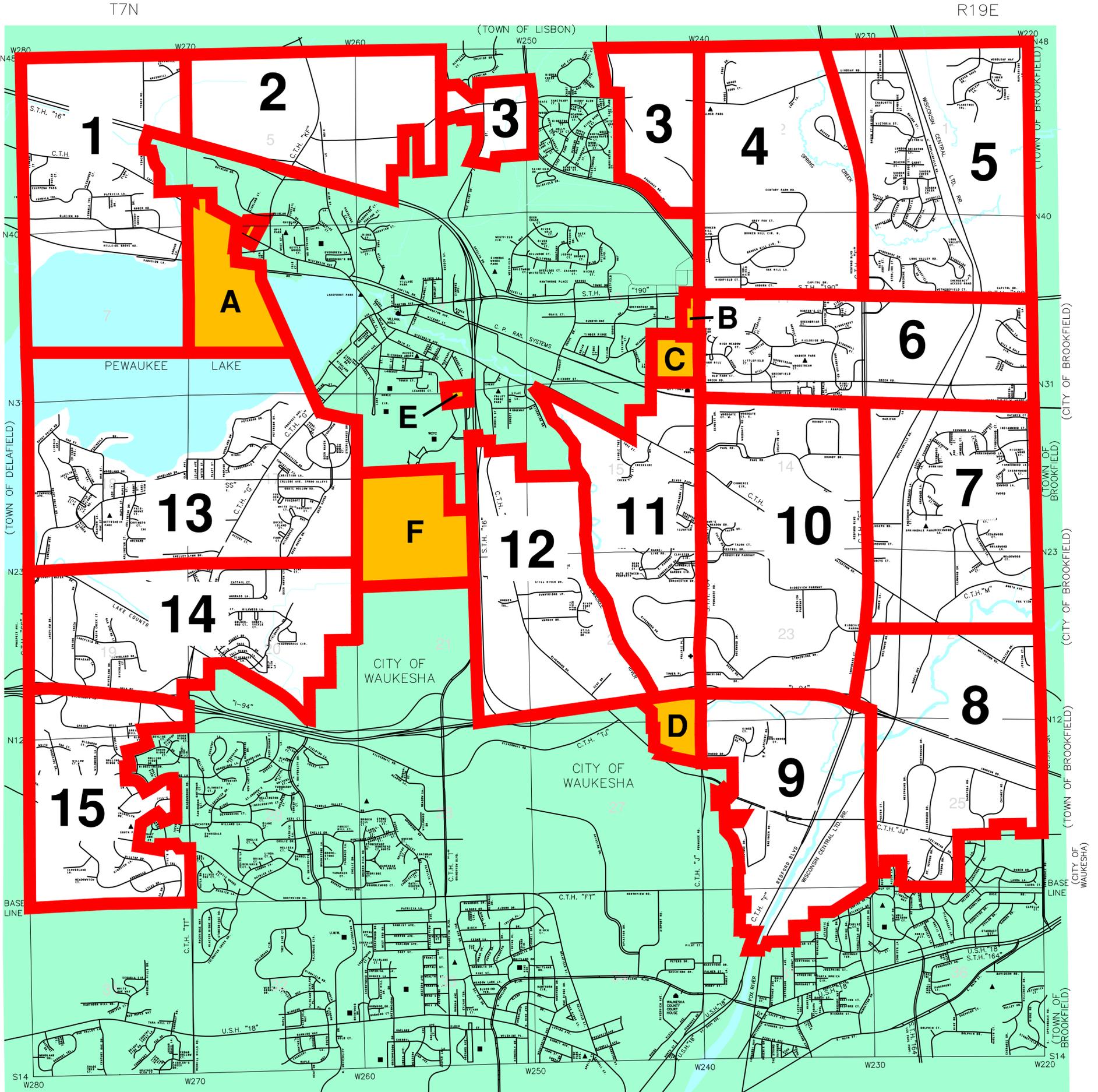
**Area D** -- This 'area' consists of several parcels of land straddling the Pewaukee River and located in both the SE one-quarter of the SE one-quarter of U.S. Public Land Survey Section 22 and the NE one-quarter of the NE one-quarter of Section 27 and totaling 50.1 acres. Area D is bounded on the north by I-94; on the east by Pewaukee Road (CTH J); and, on the south and west by the City's mutual boundary with the City of Waukesha.

Existing land use in the 'area' includes an office use parcel and a large area of floodplain/wetlands on the north side of the Pewaukee River and several medium density single-family residences and some floodplain lands on the south side of the river. The City's long-range plan for this area is that all existing uses remain and any developable land south of the river and its floodplain be developed as medium density residential use during the plan period, however, while public water supply is available to the area, the provision of public sanitary sewers is questionable.

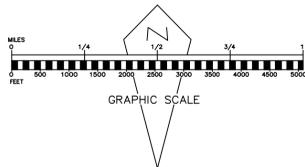
**Area E** – This very small 'area' consists of an approximately two (2) acres, including a single-family parcel located in the NW one-quarter of the NE one-quarter of U.S. Public Land Survey Section 16. Area E is bounded on the north by the City's mutual boundary with the Village of Pewaukee; on the east

# EXHIBIT A

## CITY OF PEWAUKEE NEIGHBORHOODS



- LEGEND (CITY OF WAUKESHA)
- SCHOOLS
  - ▲ GOVERNMENT HALLS
  - ⊕ HOSPITALS
  - ▲ PARKS AND WAYSIDES
- NEIGHBORHOOD BOUNDARY
  - 1** NEIGHBORHOOD NUMBER
  - NON-NEIGHBORHOOD AREA
  - ADJACENT MUNICIPALITY



PREPARED BY:  
WAUKESHA COUNTY PARK & PLANNING DEPARTMENT  
JULY 1959  
AMENDED: BY THE CITY DECEMBER, 2000.  
UPDATED: FEB., 2004; JAN., 2005; JAN., 2006; NOV., 2006; JAN., 2010.

by Main Street and STH 16; and, on the south and west by the City's mutual boundary with the Village of Pewaukee. This small single property is tied to the rest of the City to the south by a narrow territorial corridor along the rights-of-way of Main Street and the extension of CTH T (Grandview Boulevard). (*Please see Exhibit A*). It is proposed to eventually transfer this parcel along with the narrow street right-of-way corridor, to the Village. The only basic services provided to this property by the City is emergency service.

**Area F** -- This relatively large 'area' consists of three properties encompassing 256.9 acres located in the southern one-half of U.S. Public Land Survey Section 16 and the northern one-quarter of Section 21. Area F is bounded on the north by College Avenue (CTH SS) and the City's mutual boundary with the Village of Pewaukee; on the east by Grandview Boulevard (CTH T); on the south by Fatima Road and the City's mutual boundary with the City of Waukesha; and, on the west by the section line between Sections 16 & 17 and 20 & 21.

The 'area', underlain with several feet of peat soils, was, many years ago, a 'wet' vegetable farming area. The entire acreage is now classed as wetlands with a high quality bird sanctuary and other wildlife habitat. It is proposed on the City's long-range plans that land and water in this 'area' remain in their natural state forever.

*The 2050 Plan for the Non-neighborhood Land/Water Areas is an update and revision of the Non-neighborhood Land/Water Areas for 2035 adopted in 2012. After public hearing and subsequent revision, this 2050 Plan for the Non-neighborhood Areas of the City was adopted by the City Plan Commission on April 19, 2018 and by the City Common Council on May 7, 2018.*

2018



## **VI – SUMMARY, CONCLUSIONS AND RECOMMENDATIONS**

**General -** There is a general need and, perhaps, even a desire for each person to engage in some level of planning the various activities of his or her future life, including the type of environment in which they (we) live. Likewise, authoritative government entities such as federal, state or regional agencies, counties, towns, villages or cities and special districts need to establish objectives and prepare plans for, at least, their future physical and fiscal welfare in order to assure the citizens within the boundaries of that entity's jurisdiction that the 'right', best or most prudent course of actions to serve them are being pursued by their local representatives. Plans are made for a period of time between the present and some date in the future, which can be a short or long period. Without some level of personal or collective planning, a person would wander aimlessly through life. The same is true of those governmental entities and the community(s) they serve.

In the final quarter of the 20<sup>th</sup> century the Town (now City since incorporation in February 1999) of Pewaukee embarked on the planning of the, then, rural community which had, during the previous 100 years, lost over 10 square miles of its initial approximately 36 square mile jurisdictional territory to the City of Waukesha and the Village of Pewaukee by their unilateral annexations of land from the Town. Prior to 1980, dating back to WWII, most 'planning' in the Town was involved in only the zoning\* of land as described and mapped by a helpful County planning agency but not based on adopted 'comprehensive' physical town/city or county long-range plans. As the suburban development following WWII moved west from Milwaukee and began to spill over into eastern Waukesha County, it became clear to the Town elected officials that they should and, indeed, needed to establish sound objectives for the future physical and fiscal development of the Town and prepare physical plans to reach those objectives or face an unguided future or a future dictated by others.

In the early 1960s the Town Board contracted with a local planning consulting firm to prepare a general land use plan for the Town. There is no real evidence that plan was followed in any subsequent development activity during the next 15 years. In 1977 the three member Town Board sought out the regional and community comprehensive planning expertise of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and in 1979 also hired a part time experienced physical planning

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*\*Zoning of land, or the mapping and classification of individual uses of land within a community with the purpose of placing requirements or restrictions on the use and activities allowed to be undertaken on such lands, is authorized by Wisconsin statutes [§ 62.23(7)], but was (is) not conceived as or not meant to be a long-range plan, but rather, a major legal 'tool' used by communities to implement their adopted comprehensive physical plans that are also authorized and, indeed, mandated by state statutes [§ 62.23 and § 66.1001].*

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consultant to hold office in the Town Hall and help prepare and administer the plan implementation ordinances, such as zoning and land division ordinances, necessary to ensure that the physical plans will be implemented at a high quality level desired by the community. That plan for the year 2000 was completed and adopted in 1982. The major goal was (is) to create, over time, a community that would be comprised of high quality private industrial, commercial, residential and institutional development and its necessary public infrastructure and service facilities without compromising the important and necessary elements of the natural physical environment and beauty thereof and, thereby, create lasting physical and monetary value that will maintain and enhance the fiscal integrity and well-being of the Town, now City. For more than 35 years the Town/City Plan Commission and staff have

**TABLE 16**  
**COMBINED NEIGHBORHOOD SUMMARY**

<b>LAND USE</b>	<b>2015</b>	<b>2050</b>	<b>COMMENT</b>
<b>Residential</b> <i>Dwelling Units (D.U.'s)</i> <i>Population</i>	3,358.1 acres 6,040 13,840	4,372.0 acres 8,229 20,100*	<i>32% of total City area in 2050</i>
<b>Commercial</b>	448.7 acres	414.9 acres	
<b>Industrial</b>	1,376.5 acres	1,372.7 acres	
<b>Institutional / Governmental</b>	271.0 acres	248.9 acres	
<b>Transportation</b> <i>Streets &amp; Highways</i> <i>Railroads</i>	1,489.0 acres 1,347.4 acres 141.6 acres	1,648.4 acres 1,506.8 acres 141.6 acres	<i>12% of total City area in 2050</i>
<b>Public &amp; Private Parks/Recreation</b>	460.6 acres	600.5 acres	
<b>Floodlands, Wetlands, Water &amp; Open Lands</b>	4,234.5 acres	4,391.7 acres	<i>32% of total City area** in 2050</i>
<b>Developable Land (Primarily Agriculture)</b>	1,410.7 acres	0.0 acres	
<b>Total 15 Neighborhoods</b>	<b>13,049.1 acres</b>	<b>13,049.1 acres</b>	
<b>Total Non-Neighborhood Area</b>	<b>557.6 acres</b>	<b>557.6 acres</b>	
<b>Total City Area</b>	<b>13,606.7 acres</b> <i>(21.26 sq. mi.)</i>	<b>13,606.7 acres</b>	

\*18,000 – 20,100, depending on new residential density.

\*\* 35.6% when the 453.4 acres of water, wetlands and other floodplain area within the non-neighborhood areas are added.

judiciously used that year 2000 plan and subsequent updates to the years 2020 and 2035 along with the implementing ordinances to guide the development and transition of the community from rural to urban while maintaining some of the rural character of the community and also meet the vision of those citizens and elected officials and to meet those standards and reach the objectives set forth in the several plans prepared over the period. From 1980 to 2018 the Town/City of Pewaukee has, while losing more than three square miles of land and development to adjacent communities, increased its population by more than 60 percent and increased its equalized assessed value tenfold, from about \$300million to \$3billion.

**The Future** - Today (2018) the City of Pewaukee encompasses a total of 21.3 square miles of land and water area within eastern Waukesha County, Wisconsin and has a state estimated population of 14,332 and a City plan forecast population of 14,600+. While preliminary neighborhood plans have been prepared by the planning staff since the early 1990s as a way to determine specific development concerns and needs prior to such development, until 2010 no ‘neighborhoods’ had been specifically identified or final neighborhood plans or designs reviewed and approved by the Plan Commission. Since 2010 and as depicted on Exhibit A of this document, the City territory has been divided into 15 separate ‘neighborhoods’, which have been named and numbered for ease of identification, plus six ‘non-neighborhood’ areas which are delineated, letter coded and highlighted on Exhibit A. It is expected that, based on the Plans, all developable lands identified in each of the 15 neighborhood plans included in this document will be fully developed and the City “built out” by the current target year 2050 and, perhaps, in some neighborhoods, as early as the previous plan target year - 2035. The 2050 population, or whenever that total build out occurs, is forecast to be 18,000 – 20,100, depending upon the type and ultimate density of the new residential development. In addition, by that build out year the equalized assessed value should increase by at least another \$1billion (in 2018 dollars).

Whenever that build out occurs and if it occurs according to these 2050 neighborhood plans, over 35 percent of the City territory will remain in permanent ‘open space’ comprised of both public and privately owned water, wetlands, floodplains and special upland woodlands. Adding formal public and private park land increases that total to about 36 percent; over 32 percent of the City will be in some type of residential use of which at least 70 percent will be single-family homes of varying sizes; and, about 12 percent of the City will encompass public street, highway and railroad right-of-way. The remaining approximately 20 percent of the City will be comprised of commercial (primarily offices), industrial, institutional and governmental land use.

The year 2050 is little over a generation away and as in the past 35+ years, many changes may occur during the next 32 years, including changes in City policies, objectives and strategies. The remaining developable land will be more

difficult to develop than land development of the past 35 years. Also, as the City ages there will be a need to continue to review the need and desire to redevelop some of the older developed areas in the City, including the older commercial/industrial areas of neighborhoods 6, 7, 8, 9 and 12 and particularly the older residential areas in neighborhoods 1 and 13. There will also be the on-going need to annually maintain, rehabilitate, expand and improve the City's physical public infrastructure so that the City does not experience 'urban decay' that is costly to overcome.

**Planners Afterthought** -*The many physical, cultural, political, fiscal and aesthetic elements that comprise a community renders that community unique among all other communities. The community's distinct location within the larger county, region, state or nation enhances that uniqueness. The City of Pewaukee, that only a little more than a generation ago (1980) was a rural civil Town of 8,920 population on the western edge of a large growing metropolitan area, has further separated its uniqueness from its neighbors by the creation of ordinances, strategies and policies that are also uniquely different than almost all of those neighbors. Because of those differences and the exercise by the City elected and appointed officials of the political will to adhere to those differences the City is to date, in some ways, a successful experiment in how to convert or transform such a rural community into a fiscally sound, balanced urban community within which people, business and industry want to make their home and doing so without placing a heavy tax burden on them.*

*Most growing communities in SE Wisconsin and, indeed, in the mid-western US in trying to accomplish similar objectives have unilaterally annexed land from their neighbors in order to make that land available to private enterprise; have spent general taxes to solicit population, commerce and industry; and, become bankers providing tax funds to private builders and developers to accommodate their development and building within the community, including the public building of utilities and streets to serve such private development. These incentives were and are provided by those communities in the hope that the resulting development/enterprise will eventually lower the tax rate in the community and county by increasing the tax base or increasing job opportunities or both. In many cases it has done neither.*

*The Town/City of Pewaukee took a much different tack by adopting policies in the early 1980s to make no such solicitations, provide no such incentives, to not compete with private building/development enterprise and, after becoming an incorporated city in 1999, agreed to annex no land from its Town neighbors without their permission. That was a bold step for leaders of a growing rural community. In addition, the Town/City created long-range land use plans to establish the direction the citizens wanted to go in terms of community growth and adopted eight pages of relatively high building and development standards tied to a new zoning ordinance with relatively stiff requirements to ensure that the quality of private land development and building*

*would be enhanced, the natural environment would be protected and the quality of the total community environment would be raised. For the most part, what was envisioned in 1980 has come about. In following that vision, the City elected and appointed officials and their various staff have, over the years, done a great service to the citizens of what is now the City of Pewaukee.*

*It is hoped that during the next 30+ years the City policy makers and planners will continue to focus on those key policies and objectives that have served so well during the past 38 years, including: preservation of the natural environmental elements and beauty of the City; continuing and, indeed, raising the quality of all building and development and by doing so increasing and maintaining a high monetary value of all properties and, thereby, enhancing the fiscal integrity of the City; practical adherence to the City's long-range physical plans (neighborhood plans); and, continuing to provide a high quality of City public infrastructure and services to both the citizens and visitors to the City.*

**A Final Note** - Please remember that the detail plan for each neighborhood as presented in map and written form in this document is intended to be one alternative of how the neighborhood may be developed. The adopted neighborhood plans, together, comprise the new land use and transportation elements of the City Comprehensive Plan for 2050. In addition, the standards set forth in sub-section 17.0210 of the City Zoning Ordinance and Appendix A of this document are an integral part of the City's long-range comprehensive plan and are intended to provide direction and guidance to those individuals who strive to prepare plans for the development of private property within the City which will, at once, meet both the City and, hopefully, the property owners planned objectives.

**It is also expected that the neighborhood plans will be referenced by everyone concerned before any final action is taken to change the use and character of land within the City. Please remember that officially adopted changes to the adopted neighborhood plans through zoning will automatically change both the neighborhood and comprehensive plans.**

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*HEC/2012/2018*



**APPENDIX A**  
**PRINCIPLES AND STANDARDS\* FOR THE AESTHETIC**  
**EVALUATION OF SITE AND BUILDING PROJECTS IN THE**  
**CITY OF PEWAUKEE, WISCONSIN**

**A - Introduction and Intent.** The process of private building and development in a community may be simple or complex depending upon the size of the project, the number of participants, the ease of communication among the various private and public parties involved, and the content and clarity of the public rules and regulations. While the community representatives cannot usually directly affect either the project size or the number of project participants, they can have a direct affect on the content and clarity of rules and regulations as well as the communication, and indeed interpretation, of any such rules and regulations.

Like inhabitants of most developing communities, Pewaukee City officials and citizens have legitimate concerns about both the future character of the community and the integrity of existing and historic development. One such concern is in regard to land uses or the mix of land uses, both existing and planned. Another concern is the financial capability of development (developers) to provide the required and promised improvements and the financial capability of the community to provide the necessary and requested or required services. A third major concern, importantly, is in regard to the visual impact or image of the community by people living within or only traveling through the City. The intent or purpose of this subsection is to provide principles and standards for use by property owners, potential developers and City officials in the preparation and review of site and building plans proposed within the City with emphasis on and the primary objective of heightening the visual character and quality and, therefore, the value of the sites and buildings proposed and, thereby, the entire community. It is understood that such visual enhancement is also expected to be maintained over time and not be only an initial accomplishment to be forgotten.

The proponents of any single or multiple use development (other than an individual single-family or two-family building) proposed to be undertaken within the City of Pewaukee, must, pursuant to subsection 17.0207 of the City Zoning Ordinance, present a site and building plan to the Plan Commission for review and approval.

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*\*Subsection 17.0210 of Chapter 17, "Zoning Ordinance", of City Codes and Ordinances*

Such approval along with any conditions must be granted prior to receipt by the owner/builder/developer of a permit to commence building or site development activity. The intent of this sub-section of the zoning ordinance is twofold: to provide a systematic, equal basis for review and discussion of projects; and, to provide general guidelines to be used in the review of a development or building project. In order to identify specific standards for the visible elements of site and building design which embody the general desires of the community, a set of agreed upon principles have been established which form the foundation for the standards which will follow.

**B - Site Planning and Design Principles.** It must be noted that a principle is a truth or tenet -- a statement of fact as relates to a particular topic, in this case site planning and design. **Following is a list of principles, which should be utilized by everyone concerned in any Site Planning and Design Project in the City of Pewaukee:**

- 1 - The development or building site must be viewed as only one element of the total developed and undeveloped environment in the vicinity of the site. Therefore, attention must be given to how the site and the development on the site will ultimately fit into the total environment.
- 2 - Site planning and design is the process by which site features and uses on the site are made to be compatible, functional and visually pleasing.
- 3 - All elements and aspects of the site, both natural and man-made, are important to the aesthetic character of the site.
- 4 - Adjacent or contiguous uses or facilities may have a major affect on the site or site uses.
- 5 - Major changes in elevations and land forms on the site, which, thereby change the character and/or physical capabilities of the site are not, generally, conducive to good site development unless such changes are well planned and are necessary, as an example; a quarry, to future final development/redevelopment of the quarry site.
- 6 - The specific location of site access is critical to both the future use of the site and the safety and convenience of persons traveling on adjacent public ways.

- 7 - Site grading, landscaping, paving, fencing, lighting, signage, storm water drainage and other site enhancement are an integral part of any building and development project.

### **C - Building, Design, Layout and Construction Principles**

**Following is a list of principles which should be utilized by everyone concerned in any Building, Design, Layout and Construction project in the City:**

- 1 - No side or facade of a building or structure is exempt from public view and, consequently, all sides or facades should be visually pleasing and architecturally and aesthetically compatible.
- 2 - The shape, size, dimension, architectural style, façade material, texture and color, building landscaping, building signage, exterior mechanical equipment and, the setting of the building within its immediate environment are all elements of the building structure design addressed by the designer, both individually and in concert.
- 3 - Each color, texture or material of which the exterior of a building is composed may, individually, present a visual statement to the viewer and, therefore, in order not to present a conflicting or complex visual statement, the arrangement and mix of colors, textures and materials should be carefully considered and the number of such elements minimized.
- 4 - Some building materials present a visual statement of strength and permanence to the immediate environment and to the community and should be encouraged, while other materials which make a building or structure appear temporary should be avoided.
- 5 - Individual buildings may be attractive but when duplicated on the same or adjacent parcels or on the same horizontal plane may detract from the visual character of the overall development.
- 6 - Some use elements of a building structure, such as outside mechanical equipment, loading docks and areas, trash storage areas, and raw material, vehicle or equipment storage areas

are not, usually, attractive and often detract from the visual appearance of the building unless careful attention is given to placement, construction, structural and/or landscape screening of such areas.

7 - Building landscaping, that is landscaping which is or appears to be an integral part of the building facade design, needs to be carefully planned and the appropriate grading and plant materials used so as not to detract from the architecture of the building.

8 - Building signage, that is signage which is or appears to be an integral part of the building facade design, needs to be carefully planned and the appropriate sign materials, size, message wording, sign lighting and color used so as not to detract from the architecture of the building or be disruptive.

#### **D - Site Planning and Design Standards**

A standard (or criteria) is either a quantitative or qualitative model or value level by or against which all related actions or activities are measured. In this regard a standard is sometimes referred to as a "yardstick". Moreover, quantitative standards are those which, when applied, will reveal a quantitative difference, or similarity between the standard and the action or activity being measured by the standard. For example; the action related to a site planning standard that states that, "No man-made slope or disturbed natural slope shall be greater than 3:1, when 3 is the horizontal measurement", can be measured quantitatively to determine if, indeed, the standard has been met.

A qualitative standard, on the other hand, is a standard which, when applied, involves a judgment, usually subjective, that the action or activity has met or can meet the stated standard. For example; a site planning standard that states that "All parking areas shall be screened in a visually pleasing manner to soften the visual presentation of parked cars and paved area", requires that the person(s) making the determination as to whether or not the standard is met actually looks at the screening structure, device or plant materials and makes a qualitative judgment. If it can be concluded that the materials, device or structure as designed or constructed are individually or collectively visually pleasing, there should be no problem making such a judgment. If, however, the materials are different in character the judgment is usually more difficult. Even the arrangement of several individually pleasing

materials may not, in concert, be pleasing. Whenever possible, purely qualitative standards should be avoided. **Following are both quantitative and qualitative standards related to Site Development, which must be met and will be used by the Plan Commission in the review of every site or development plan:**

**1. STANDARD NO. SD-1**

- (a) - The natural landscape of a development site, including topography, ponds, drainage ways, vegetation, and soils shall be disturbed to the least extent possible to accomplish ultimate site development and to ensure such protection the Plan Commission may require a specific survey and presentation of vegetation encompassed within the site.
- (b) - Final man-made site grades on a continuous slope of more than 100 feet in horizontal distance shall not exceed 3:1 on any part of the site where 3 is the horizontal dimension, and shall not exceed a 4:1 grade on more than 20 percent of the site.

**2. STANDARD NO. SD-2**

- (a) - The drainage pattern on the site shall not be changed significantly and no change to the drainage pattern on lands in the immediate vicinity of the site shall be allowed.
- (b) - Storm drainage outfall from the completely developed site and generated from a 100 year recurrence interval (base flood) rain storm event shall not exceed the physical ability of the streams, drainage ways or storm sewer immediately adjacent and downstream from the site to accommodate such periodic storm drainage and shall be in compliance with all Wisconsin DNR and FEMA rules and regulations.

**3. STANDARD NO. SD-3**

- (a) - All streets interior to the development site, whether private or public, and all public utilities, shall be constructed to City construction standards in terms of cross-section, grades and construction materials.
- (b) - No segment of any public or private street within the overall development site shall exceed 10 percent vertical grade and no segment of any such street shall exceed 8 percent vertical grade for a continuing horizontal distance of more than 200 feet. (See Chapter 18 of City ordinances)

- (c) - Approved points of access between streets within the development site and intersecting arterial or collector streets shall be designed to accommodate a minimum four (4) lane divided entry for a minimum distance of 250 feet into the development site when the average daily traffic (ADT) on such entry is expected to exceed 500.

**4. STANDARD NO. SD-4**

- (a) - No more than 60 percent of any lot, parcel or total development site shall be covered with buildings, paving, gravel or other covering materials which are impervious to surface water absorption. *(Also see sub-section 17.0435 of the City's Zoning Ordinance)*
- (b) - No less than 40 percent of the development site shall be retained in either an undisturbed natural state or in attractive, planned and arranged ground cover and landscape plantings, earthen berms and natural or man-made water impoundments. *(See exception in 4(d) below).*
- (c) - Except in single and two-family residential areas, no impervious surface, including graveled area, shall be placed closer than ten (10) feet from a property boundary.
- (d) - An existing designated wetland or designated 100 year recurrence interval (base flood) floodplain may comprise no more than 20 percent of the total 'green space' requirement on any parcel as set forth in 4(b), above, or no more than two square feet of each required ten square feet.

**5. STANDARD NO. SD-5**

- (a) - Fencing designed to visually screen areas of the site from passersby shall be of a type and quality and constructed of materials that will be aesthetic and compatible with the building structure(s). *(Please see sub-section 17.1400)*
- (b) - Site fencing shall be designed and constructed to be readily maintained in a safe and aesthetic manner.

**6. STANDARD NO. SD-6**

- (a) - Lighting of the site shall be of a type, design, color and height and intensity to blend with the site and landscaping,

and in no case shall light poles be taller than 20 feet measured from ground level.

- (b) - Lighting of the site shall be of a design and height and be located and/or shielded so as to illuminate only the site and not be a beacon of distraction or potential hazard to traffic or to people working or living in the vicinity of the site and, specifically, the individual light source and the direct radiation from lights with wattage greater than 150 shall not be visible from adjacent streets or residential property unless specifically approved by the Plan Commission.

**7. STANDARD NO. SD-7**

Signage of uses and buildings on the site shall be limited by the Plan Commission in number, size, height and type so as not to detract from the visual attractiveness of the site or architecture, or be a distraction to the traveling public or the neighborhood in general. *(Please see sub-section 17.0700)*

**E - Building Design Standards**

Standards must be related to the various Principles which, in turn, are related to the overall Objective which, in this case, is to "Heighten the quality and visual character of sites and buildings in the City of Pewaukee". It should be noted that the visual aspects of building design are difficult to relate to quantitative standards and, therefore, many of the building design standards must be qualitative.

**Following are both quantitative and qualitative standards related to the visual aspects of Building Design which must be met and will be used by the Plan Commission in the review of every site plan or development:**

**1. STANDARD NO. BD-1**

Principle and accessory buildings presented for review shall be carefully designed so as to compatibly integrate architectural style, size, shape, building material, color and texture, landscaping, lighting and signage.

**2. STANDARD NO. BD-2**

(a) - All buildings on a property shall be designed to integrate the principal building materials, color and texture on all sides of the buildings.

(b) - Each side of a building shall be designed to be individually visibly pleasing.

### **3. STANDARD NO. BD-3**

(a) - The number of materials, textures or colors that visually change the appearance of the building shall be limited to no more than three.

(b) - Painted, unpainted or anodized metal panels used as a facade material shall not be extended or have the appearance of extending to less than four (4) feet from the ground elevation and shall comprise no more than ten (10) percent of the facade of any side of a building.

(c) - Bright or fluorescent colors which attract or detract the eye shall not be used except as incidental trim comprising no more than 5 percent of the facade of any side.

### **4. STANDARD NO. BD-4**

(a) - Architectural types or styles which are unorthodox or which are considered to be incompatible with surrounding buildings shall not be allowed, except where adjacent buildings or structures do not meet the standards.

(b) - Buildings constructed within a development shall not be so similar in exterior appearance that they appear to be the duplicate of the other unless placed on different horizontal planes or widely different vertical elevations.

### **5. STANDARD NO. BD-5**

(a) - Building appurtenances such as loading docks, solid waste storage areas, and mechanical or utility equipment shall not be located on the street side of any building and shall be permanently screened from general view on all other sides (or roofs) of the building by use of compatible building materials, dense landscaping or both.

(b) - Building landscaping, lighting and signage shall be presented as an integral part of the building design and shall not be so large or distinct as to detract from the architecture of the building.

### **6. STANDARD NO. BD-6**

Structural expansion or rehabilitation of existing buildings shall be designed to comply with the standards set forth herein.

## **F - Overriding considerations**

The foregoing standards are required to be met by all builders and developers in the City of Pewaukee. In certain or specific situations, however, the strict application or adherence to established standards is not possible. For example, where a physical hardship would be created by strict adherence to a standard and where there is no alternative which could meet the standards, good sense would dictate that the specific standard be reduced or, perhaps, waived by the Plan Commission or Common Council in that individual case. **Following are a series of considerations which may be reviewed and, if found to apply to a specific situation should be applied and, thereby, either override or enhance the standard(s) involved in that specific case:**

- 1 - The natural terrain of a site may be so diverse or severe that total adherence to pertinent standards is not possible. In such cases the standard should be met to the extent possible or a suitable alternative found as approved by the Plan Commission.
- 2 - The landscaping of a site and even the fencing and building structures on the site should be so arranged as to attractively screen from the general view of the traveling public those areas on the site not enclosed within a building which are not inherently attractive, such as auto parking areas, truck and construction equipment parking areas, large paved areas, trash receptacles, building related mechanical equipment, above-ground utility facilities, and raw material and equipment storage.
- 3 - In most cases the use of one or two building materials, or colors or textures is sufficient to establish the visual character of a building. In a limited number of cases the design of the building requires the use of several exterior materials, each of which, in turn, may have differing textures and colors. In such cases care must be taken by the designer/builder/developer to clearly identify the necessity for such diversion from the standards.
- 4 - Many types of totally or partially metal-clad buildings do not give the visual impression of permanence and, in addition, such buildings are often vulnerable to both physical and visual decay within a relatively short period.

There are those cases, however, where buildings have been or may be designed using special metallic panels which are at once both durable and visually attractive and not merely an inexpensive method of building construction. In such cases, when it can be demonstrated to the satisfaction of the Plan Commission that a building having more than ten (10) percent of the building facade covered with such metal panels is both attractive and provides a visual permanence within the community, the Plan Commission may reduce or waive those standards which relate to such cases.

- 5 - In some cases the existing buildings in an older or partially developed area do not meet the standards set forth herein or have deteriorated to such an extent that they are visually displeasing and may even appear blighted or dilapidated. In such cases the introduction into the area of a new building which meets the standards, may appear to be incompatible with the existing development but should be construed as the initial redevelopment of the area even though not in visual conformance with its surroundings.
- 6 - The arrangement of like or similar structures on a site or on contiguous parcels at different elevations, different planes, or at different angles may visually change the appearance of the individual structure. Such arrangement should be carefully considered in the review of building plans. On the other hand, simply changing the facade color, texture or material on like or similar buildings may not be sufficient to change the overall exterior appearance. Also, the Plan Commission, in reviewing plans for a development proposal encompassing several buildings, may find it desirable for the buildings to have the same architectural style or the same exterior building materials in order to visually tie the individual buildings to each other to form a cohesive grouping or cluster.
- 7 - In specifically defined sections of neighborhoods (called sub-neighborhoods) or arterial street or highway corridors, it may be in the special or increased interest of the City to establish site and/or building standards that are more stringent than the standards set forth herein. When it is deemed necessary to establish more stringent standards in specific areas of the City for a specifically defined purpose(s), the Plan Commission shall publish a notice and

hold a public hearing pursuant to Section 17.1300 (*of Chapter 17 of City Codes and Ordinances*) to hear comments and questions regarding the proposed special standards after which the Plan Commission shall make a recommendation to the Common Council. Following such recommendation, the Common Council may adopt the standards as proposed; reject the proposed standards; or, adopt the proposed standards with modification. Special standards so adopted shall take effect immediately following posting of a Common Council resolution enacting such special standards. Special standards so adopted shall be in effect within the prescribed area until such time as they are rescinded or changed by the Common Council after a public hearing is conducted following the same procedures as set forth above.

HEC/1986/2016



## APPENDIX B

### NEIGHBORHOOD, LAND DIVISION AND RELATED PUBLIC INFRASTRUCTURE DESIGN STANDARDS\* IN THE CITY OF PEWAUKEE, WISCONSIN

**A – Introduction.** If the objective of a community is to promote high quality private development and redevelopment as the community's long range plans are implemented by private developers and, thereby, raise the value of the properties involved, it is imperative that the community establish standards for the design and building of the private and public physical infrastructure that forms the framework of such development. The type of development design can literally make or break a particular development and if not taken seriously by both the developer and the community may result in a development that is detrimental to the community and with which the community must long endure. It is important therefore that everyone concerned with the planning and plan review and implementation be fully aware of and understand the various aspects of the design of not only the neighborhood but of the individual elements of the neighborhood. The type of design for a specific area of the neighborhood does not necessarily have to be identical to the design of adjacent areas in order to be an integral part of the neighborhood and to afford a viable living area for the future residents of that portion of the neighborhood.

In many if not most communities that were established prior to WWII, the “linear” pattern of streets was/is the predominate design structure (*see Figure 1*), particularly in the older areas of the community. Such design was relatively easy to plan on paper and was, in communities without major fluctuations in topography, easy to provide with utility service. Such linear pattern of streets results in square or rectangle blocks with individual building parcels fronting on straight, paralleling streets. In the earlier years of community development this pattern of development served well, particularly in light of the fact that travel was accomplished either on foot, bicycles, horse or by horse drawn vehicle and in the early years of the 20<sup>th</sup> century by a few automobiles which were

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*\*An excerpt from Chapter 18, “Land Division Ordinance” of City of Pewaukee Codes and Ordinances.*

not very fast, were not very large, were not numerous and, consequently, did not take up a great deal of space on the primarily unpaved roadway. The linear pattern of neighborhood development is still a viable pattern although there is no longer the need for as many cross-streets as there once was because most traffic circulation is accomplished faster than in the earlier years and, except for safety, time is usually the most critical factor in travel.

One of the problems with the linear developed areas of the older parts of the communities and neighborhoods is that the many paralleling streets also provide for relatively fast 'through-movement' of traffic on residential streets where such traffic-movement is not required or desired. In many communities measures have been taken to reduce the number of paralleling through-streets in the older sections of town to discourage through-movement of traffic and, therefore simultaneously encourage a less traffic congested neighborhood which is more conducive to family living. In addition, many of the residential subdivisions developed before WWII and even into the early 1960s, did not take into consideration drainage patterns, wetlands and floodplains. Small intermittent streams were directed through the subdivisions in street side ditches, storm drains or even into sanitary sewers with little or no thought to the quantitative and qualitative aspects of storm water management or the need for gravity flow.

A second type of development design that is more contemporary is the "curvilinear" pattern. (*See Figure 1*). Much of the residential development since 1950 has been comprised of curvilinear street design with streets following contours and resulting in longer, odd-shaped blocks rather than the strict linear/rectangular patterns of pre-WWII development. One of the assets of the curvilinear pattern is that it discourages through-traffic movement and high speeds. Another is that streets, and therefore blocks and lots, can be designed to better 'fit' the natural contour of the land and, thereby, avoid steep street grades resulting in safer streets and better storm water runoff patterns and winter maintenance.

One of the problems of such design is that the resulting odd-shaped blocks and lots are, in some cases, difficult to serve with public facilities. This latter problem is due primarily to the fact that, historically, the people involved on both the private and public sides of development design and design review did not pay enough attention to details of the design in the initial stages. In earlier such development positive storm water drainage became and still is a

problem. The curvilinear type of design when combined with sound community storm water management is, however, a very viable method of residential development and will no doubt be utilized in further development in the City.

‘Cluster development’ is a third type of development design, and one that while, like the linear pattern, is very old in concept, actually dating back several thousand years, is reintroduced every few years due to the necessity to cut the costs of development which, assumedly, are transferred to the individual home buyer. (Also see Figure 1). Such development where building parcels or spaces are clustered close together on only a portion of the development site, reducing the standard size of the building parcel, but keeping the same overall density of development by retaining large areas of open space between the clusters of five, six or a dozen individual residences. Such cluster development may, in an urban area, accommodate single-family units, two-family units, townhouses or apartments. Such development further discourages through-movement of traffic and actually places most residences on slow speed, dead end streets. Also, storm water management measures and goals are easier to achieve due to the added open space provided.

Cluster development street patterns are not as easy to maintain in winter as either the linear or curvilinear pattern but the amenities afforded by such dead end street-cluster development in terms of privacy and safety to the individual family is viewed by many as offsetting the problems of providing public service. Such development also reduces the amount of paved area and the length of sewer and water and other utility facilities and, theoretically, lowers the initial cost of the overall development as well as the annual maintenance costs. This type of overall design has recently been and will probably continue to be used in planning and development in the City.

**Following are those basic standards for such infrastructure design that will ensure uniformity and high quality within each neighborhood throughout the community:**

**B - Street Arrangement.** In any Land Division/Development (subdivision plat or certified survey map) the street layout shall conform as nearly as possible and feasible to the arrangement, width and location indicated on the City Official Map, County Jurisdictional Highway System Plan, City Comprehensive Plan, Neighborhood Plan or other plan component of the City of Pewaukee. In addition, public streets shall be constructed in conformance with the adopted engineered construction standards of

the City or other jurisdictions when applicable. If and when the City allows private streets the City may require such streets to be constructed to City street cross-section and construction specifications. In areas for which such plans have not been completed, the street layout shall recognize the functional classification of the various types of streets and shall be developed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, to the planned use of the land to be served by such streets, to existing or planned utilities, and to the most advantageous development of adjoining areas. The land division shall be designed so as to provide each lot or parcel with satisfactory access to a public street without causing undue conflict with existing or anticipated traffic flow on such streets. In addition:

1. **Arterial Streets and Highways**, as defined herein, shall be arranged so as to provide ready access to centers of employment, centers of governmental activity, community shopping areas, community recreation, and points beyond the boundaries of the community. They shall also be properly integrated with and related to the existing and proposed system of county and state trunk highways and shall be, insofar as practicable, continuous and in alignment with existing or planned streets with which they are to connect in order to provide for both intra and inter-community, faster traffic movement.
2. **Collector Streets**, as defined herein, shall be arranged so as to provide collection of traffic from the interior of residential neighborhoods, plats or business ‘parks’ or districts and conveyance of such traffic to the arterial street and highway system. Such streets should be properly related to special traffic generators such as schools, churches and shopping centers, business “parks”, research centers and other concentrations of population, to the arterial and other major streets to which they connect and to mass transit systems, if any.
3. **Minor Streets** or “land access” streets as defined herein, shall be arranged to conform to the topography; to discourage use by fast voluminous through traffic; to permit the design of efficient abutting land parcels, storm water management and utility systems; and, to require the minimum street area necessary to provide safe and convenient access to abutting properties while minimizing impermeable paved area.

4. **Proposed Streets Shall Extend** to the boundary lines of the property being subdivided unless prevented by topography or other physical conditions or unless, in the opinion of the Plan Commission, such extension is not necessary or desirable for the coordination of the layout of the subdivision or for the advantageous development of the adjacent lands, in which case a permanent cul-de-sac shall be provided in accordance with City cul-de-sac design standards. (See Figures 2, 3, 4 & 5). Such permanent cul-de-sac streets shall, under normal conditions, be no longer than 900 feet measured from the center of the 'sac' to the nearest street intersection with a street having access to an arterial or collector street. The Plan Commission may require a temporary "turn-around" or a full cul-de-sac at the end of streets that extend to the boundary of the plat if such extension would facilitate future appropriate access to abutting undeveloped lands. [Please see subsection 18.0800c(1) of City Codes and Ordinances]. Where an existing dedicated or platted half-street is adjacent to the tract being subdivided, the other half of the street shall be dedicated by the developer.
5. **Arterial Street and Highway Protection**. Whenever the proposed land division contains or is adjacent to an arterial street or highway, adequate protection of residential properties and limitation of access and separation of through and local traffic shall be provided by reversed frontage parcels, with screen planting contained in a non-access reservation along the rear property line, and/or by the use of frontage streets. There shall be no direct access from an individual parcel to an arterial street or highway. In addition, deceleration, acceleration and bypass lanes may be required on the arterial street at street intersections.
6. **River or Lake Shore Access**. Where urban development abuts a river or lake there shall be provided a minimum of sixty (60) feet of public access platted from the nearest public street right-of-way to the low water mark of the river or lake at intervals of not more than one-half (1/2) mile as required by Section 236.16(3) of Wisconsin Statutes, unless waived by the WisDNR.
7. **'Reserve Strips' Shall Not Be Provided** on any plat to control access to streets or alleys, except where control of such 'strips' is placed with the City under conditions recommended by the Plan Commission and approved by the Common Council.
8. **Alleys May Be Provided** in commercial and industrial areas for off-street loading and service access unless otherwise prohibited by the Plan Commission, but shall not be approved in

residential districts. Dead-end alleys shall not be approved, and alleys shall not connect directly to an arterial street or highway.

9. **Street Names** shall not duplicate or be similar to existing street names elsewhere in the City, and existing street names shall be projected or continued wherever possible. All street names shall be subject to approval of the Common Council.

### **C - Limited Access Highway and Railroad Right-of-Way**

**Treatment.** Whenever the proposed land division contains or is adjacent to a limited access highway or railroad right-of-way, the land division design shall provide for the following:

1. **When Lots Within the Proposed Land Division** back upon the right-of-way of an existing or proposed arterial highway or a railroad, a planting strip at least twenty-five (25) feet in depth shall be provided adjacent to the highway or railroad (where no spur track is proposed or contemplated), in addition to the normal lot depth. This strip shall be a part of the platted lots but shall have the following restriction lettered on the face of the plat: *“This strip reserved for the planting of trees and shrubs. The building or placement of structures hereon prohibited.”*
2. **Commercial and Industrial Properties** shall have provided, on each side of arterial streets, highways or railroads, either streets approximately parallel to and at a suitable distance from such arterial street, highway or railroad to allow for the appropriate use of the land between such streets and highway or railroad, but not less than 150 feet; or, frontage streets (roads) parallel to and adjacent to such arterial street, highway or railroad. Such ‘frontage streets’ shall not have direct access to an arterial street or highway.
3. **Streets Parallel to a Limited Access Highway or Railroad** right-of-way, when intersecting an arterial street or highway or a collector street which crosses said railroad or highway shall, when allowed, be located at a minimum distance of 250 feet from said highway or railroad right-of-way. Such distance, where desirable and practicable, shall be determined with due consideration of the minimum distance required for the future separation of grades by means of appropriate approach gradients.
4. **Minor Streets** immediately adjacent and parallel to railroad rights-of-way shall be avoided except when configured as a ‘frontage street’ in commercial and industrial areas but location of minor streets immediately adjacent to arterial streets and

highways and to railroad rights-of-way shall be avoided in residential areas.

**D - Street and Other Public Way Design Standards.** The minimum right-of-way and roadway width of all proposed streets and alleys shall be as specified by the adopted City comprehensive plan, comprehensive plan component, land division ordinance, official map, neighborhood plan, or County jurisdictional highway system plan. *(Please see the City Engineer or Chap. 18, Land Division Ordinance, of City Codes and Ordinances).* Arterial street sections are for standard arterial streets only. Cross-sections for freeways, expressways and other arterial streets should be based upon specific detailed engineering studies. In addition:

1. **Cul-de-sac Streets** designed to have one end permanently closed shall not, as a general rule, exceed 900 feet in length and measured as set forth above. Also as a general rule, no more than thirty (30) dwelling units should abut and have direct access to a permanent cul-de-sac or temporary dead-end street unless the residential buildings are provided with operating fire suppression sprinklers placed in accordance with City adopted fire codes. All cul-de-sac streets designed to have one end permanently closed shall terminate in a circular turn-around having a minimum right-of-way radius of 80 feet on rural cross-sections and a minimum right-of-way radius of 75 feet on urban cross-sections as specifically designed and prescribed by the City. *(Please see Figures 2, 3, 4 and 5)*
2. **Temporary Termination** of streets at the boundary of a land division or phase of land division intended to be extended at a later date and where three (3) or more dwelling units have driveway access to such terminated streets shall, at the discretion of the City Engineer, be accomplished with a widened boulevard turn-around designed in accordance with the standards set forth in the City's adopted construction standards; by a circle turn-a-round within the street right-of-way; or, by construction of a temporary "T" or "Y" turn-around within the street right-of-way having a "cross-bar" length of at least 58 feet and width of at least 16 feet, taking into account storm water management concerns. Such temporary streets that are intended to be or required to be extended into abutting developable land at some time in the future may, at the discretion of the Plan Commission, be longer than 900 feet if when ultimately extended, the street will intersect and connect

to a collector or arterial street, or a minor street which connects to such streets.

3. **Street Grades.** Unless necessitated by exceptional topography as determined by the Plan Commission the maximum centerline grade of any street or public way shall not exceed the following:
- (a) - Arterial streets: six (6) percent
  - (b) - Collector streets: eight (8) percent
  - (c) - Minor Streets, including cul-de-sacs and frontage streets: ten (10) percent
  - (d) - Pedestrian ways: twelve (12) percent unless steps of acceptable design are provided.

In addition, the grade of any street shall in no case exceed ten (10) percent or be less than five tenths (0.5) of one percent. Street grades shall be established wherever practicable so as to properly drain storm water and to avoid excessive grading, the promiscuous removal of ground cover and tree growth, and general leveling of the topography. Removal from or manipulation of topsoil within a development project requires Plan Commission approval. (*See Chapter 17, Zoning Ordinance*). All changes in street grades shall be connected by vertical curves of a minimum length equivalent in feet to fifteen (15) times the algebraic difference in the rates of grade for arterial and collector streets, and one-half (1/2) this minimum for all other streets.

4. **Radii of Curvature.** When a continuous street centerline deflects at any one point by more than 18 degrees, a circular curve shall be introduced having a radius of curvature on said centerline of not less than the following:
- (a) - Arterial streets and highways: 500 feet
  - (b) - Collector streets: 300 feet
  - (c) - Minor streets: 100 feet
  - (d) - A tangent at least 100 feet in length shall be provided between reverse curves on arterial and collector streets.

**E - Street Intersection Design.** Streets shall intersect each other at 90 degree angles as topography and other limiting factors of good design permit. In addition:

1. **The Number of Streets Converging** at one intersection shall be limited to no more than two except in unique circumstances.
2. **The Number of Intersections** along arterial streets and highways shall be held to a minimum. Wherever practicable

the distance between such intersections should not be less than 1,200 feet and shall in no case be less than 600 feet.

3. **Minor and Collector Streets** shall not necessarily continue across arterial streets. If the distance between the centerline intersections of any street with any other intersecting street is less than 250 feet measured along the centerline of the intersecting street, then the location shall be so adjusted that the distance is increased to at least 250 feet or the adjoinment across the intersecting street is continuous and a “jog” in street alignment is avoided.
4. **Where a minor street intersects** a collector or arterial street, or a collector street intersects an arterial street, deceleration, acceleration and bypass lanes may be required as determined and delineated by the City Engineer to facilitate safe movement of traffic.
5. **On All Streets Where Sidewalks or Bike/Hike Trails** are provided, ramps or openings to accommodate handicapped individuals or vehicles shall be provided in accordance with Wisconsin statutes.
6. **The Platting of Half-Streets** shall not be permitted except where it is necessary to complete a half-street already existing.

**F - Block Design.** The widths, lengths, and shapes of blocks shall be suited to the planned use of the land; zoning requirements; need for convenient access, control and safety of street traffic; and, the limitations and opportunities of topography. In addition:

1. **The Length of Blocks** in residential areas shall not, as a general rule, be less than 600 feet nor more than 1,600 feet unless otherwise dictated by exceptional topography or other limiting factors of good design.
2. **Pedestrian Ways** of not less than twenty (20) feet in right-of-way width may be required near the center and entirely across any block over 1,200 feet in length where deemed essential by the Plan Commission to provide adequate pedestrian circulation or access to nearby schools, parks, shopping centers, churches or transit facilities.
3. **The Width of Blocks** shall be large enough to provide for two tiers of lots of appropriate depth except where otherwise required to separate residential development from railroads, arterial streets or highways or other through traffic. Width of lots or parcels reserved or designated for commercial, industrial or multi-family use shall be adequate to provide for off-street

service and parking required by the use contemplated and the area zoning restrictions for such use.

4. **All Main Communication Cable and Electric Power** lines shall, where practical, be placed underground on mid-block easements of not less than twenty (20) feet in width centered on the property line, and where physically possible, along rear lot lines.

**G - Lot Design.** The size, shape, and orientation of lots shall be appropriate for the location of the land division and for the type of development and use contemplated. The lots should be designed to provide an aesthetically pleasing building site and a proper architectural setting for the building contemplated. Lots shall not extend into delineated wetlands or floodplains. In addition:

1. **Side Lot Lines** shall be at 90 degree angles to straight street right-of-way lines or radial to curved street right-of-way lines on which the lots abut. Lot lines shall follow municipal boundary lines rather than cross them.
2. **Double Frontage or “Through” Lots** which abut two paralleling streets shall be prohibited except where necessary to provide separation of residential development from railroads or arterial traffic or to overcome specific disadvantages of topography and orientation. No individual parcel should have direct vehicular access to an arterial street and double frontage lots, where allowed or existing, may have vehicular access to only the least traveled abutting street. Lots that abut both a public street and a public alley may have access to both. Where visual access from arterial streets is desired, as in the case of retail commercial uses, individual parcels may require a frontage street paralleling the arterial street that provides access to intersecting streets in the vicinity.
3. **Access.** Every lot shall front or abut for a distance of at least 33 feet on a public street, measured at the street right-of-way.
4. **Area and Dimensions** of all lots shall conform to the requirements of the City Zoning Ordinance for the land divisions within the City. Those building sites not served by a public sanitary sewerage system or other County Health Department approved sewerage system shall, pursuant to the City Zoning Ordinance, be sufficient in size (*See Zoning Ord.*) to permit the use of an onsite soil absorption sewage disposal system designed in accordance with the Wisconsin Administrative Code and approved by the Waukesha County Health Department.

5. **Excessive Depth of Lots** in relation to width shall be avoided and a proportion of two to one (2:1) shall be considered a maximum depth to width ratio under normal conditions. Lots shall normally be rectangular or square in shape and lots having more than five (5) sides shall be avoided. Depth of lots or parcels designated for commercial or industrial use shall be adequate to provide for all off-street service, off-street parking and required 'green space'.
6. **The Width of Lots** within the interior of a block shall conform to the requirements of the City Zoning Ordinance, or other applicable ordinance, and in no case shall a lot have a minimum width at the building setback line of less than as prescribed in the City Zoning Ordinance.
7. **Corner Lots** should have an additional width of at least ten (10) feet to permit adequate building setbacks from both abutting streets.

**H - Building Setback Lines.** Building setback lines appropriate to the location and type of development contemplated which are more restrictive than the regulation of the zoning district in which the plat is located, may be required by the Plan Commission. The City's definition of building setback lines is found in section 17.1400 of the City Zoning Ordinance.

**I – Access, Drainage, Utility and Other Easements.**

1. **The City Requires that,** with the exception of extreme high voltage electric lines, all public and private electric and communication cables/pipes shall, at the discretion of the City Engineer, be placed at appropriate depths below ground surface within 'outlots' or utility easements of at least 20 feet but preferably 30 feet in width.
2. **The City also requires that,** if at all possible, all public sanitary sewer mains, storm sewers, water mains and private gas mains be located within public street rights-of-way at appropriate depths and in specific locations within such right-of-way as established by rule of law or by the City Engineer. Where such utilities must, by necessity, be extended across lots, blocks or open areas, such pipes shall be centered within a 30 foot wide 'outlot' dedicated to the City.
3. **Where a Land Division is Traversed** by a natural continuous or intermittent watercourse, drainage channel or stream, such watercourse shall be contained within an adequate drainage-way parcel or 'outlot' owned and maintained by the combined

owners of property (Owners Association) within the development boundaries as may be required by the Plan Commission. The location, width, alignment and improvement of such drainage-way 'outlot' shall be subject to the approval of the City Engineer and parallel streets or parkways may be required in connection therewith.

4. **Where necessary due to volume capacity restrictions,** overland or cross lot storm water drainage shall be maintained within landscaped open channels of adequate size and grade to hydraulically accommodate maximum potential volumes of flow without erosion damage and such open drainage and concomitant water retention/detention areas shall be confined within a separate 'outlot' owned by the combined owners of property within the development. These design details are subject to review and approval by the City Engineer.
5. **The Plan Commission May also require** restrictive easements which will protect the natural resources and/or aesthetic value of the land and land cover.

HEC/1986/2011/2017

**APPENDIX C, THE NEIGHBORHOOD PLANNING CONCEPT –**  
**1900/1970/2017**

A residential neighborhood can be defined as that area of an urban community in which dwellings are the primary use and is therefore that area which is most closely associated with the daily activities of family life. A residential neighborhood unlike most other areas of an urban community is oriented toward all community members – young and old alike. The preparation of a residential neighborhood plan which involves yet undeveloped areas of the community must necessarily encompass those elements of daily living of both the individual family member and the family as a whole. Likewise those plans which involve the rehabilitation of older community areas must be sensitive to the orientation of the neighborhood to family life and seek to protect and enhance those neighborhood qualities which are exemplified in the neighborhood concept.

Depending upon its size, an urban community may be comprised of any number of primarily residential neighborhoods which together with special commercial, industrial or institutional use districts or neighborhoods combine to make up the whole – the community. Because a residential neighborhood is family oriented, almost every aspect of human life in the older (pre-1900) neighborhoods in the United States was focused on family life. Even places of employment were major elements of such older neighborhoods. Since the advent of rapid public mass transit and the automobile, however, it has been more practical and perhaps more financially sound to centralize places of employment in special use areas or districts within the community and thereby separate industry and most commerce and the unique activities of such uses from the place or area of residence. The contemporary family oriented neighborhood therefore does not normally include the wage earning or business part of family life. What remains of daily family activity, namely the home, school, church and parks, have or should become the principle elements of the contemporary residential neighborhood.

The school\*, church and park are individual and, perhaps, collective focal points of physical social activity and service of the neighborhood, each having its individual service area. Due largely to the service area of these physical social activity focal points the size of a neighborhood is a critical factor to both the neighborhood resident and the neighborhood planner. Theoretically, such neighborhood boundary should coincide with the service boundaries of an elementary school\* and a neighborhood park. Residents of a neighborhood should be able to walk to both the elementary school and the neighborhood park without crossing a major (arterial) street or major man-made or natural barrier.

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\* *This assumes that the community and/or the school district espouse the “neighborhood school” concept of school location.*

Theoretically, a residential neighborhood should therefore encompass only that number of residences which can be accommodated by an elementary school the size of which is determined by the number of classrooms and the number of pupils per classroom as established by the local school officials. Residents of the resulting neighborhood (and particularly the younger family members) should have two major neighborhood components in common – the elementary school\* and the neighborhood park. Depending upon the various religions represented in the neighborhood, many of the residents may also have a common church, temple or congregation. Depending upon the density of development the neighborhood may be small (if high density) or large (if low density). In most medium density urban communities an area of approximately one (1) square mile encompasses the proper number of families which can efficiently be serviced by and therefore will require one elementary school and one neighborhood park, two or more religious institutions and, in some cases, a small neighborhood retail and service complex. When school districts or communities don't espouse the "neighborhood school" concept the focus on the neighborhood as a community building block may be diminished.

In order that the residents of the neighborhood can function without hazard to pedestrian safety or conflict with family living, vehicular traffic within the neighborhood should be limited to only neighborhood oriented vehicles. Community oriented thru-traffic therefore should be accommodated on arterial streets and highways that bypass and indeed make up the boundaries of the neighborhood. Internal neighborhood traffic should be accommodated on "minor" and "collector" property access streets, commonly called residential streets. Such minor and collector streets should be so designed as to make difficult the through neighborhood movement of traffic while efficiently accommodating the slow movement of traffic to and from and within the neighborhood. In some cases a neighborhood may also be bounded by a river, railroad or other natural or manmade elements that forms a barrier or major hinderance to intra-neighborhood pedestrian and vehicular movement. (*Please see Appendix B*).

The theoretical neighborhood should also encompass a full range of housing types and sizes and even styles in keeping with the social and economic makeup of the community. Such housing should be located so as to enhance the beauty, livability, and economic stability of the neighborhood. The specific location of the various types of housing should be arranged so that no specific minor street or residential area within the neighborhood is over-burdened with traffic. In some cases it may be desirable to include neighborhood convenience retail and service commercial use as a part of a neighborhood. Such use should be located on the edge of the neighborhood with frontage on or along arterial or collector streets in order not to invite or encourage non-neighborhood or commercial traffic through the neighborhood.

The individual neighborhood and the residential and other development comprising the neighborhood should be carefully designed so that when

combined with other neighborhoods the community functions efficiently and without physical and economic hardship. Planning and design of the neighborhood should be both comprehensive, that is all encompassing, as well as detail. Every aspect of the physical, social, and economic structure of the community should be considered in the planning for and of a neighborhood. Those elements of a community which should not or may not be specifically neighborhood oriented such as community or regional retail and service uses, industrial development, and community, county, and state administrative and educational facilities should, nevertheless, be specifically considered in the planning and design of a neighborhood in order that the residences of the neighborhood have safe and convenient access to such community and regional services and facilities and so that such services and facilities and their vehicular traffic do not intrude through the residential neighborhood. Likewise the physical public and private utilities and the governmental and social services in the community as a whole should be a major factor of consideration in the planning and design of the neighborhood so that the existing and future residents of the neighborhood may benefit both physically and fiscally from efficiently operating community systems.

Basically, the neighborhood concept of urban planning and development is intended to provide for and promote convenience in living and traveling in an urban community and provide for and promote beauty and harmony in urban development while bringing the family living area into a scale that allows an individual to be a part of a cloistered family unit while also being a part of, and taking part in, a larger area which is smaller than the community as a whole – the neighborhood. Through such neighborhood association and affiliation, individual public sentiment can be constructively focused on the needs and concerns of the family, the neighborhood, and the community as a whole.

Because planning for the neighborhood involves the planning of individual properties by the Plan Commission, such planning must be both precise and flexible. In order to provide proper living space, plans prepared must be precise concerning the natural resource base involved as well as the public and private community-wide utilities and facilities. Careful attention must be given to the slope of the land, natural drainage patterns, soil characteristics, natural cover, and to the existing natural and manmade hazards to the existing and future inhabitation of the neighborhood. The community utilities and facilities and street (traffic/drainage) pattern must be well thought out and arranged so as to provide efficient and adequate service without hardship to the neighborhood or the community as a whole. The individual lots or parcels of land within the neighborhood must be well designed in order to provide the best living condition possible, carefully taking into account type and density of use, buffering between incompatible uses, sufficient grassed and landscaped areas which provide open space and storm water management, vehicular and pedestrian traffic patterns of each member of the family, and provision of public and private services to the family. Persons living in a well planned and designed

residential neighborhood should be able to walk or bicycle in the internal minor streets of the neighborhood without concern for high speed or 'heavy' vehicular traffic competing for space in the street right-of-way or impeding their way, thus avoiding the need for paved walkways within the entire neighborhood.

Any plan and especially a detailed neighborhood plan which affects hundreds and even thousands of individual properties, structures, services and facilities must also be flexible if all that is or who are ultimately encompassed by the plan can fit within the physical neighborhood created by its implementation. **The neighborhood plan prepared and finally adopted must not be viewed as a final iron-clad blueprint or legal document dictated by the community and within which there is no opportunity for individual initiative, negotiation and change. Rather, the neighborhood plan should be prepared and adopted as an example of one best representation or alternative of the concept that will 'work', in terms of the function of physical infrastructure, and with the full understanding that elements of the plan may be improved upon by others not directly involved in the initial planning process.** The plan is indeed embodied within the concept and the preparation of the plan is a process which truly does not end until the last street is paved, the last foundation laid, the last sewer connection made, the last nail driven, the last tree planted, or the last park bench put in place. The beginning of the process is the preparation of a neighborhood plan based on the concept of 'neighborhood'.

SEWRPC/1970 - HEC/1980, 2011 & 2017

*Planners Afterthought* – As time moves on our urban communities will look a great deal different than they did in the beginning of the 20<sup>th</sup> century or even the early part of the 21<sup>st</sup> century. We have moved, in a little more than 120 years, from communities that were fashioned and constructed with little overall regulation or planning, in linear patterns to accommodate efficient daily pedestrian and one or two horsepower vehicles traveling at the speed of five miles per hour within a few short blocks from home, to today's 'planned' communities housing people and businesses that communicate instantly around the world and measure their daily travel in miles from home in 300 horsepower vehicles traveling at 75 miles per hour. During this time our travel ways have evolved from one lane dirt roads to eight lane concrete freeways. Will the astounding inventions and technological changes that have occurred in this relatively short period of time, such as automobiles and trucks without human drivers, continue at the same or accelerated pace in future years, and what impact will these new phenomenon have on our cities, neighborhoods and our life style? Will our long-range plans of today have been brought about or will they be obsolete in just a few years even though over 80% of the land use shown on the City's 2050 plans is already in place? We'll just have to wait and see and keep refining and updating our plans. The objective is to create a better community that has quality and value and is fiscally and physically sound. Clink-

