



City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147- 262.248.3673- www.cityoflakegeneva.gov

CITY OF LAKE GENEVA BOARD OF PARK COMMISSIONERS
TUESDAY, AUGUST 20, 2024 - 6:30 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)

Members:

President Cindy Forster Feuredi, David Quickel, Peggy Schneider, Ann Esarco, Dana Furlo, Julie Mulligan, Adam St. Marie,
Alderperson Cindy Yager, and Mayor Todd Krause

AGENDA

1. Call to order – Cindy Feuredi
2. Roll Call
3. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to 5 minutes
4. Communication from Residents
5. Approval of the Park Board Minutes from July 16, 2024
6. Election of Officers
 - a. President
 - b. Secretary
7. Discussion/Review of Tree Board Minutes
8. Discussion/Review of the Avian Committee Minutes
9. Park Superintendant Report
10. Discussion/Recommendation: Sponsorship Fee Form
11. Discussion/Recommendation: Sponsorship Wish List
12. Discussion/Recommendation: Never Say Never reallocation of funds
13. Discussion/Recommendation: Capital improvements budgeting; playgrounds, rubber surface at Maple Park, Veterans Park Fields 1 & 2 fencing/dugouts
14. Discussion/Recommendation: Impact Fees
15. Discussion/Recommendation: Overview of Parks

16. Discussion/Recommendation of UniverCity Alliance

17. YMCA Payments Update

18. Future Agenda Items

- Dog Park
- Structure of Parks and Recreation Department
- Weddings in Parks
- Dark Skies Initiative
- Grasses to reduce mowing-Sonya Dailey, Tree Board; Jim Killian book
- YMCA updates at September 17th & October 15th meetings

19. Next Meeting Date & Time: Tuesday, September 17, 2024 at 6:30 pm

20. Adjournment

This is a meeting of the Board of Park Commissioners. No official City Council action will be taken; however, a quorum of the City Council may be present.

Lake Geneva Community Foundation LGCF
Lake Geneva, Wisconsin
July 28, 2024

Dear Chair-Person Fueredi,

It is a pleasure, after months of planning amongst innumerable Citizens, Businesses, and interested Services, to announce the culmination of formation of The Lake Geneva Community Foundation.

LGCF is a non-profit, non-political organization meant to help source, secondarily fund, initiatives, and programs, that build community and assure benefits to the residents of Lake Geneva.

It is our goal to both introduce, and promote meaningful strategic programs, as well as support existing or proposed projects in our community.

For example, we have been following the crossroads being met by the Parks Committee and are eager to be considered a strategic resource going forward, if we can be of assistance.

We have considerable top-level access to valuable expertise, knowledge and resources. In addition, we are committed to developing a meaningful network of donors and valued strategic partners.

We look forward to exploring means to help your committee source, and “make happen what you all are thinking”.

Our legal team has completed and submitted related foundation paperwork. Our targeted start date is August 6, 2024.

We will follow your lead regarding how we can support Parks Committee efforts and execution and how we can help facilitate projects going forward.

Regards,
Lake Geneva Community Foundation
Lake Geneva, Wisconsin

Sonya Dailey
531 Warren Street
Lake Geneva

I am writing to encourage the city to work in the direction of using native plants to reduce as much mowing as possible on city boulevards, in parks, and wherever possible on public lands. Running mowers throughout the city is a source of pollution that can be greatly reduced. Labor, machinery, and fuel only increase in cost every year.

Many neighboring cities are already working to beautify their corridors and Lake Geneva should do the same.

Please initiate a plan to begin the transformation of grass into corridors that benefit all citizens and visitors alike.

Thank you
Sonya Dailey

----- Forwarded message -----

From: **Sonya Dailey** <sonyadailey23@gmail.com>

Date: Mon, Jul 22, 2024 at 5:29 PM

Subject: Fwd: Money for projects

To: <cindy@tbh.guru>

Sonya Dailey
262-325-4221

Begin forwarded message:

From: Sonya Dailey <sonyadailey23@gmail.com>

Date: July 22, 2024 at 2:58:02 PM CDT

To: Mayor <Mayor@cityoflakegeneva.com>

Subject: Money for projects

Hello again Todd: Thank you again for listening to my ideas about Hillmoor when we were able to meet earlier. At that time we discussed the possibility of the city working with University City to clarify goals for Hillmoor and request help with grant writing for city projects.

I would just like to remind you that I am still very much in favor of working with the University to move the city forward in seeking funds. University City is renowned for helping cities secure funding!! Grant writing would definitely be at the top of our priorities.

Please do all you can to move the city forward in that direction. There is no downside to becoming better informed or finding funding for projects that improve the city for taxpayers. Jim Killian is always a great resource with his experience of dealing with University City in the past.

Thanks again

Sonya Dailey
531 Warren Street
Lake Geneva

Sonya Dailey
531 Warren Street
Lake Geneva

I am writing to encourage the city to work in the direction of using native plants to reduce as much mowing as possible on city boulevards, in parks, and wherever possible on public lands. Running mowers throughout the city is a source of pollution that can be greatly reduced. Labor, machinery, and fuel only increase in cost every year.

We are all mindful of taxpayer dollars spent running a city such as this. Everyone appreciates caution and careful attention to budget. However, many of the old practices are out of date in light of very real climate change. Cities all around us have already begun projects such as this. We can learn from their experience to beautify and update their public spaces and then make the project our own.

Please initiate a plan to begin the transformation from turf grass in corridors so that these spaces can benefit all citizens and visitors alike. University City would be an excellent resource to help in planning and funding an effort like this. Being frugal with taxpayer dollars does not mean we can never move forward with something that benefits everyone in the long run.

I would be happy to help in any way I can.

Thank you
Sonya Dailey

To Whom it May Concern,

I am writing to you today as a concerned resident and parent regarding the state of our playground parks and lack thereof within the city. As a resident born and raised in Lake Geneva I have always been one of Lake Geneva's biggest cheerleaders. With children of my own, we are frequent visitors to these facilities. I have observed firsthand the importance of these spaces in our community and the urgent need for their updating and maintenance.

Playground parks are not merely recreational spaces but essential components of a healthy community infrastructure. They provide children with opportunities for physical activity, social interaction, and creative play. These experiences are crucial for their development, promoting physical fitness, coordination, and cognitive skills. Moreover, playgrounds serve as inclusive environments where children of all abilities can engage in play together, fostering a sense of belonging and community spirit.

We are fortunate enough to benefit from a small city park in our subdivision on Highland Way which we are forever grateful for. However, on a large city scale with means to build community, many of our city's playgrounds are showing signs of wear and outdated equipment that may pose safety hazards. Broken swings, uneven surfaces, and lack of equipment not only diminish the aesthetic appeal of these parks but also compromise the safety of our children. Ensuring that our playgrounds are well-maintained and equipped with modern, safe, and inclusive play structures should be a priority for our city. We could have a beautiful outdoor community with the ability to foster the importance of nature and playing outside for our youth, but we are missing the boat.

I can speak for many in the community who were hopeful and supportive of the Never Say Never Playground that was supposed to go in at Veteran's Park. This was a huge step in the right direction that showed Lake Geneva's commitment to locals and community beyond tourism. It showed commitment to inclusion, to our youth, and to connection. After extensive fundraising and time, it is disheartening to see such an opportunity be scooped up by another local community. While now at Veteran's Park which is full of families most nights in the summer, there is a half ripped out playground that is an eyesore. The park in town above the hotels has baby swings with metal sticking out the sides and has not been updated in decades. The biggest and most sufficient park is run by the Central Denison School and is covered in small pebbles making inclusion nearly impossible. For a City that thrives on possibility, beauty, and opportunity to bring people in we are missing the boat as far as community spaces and playgrounds to create opportunities for those who live here.

In conclusion, the significance of playground parks in fostering healthy child development, promoting community engagement, and enhancing neighborhood aesthetics cannot be overstated. By prioritizing the upkeep and enhancement of these vital community spaces, we demonstrate our commitment to the well-being and happiness of current and future generations. I encourage you to take a look at some of the links that feature the parks available in neighboring communities. If you would so kindly share this email with others of the Board of Parks Commission that would be great. I was only able to access both the Mayor and Alderman's email online.

Thank you for your attention to this matter. I look forward to seeing positive steps taken towards ensuring that our playground parks remain safe, inclusive, and enjoyable for all.

Sincerely,

Chelsie Koronkiewicz



All of the below include rubber ground for safety, cleanliness, and inclusion

Elkhorn



Fontana





Starin Park (Whitewater) With functional exercising equipment for multigenerational support



July 16, 2024 Board of Park Commissioners Minutes
City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147- 262.248.3673-
www.cityoflakegeneva.gov
CITY OF LAKE GENEVA BOARD OF PARK COMMISSIONERS
TUESDAY, JULY 16, 2024 - 6:30 PM
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)

AGENDA

1. Call to order 6:30pm

2. Roll Call

Members Present:

President Cindy Forster Feuredi, David Quickel, Peggy Schneider, Ann Esarco, Julie Mulligan, Adam St. Marie, Alderperson Cindy Yager, and Mayor Todd Krause-excused

3. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to 5 minutes

Peg Esposito - was in favor of grant writing

Charlene Klein- sent the following letter to the Park Board which read:

Dear Park Board Members,

It has come to my attention that your board is considering a recommendation to the Common Council to form an alliance with the UW UniverCity initiative.

This is an extraordinary opportunity for the City of Lake Geneva to partner with this prestigious program at a very nominal cost. The benefits are immeasurable and will assist us in the park planning process utilizing the UW expertise.

I urge you to vote yes to recommending the UW UniverCity Alliance.

Respectfully, Charlene Klein

C. Yager made a motion to move item 10. to item 4. This motion was seconded by C Fueredi.

4.YMCA quarterly update

5. Approval of the Board of Park Commissioners minutes from June 18, 2024

Motion was made by C Yager to approve conditionally with future items address: impact fee language, dog statue follow-up, friends of parks 501c3, wedding initiative, safety issues in tot lots, resurfacing of basketball courts, dog park impact fees. Motion was seconded by C Fueredi

6. Discussion/Review Tree Board Minutes

7. Discussion/Review Avian Committee Minutes

8. Recognition of Arborist, Jon Foster - C Fueredi, Chair, recognized Jon Foster for his

excellent work and proficiency.

9. Presentation of Park Superintendent Monthly Report

10. Approval of Sponsorship Fees and Form

Motion was made by A. Esarco to only give a 20% discount to renewing sponsors and seconded by C Fueredi.

11. Speaker regarding review of Lake Geneva Park System: Gavin Luter; UniverCity Alliance,

University of Wisconsin-Madison

No vote was made. A special meeting may be scheduled before the next Park Board meeting.

12. Next Meeting Date & Time: Tuesday, August 20, 2024 at 6:30pm

13. Future Agenda Items: impact fee language, dog statue follow-up, friends of parks 501c3, wedding initiative, safety issues in tot lots, resurfacing of basketball courts, dog park impact fees.

14. Adjournment: Motion was made to adjourn by C Yager and seconded by C Fueredi.

Submitted by C Fueredi

TREE BOARD MEETING JUNE 18TH 2024

1. CALL TO ORDER at 4:03 PM
2. ROLL CALL of members present:
Candy Kirchburg Chair, Sonya Dailey, Peg Esposito, Peg Schneider, Alexander Leonard, Cindy Forster Fueredi Parks Commission President, City Staff- Samantha Ingo Parks Superintendent, Jon Foster City Forester, Morgan Sheppard assistant arborist, Gera Mendoza assistant arborist, Nonmembers present-Mary Jo Fesenmair.
3. MINUTES FROM MAY 14TH Approved.
Peg Esposito makes motion to accept, Peg Schneider seconds the motion, motion carries.
4. COMMENTS FROM THE PUBLIC- Mary Jo Fesenmair suggested we look at developers agreements to replace trees that have died.
5. ARBORIST REPORT
Jon stated that in future developer's agreements the city will have permitting stipulations regarding city oversight regulated by the City Forester which is specified under Ordinances Article 82-61. of Forestry in effect. How trees get planted and what trees get planted will be directed with oversight by the City Forester. The planting techniques and tree protection policies will follow the ANSI A300 for Tree Care Operations, which is listed under Section. 82-63. Trees in lawn parks and public rights-of-way.
Sam- tree care to be added to the tree board section on city website
6. Candy Kirchburg read the letter she had written to the Park Board concerning placing lighting in city trees in the downtown, all members approved the letter and she than submitted the letter to the Park Board President, Cindy Forester Fueredi and Cindy stated she would discuss it at their meeting.
7. CICADAPALOOZA
Kudos to Cicadapalooza, huge success.
8. FUTURE AGENDA ITEMS
Candy suggested we revisit the idea of tree damage compensation or replacement through the city Attorney.
Possible Tree identification Plaques for city parks.
Samantha Ingo Parks Superintendent is working on acquiring DNR urban Forestry grants for the city.
9. NEXT MEETING
AUG 20, 4:00 pm
10. ADJOURNMENT 4:55 pm

City of Lake Geneva Avian Committee Meeting Minutes

Tuesday, July 9, 2024 6:00 P.M.

City Council Conference Room 2A

1. Call to Order: 6:00 PM by Sarah McConnell

2. Roll Call. The following members were present: Sarah McConnell, Jill Rodriguez, Karen Gallo, Kelley Happ, Beverly Leonard, Victoria Ross and Alderperson Cindy Yager.

3. Approval of Avian Committee meeting minutes from May 2024. A motion to approve the minutes was made by Rodriguez, seconded by Gallo. The motion was passed.

4. Visitors and Comments from the Public:

Mary Jo Fesenmaier and Peg Esposito attended the meeting: they had no comments.

5. Financial Review and Update for 2023-24

The committee reviewed budget information. We have not spent much to date and have a healthy budget balance.

6. Bird City Application

McConnell e-mailed the Bird City Wisconsin Committee again and asked about our status - are we a High Flyer community again this year? She reported that again they did not respond. Yager advised the committee that our new Parks Supervisor, Samantha Ingo, will be the new contact person with Bird City; it will no longer be the City Administrator.

7. Partnerships and Potential Grants:

Last fall the committee purchased 10 permanent signposts for the **Story Book Trail** and the Public Works department has installed them at Four Seasons Nature Park. We agreed to select a past book and re-format it to fit the new signs, as we are not creating a new book this year.

Hotel Birding Backpack Project - Rodriguez reported that the Rotary Club has committed \$1000 for our Hotel birding kit. McConnell has been pricing various bags to contain the kits – sling backpacks or clear plastic ones that show the contents. These kits would be similar to the ones we have donated to the library for guests to check out, and they contain bird books, maps of local birding spots and a good pair of binoculars. Rodriguez suggested we make 10 kits, even if we don't use them all right now. She has contacted several local hotels and their response was enthusiastic. Estimated cost for 10 kits is close to \$1000, or \$100 per backpack. The Tourism Commission cannot give us funds for supplies, but Rodriguez suggested we ask them for \$3000 to market this project. With this money we could hire a graphic artist to create local bird location maps. We could also print up a calendar of our Avian activities, rack cards and boost our Facebook presence. This will promote birdwatching in the Lake Geneva area and specifically at our local parks and along our lakefront. No vote was taken at this time, as we will need to fine-tune details.

8. Monarch Palooza and Cicada Day

Despite downpours, both events were a great success. Attendance was great at the Butterfly Garden Opening and Rodriguez reported that everyone was in good spirits. The Library was packed for the event and they provided rain tents outside for the butterfly release. Avian committee members in attendance gave out bird buddy bracelets and stickers to children. It was suggested we have a Kids' table at Swift Night Out this year and give out the bracelets and bird stickers. McConnell commented that the new Butterfly Garden looks great.

Rodriguez also reminded the committee of the Eagle and Friends event at the Library on July 20 and of two additional programs on butterflies at the Library.

There was also a reminder that we need publicity for Swift Night Out.

9. Ways to Recognize our Volunteers

We have four volunteers who help each summer with our Martin houses and we would like to recognize their assistance. Leonard said she had already purchased movie tickets for one of the volunteers, Jeff Gardner and we agreed it would be nice to take Nancy Wolff out to lunch to thank her. Gallo will thank her cousin Brad Robbins on behalf of the Avian Committee as well. We would also like to recognize the volunteers at a Common Council meeting – perhaps at the meeting on September 23. McConnell will write a letter to the Mayor and ask for the volunteers to be recognized by proclamation. We will provide a certificate.

10. Birding Backpacks (see Item 7)

11. Purple Martin/Climate Change Topics

First report was on our Purple Martin Program – WE HAVE LOTS OF BABIES! Gallo reported a count of 36 babies in her houses, and Leonard reported 98! Babies were seen in the new gourd houses for the first time, and the Warren Street location was productive as well. Congratulations to all our Martin “parents”.

The new Bird City Application requires us to have programs addressing climate change, so we will have to adapt our activities to include this topic. Ross mentioned planning climate change seminars with speakers each year. She has some good ideas for speakers. Rodriguez will talk to the Library and Friends of Hillmoor about any climate change programs they are planning and see if we can coordinate efforts with them. McConnell will bring wording from the Bird City application.

12. Next Meeting:

The Next Avian Committee meeting is on **Tuesday, August 13 at 6 pm in Conference Room 2 A**

13. Future Agenda Items

- Partnerships, Funding Opportunities and Potential Grants
- Purple Martin Updates
- 2025 Budget Process
- Recognizing Our Volunteers
- Swift Night Out – September 5
- Birding Backpacks
- Climate Change Topics/Updates
- Other

13: Adjournment:

Yager moved to adjourn, seconded by Rodriguez and approved. Meeting was adjourned at 6:55 p.m.

Respectfully submitted, 7/29/2024/2024

Kelley Happ



City of Lake Geneva

Department of Public Works

1065 Carey St.
Lake Geneva, WI 53147
262.248.6644

To: Park Board

From: Samantha Ingo, Parks & Facilities Superintendent

Park Operations July 2024

- Park Board Follow up
 - Park Addresses – Addresses for parks that have not been assigned a formal address are still in the process of being determined with Building & Zoning.
 - Dogs on Leashes Ordinance – The ordinance is still in the process of being reviewed as the ordinance needs two readings at Council.
 - Dog Salute/Statue – The dog salute/statue is considered a structure per the memorial on public property policy. Process will need to be followed regarding sending memorial details to required boards (i.e. Plan Commission).
- Parks & Facilities
 - Lions Den Roof will be finished by early August.
 - West Gate and Cemetery tot lots are being evaluated for playground safety compliance. Will include findings and recommendations in next report.
 - Pavilion Rentals from 1/1/24- 7/31/24 include a total of \$2,018.17. Report attached.
 - Resurfacing on Tennis Courts-Task order has been drafted by Kapur. Project scope/requirements will be presented to the board before BID is posted.
- Trees/Forestry
 - Working on identifying record keeping system for future tree inventories.
 - Working on creating process and procedures for forestry permit in relation to building contractors.
- Cemeteries
 - Working on creating an electronic deed process.
- Avian
 - The Avian Committee is partnering with town hotels to provide bird watching bags for guests to get out into the parks. A trifold brochure highlighting a few of our parks / nature areas was created for the bags.
 - New Story Book Trail pages will be added at Four Seasons in the next couple of weeks.
- Other
 - The YMCA sent the City a check for tournament revenue on 7/22/24 in the amount of \$4,227.50.

Bookings

Item	# of Booki	# of Pax	Subtotal	Total Tax	Total
Cobb Park	2	2	\$154.50	\$0.00	\$154.50
Flat Iron	2	2	\$515.00	\$0.00	\$515.00
Flat Iron	2	2	\$257.50	\$0.00	\$257.50
Seminary P	15	15	\$1,158.75	\$0.00	\$1,158.75
4 items	21	21	\$2,085.75	\$0.00	\$2,085.75

Total Paid	Processing Fees	Total Paid after Processing Fees
\$154.50	\$5.08	\$149.42
\$515.00	\$15.54	\$499.46
\$257.50	\$8.06	\$249.44
\$1,158.75	\$38.10	\$1,120.65
\$2,085.75	\$66.78	\$2,018.97

City of Lake Geneva
626 Geneva St
Lake Geneva WI 53147 262-248-3673

Receipt No: 8.009757 Jul 22, 2024

YMCA RENTAL FEES-3/1/24-6/30/24

BEACH/PARKS/MARINA
YMCA RENTAL 4,227.50
FEES-3/1/24-6/30/24
11-52-00-46750
PARK USE FEES

Total: 4,227.50

City Checks
Check No: 24632 4,227.50

Payor:
YMCA
Total Applied: 4,227.50

Change Tendered: .00

07/22/2024 12:31 PM

3

024632

 **GENEVA LAKES FAMILY YMCA**
203 WELLS ST
LAKE GENEVA, WISCONSIN 53147
(262) 248-6211

 LAKE GENEVA OFFICE
COMMUNITY STATE BANK
PHONE 262-812-8038 LAKE GENEVA, WISCONSIN 53147
79-700/759

 EXCELLED BY E-Z SHIELD

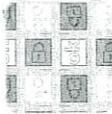
July 17, 2024

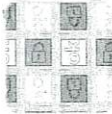
PAY TO THE ORDER OF City Of Lake Geneva

Four thousand two hundred twenty seven and 50/100

City Of Lake Geneva
626 Geneva Street
Lake Geneva, WI 53147

MEMO

 
AUTHORIZED SIGNATURE



024632 07590700 21 666 777 11

2024 Veteran's Park Rental Summary 3.1.24 to 6.30.24

Rental#	Date(s)	Organization/Individual	Total Revenue	Total Expenses	Net Proceeds	Payment to City
1	4/1/-7/1/24	Genoa City Shockers Baseball	\$200.00		\$200.00	\$100.00
2	4/1/-7/1/24	Genoa City Shockers Baseball	\$2,025.00	\$960.00	\$1,065.00	\$532.50
3	4/19-4/21	Baseball 365	\$1,735.00	\$465.00	\$1,270.00	\$635.00
4	4/26-4/28	Baseball 365	\$1,220.00	\$290.00	\$930.00	\$465.00
5	5/3- 5/5	Baseball 365	\$1,210.00	\$270.00	\$940.00	\$470.00
6	5/18-5/19	CTW Softball	\$1,560.00	\$500.00	\$1,060.00	\$530.00
7	5/31-6/2	Baseball 365	\$1,680.00	\$440.00	\$1,240.00	\$620.00
8	6/6-6/9	Baseball 365	\$1,170.00	\$460.00	\$710.00	\$355.00
9	6/21-6/23	Baseball 365	\$1,620.00	\$580.00	\$1,040.00	\$520.00
					TOTAL	\$4,227.50

05-2490



Mail payment w/ paperwork.
City of Lake Geneva

Rental #	Date(s)	Description	Fees	Description	Expenses
1					
GC Shockers	4/1-7/1/24				
Baseball		Deposit	\$200	Pd 1/8/24	

Rental #	Date(s)	Description	Fees	Description	Expenses
2					
GC Shockers					
Baseball	4/1-7/1/24				
		Field Rental		Pd 1/8/24	
		4/1-7/1/24	\$2,025	Field Prep/Staff	
				16 games at \$60	\$960

Rental #	Date(s)	Description	Fees	Description	Expenses
3					
Baseball 365	4/19-4/21	Deposit	\$200		
	4/19-4/21	Field Rental	\$1,245	Field Prep	\$175
		Staffed Hours	\$290	Staffed Hours	\$290
				PD 6/25	

Rental #	Date(s)	Description	Fees	Description	Expenses
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4					
Baseball 965	4/26-4/28	Deposit	\$200		
	4/26-4/28	Field Rental	\$830	Field Prep	\$100
		Staffed Hours	\$190	Staffed Hours	\$190
				PD 6/25	

Rental #	Date(s)	Description	Fees	Description	Expenses
5					
Baseball 965	5/3-5/5	Deposit	\$200		
	5/3-5/5	Field Rental	\$840	Field Prep	\$100
		Staffed Hours	\$170	Staffed Hours	\$170
				PD 6/25	

Rental #	Date(s)	Description	Fees	Description	Expenses
6					
CTW Softball	5/18-5/19	Deposit	\$200		
	5/18-5/19	Field Rental	\$1,000	Field Prep	\$140
		Staffed Hours	\$360	Staffed Hours	\$360
				Pd 5/15	

Rental #	Date(s)	Description	Fees	Description	Expenses
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7					
Baseball 365	5/31-6/2	Deposit	\$200		
	5/31-6/2	Field Rental	\$1,220	Field Prep	\$180
		Staffed Hours	\$260	Staffed Hours	\$260

Rental #	Date(s)	Description	Fees	Description	Expenses
8					
Baseball 365	6/7-6/9	Deposit	\$200		
	6/7-6/9	Field Rental	\$690	Field Prep	\$180
		Staffed Hours	\$280	Staffed Hours	\$280

Rental #	Date	Description	Fees	Description	Expenses
9					
Baseball 365	6/21-6/23	Deposit	\$200		
	6/21-6/23	Field Rental	\$1,020	Field Prep	\$180
		Staffed Hours	\$400	Staffed Hours	\$400



SPONSORSHIP APPLICATION FORM (DRAFT)

Sponsorships support growth and development of facilities and recreational programming with the Lake Geneva Parks system. Funding will be used in the general parks fund unless otherwise noted by the specified type of sponsorship. First priority will be awarded to businesses within the city limits of Lake Geneva. Walworth County businesses will be awarded second priority. Businesses outside of Walworth County will be awarded third priority.

SECTION 1: Sponsor Information

Sponsor Name: _____ Address: _____

Contact Person Name: _____

Email: _____ Phone: _____

SECTION 2: Sponsor Request.

Please select the box of the sponsorship you would like to provide. If you are a returning sponsor (*RS) please circle the returning sponsorship amount. All sponsors will receive recognition on our website.

Please mark option(s) wanted	Opportunity	Amount Circle RS if returning sponsor.	Quantity Available	Item(s)	Deadline
☐	VETERANS PARK Outfield Fence	\$275 \$220 *RS	138	4'x8' vinyl sign	February 1
☐	Field Naming	\$600 \$480 *RS	4	4'x16' vinyl sign	February 1
☐	Soccer Field Naming <i>4 signs per field</i>	\$200 \$160 *RS	5 (fields)	18" x24" Lawn Sign	July 1
☐	Pavilion Naming <i>*3 year term</i>	\$1000	2	Wooden Sign	Ongoing
☐	Basketball Court <i>*Playground Equipment Please see playground equipment section for sponsorship amounts.</i>	\$275 \$220 *RS	44	4'x8' vinyl sign	February 1

☐	White River Disc Golf Course				
	Basket Hanging Sign	\$165 / \$132 RS	18	4"x9" Plastic sign	February 1
	Tee Box Sign	\$110 / \$88 RS	18	7"x10" Plastic sign	February 1
☐	Vinyl Basket Wrap	\$125 / \$100 RS	18	Vinyl sign	February 1
☐	Maple Park Tennis Court	\$275 \$220 *RS	19	4' x 8' Vinyl sign	February 1
☐	Dunn Field Tennis Court Fence	\$275 \$220 *RS	33	4' x 8' Vinyl sign	February 1
☐	Rushwood Park Pavilion Naming *3 year term	\$1000	1	Wood sign	Ongoing
☐	Park Bench	\$1700	4	Composite 6' bench with engraving	Ongoing
☐	West Gate Tot Lot Park Bench	\$1700	1	Composite 6' bench with engraving	Ongoing
☐	Seminary Park Park Bench	\$1700	8	Composite 6' bench with engraving	Ongoing
☐	Pavilion Naming *3 year term	\$1000	1	Wood Sign	Ongoing
	*Playground Equipment Please see playground equipment section for sponsorship amounts.				
☐	Playground Equipment	Please circle sponsorship amount \$500 \$1000 \$5000 \$10,000 \$_____other	Unlimited	Sponsors for new playground equipment will have name on playground donor board with sponsorship amount included.	Ongoing
☐	Special Events Sponsorships in any amount for special	Please circle sponsorship amount.	Unlimited	Sponsors will have their logo posted on a 4'x8'	Ongoing

	<i>events will include recognition on marketing materials and the city's website.</i>	\$250 \$500 \$750 \$_____ other amount		vinyl banner for the event. Recognition on City webpage	
☐	General Recreation Programming; Equipment; Supplies <i>Sponsorships will be applied to various costs to run recreational programming opportunities.</i>	Please circle the sponsorship amount. \$350 \$650 \$950 \$_____ other amount	Unlimited	Recognition on City webpage Recognition in programming marketing (i.e. flier; program guide)	Ongoing

Artwork: Please include business logo/artwork with this application or send a jpeg to parkssuperintendent@cityoflakegeneva.gov.

SECTION 3:

After application is processed, the contact person listed on application will receive an email stating if sponsorship is approved or not. If approved, the information regarding payment will be included in the approval email.

For questions please contact the Parks Superintendent at parkssuperintendent@cityoflakegeneva.gov or 262-248-3673.

THANK YOU for supporting the city's efforts to offer recreational services to our residents and the greater community!



LAKE GENEVA

COMPREHENSIVE OUTDOOR RECREATION PLAN

2021-2026



Board of Park Commissioners

Cindy Forster-Fueredi, *Chair*

Mary Jo Fesenmaier, *Second District Alder*

Charlene Klein, *Mayor*

Peggy Schneider, *Playground Equipment Subcommittee*

Neil Waswo, *Superintendent*

Peg Esposito

Brian Olson

Dave Quickel

Obdulia Vargas

City Staff

Lana Kropf, *City Clerk*

Tom Earle, *Director of Public Works*

Dave Nord, *City Administrator*

Prepared by:

This document was prepared by MSA Professional Services, Inc. with assistance from City Staff and the Board of Park Commissioners.

Project No.: 19995000

Cover Photo Credit: VisitLakeGeneva.com (upper) and MSA (lower)



Adoption Ordinance

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Chapter 1

INTRODUCTION

1.1 PLAN PURPOSE

Parks, recreation and trails are important elements in the quality of life for all communities. Not only these elements provide a safe and healthy place to recreate, they also serve to beautify, protect the natural environment and influence the patterns of development in and around the community.

The City of Lake Geneva realizes the importance and benefits its parks, open space and trail systems have on the City's character and quality of life and is committed to providing for the recreational needs of current and future residents. This plan intends to guide the continual improvement of the City's park, recreation and trail systems to maintain its eligibility for State and Federal park and recreation grants. This plan envisions a connected system of parks, open spaces and trails throughout Lake Geneva, related to the City's natural resources, geography and neighborhoods.

The plan is also intended to be a support document and component of Lake Geneva's Comprehensive Plan, as well as align Lake Geneva with local and State initiatives to promote outdoor recreation. This plan along with the City's other long-range plans and development-related ordinances, will be used to implement and promote its parks and recreation program.

Specifically the plan provides:

- Information regarding demographic trends
- An inventory of existing park and recreational facilities,
- An analysis of parkland and recreational needs and demands,
- General policy direction regarding park, recreation, open space, bicycle, and pedestrian facility planning and maintenance,
- Recommendations for new and improving existing park, bicycle and pedestrian facilities, and
- Funding and implementation strategies.

This plan identifies conceptual locations and recommendations for different types of parks, trails, natural areas, and recreational facilities. In nearly every case, more detailed planning, engineering, study, budgeting, and discussions will be necessary before decisions are made to actually acquire land or construct recreational facilities.

CORP and GRANT FUNDING

The Wisconsin Legislature created the Knowles-Nelson Stewardship Program (Stewardship) in 1989. Named for two of Wisconsin's most revered conservation leaders, Warren Knowles (Governor 1965-1971) and Gaylord Nelson (Governor 1959-1963, U.S. Senator 1964-1981), the purpose of the program is to preserve valuable natural areas and wildlife habitat, protect water quality and fisheries, and expand opportunities for outdoor recreation. The conservation and recreation goals of the Stewardship Program are achieved through the acquisition of land and easements, development of recreational facilities, and restoration of wildlife habitat.

The Stewardship grant program is the most widely used recreational grant program in the state. Eligibility for the program requires that a community maintain a local comprehensive outdoor recreation plan (CORP), updated every five years, and that the project for which grant funding is sought is described in the CORP. Many other similar state and federal recreational grant programs have similar requirements or have shown a tendency to favor those grant applications which are supported through previous community planning efforts.

1.2 PLANNING PROCESS

Recreation, bicycle, and pedestrian planning are essential components of long-range community planning in Lake Geneva. Currently Lake Geneva has a Comprehensive Outdoor Recreation Plan (CORP) that was adopted in 2015. In 2021, the City contracted with MSA Professional Services, Inc. to assist with an update to the 2015-2020 plan.

Early in the planning process Lake Geneva facilitated an online community survey to gather citizen feedback on desired public park, trail and recreational facilities. The process also included a public involvement meeting (PIM). This meeting was held to obtain input from the public and surrounding communities on desired park and recreation improvements (Refer to Appendix A for survey results and Chapter 4 for a summary of the public involvement meeting). A public hearing was also held prior to plan adoption.

This plan was developed following the Guidelines for the Development of Local Comprehensive Outdoor Recreation Plans of the 2019-2023 Wisconsin State Comprehensive Outdoor Recreation Plan (SCORP) created by the Wisconsin Department of Natural Resources (WDNR). The plan content and format have been tailored to fit the needs of Lake Geneva.

1.3 THE ROLE OF PARKS, RECREATION & TRAILS

The benefits of parks go far beyond simply being spaces where people can recreate. Parks contribute to the physical and mental health of individuals and provide public safety, environmental, economic and social equity benefits to our communities. Recently, parks have come to the forefront of public health discussions due to COVID-19. The pandemic has put parks in the spotlight as more people seek them out as places to gather and enjoy the outdoors. It is important to remember the benefits parks provide to the communities they serve, which include:

Belonging

Public parks are a unique amenity because they have the potential to be accessible to anyone in the community, regardless of age, gender, ability, socioeconomic status, race or ethnicity. Though we often find that disparities exist in the distribution and quality of parks and recreation amenities, many parks and recreation departments across the U.S. are now rethinking how to engage and provide benefits to residents who do not currently have access to parks. If parks can be more inclusive, they have the potential to function as a nucleus of neighborhood activity, where residents can gather for social events, recreational activities, and meetings about local issues, increasing social interaction and creating an overall sense of community.

Community Health

According to the National Recreation and Parks Association (NRPA), when individuals use green spaces, they have fewer health issues, improved blood pressure and cholesterol levels, and reduced stress—which leads to a lower incidence of depression and a greater ability to face problems. According to a report by the NRPA titled

PROJECT MILESTONES

APRIL-MAY 2021

- Existing Conditions Review
- Park Needs Review
- Board of Park Commissioners (BPC) Meeting #1

JUNE-JULY 2021

- Community Survey
- Public Open House

AUGUST 2021

- Preliminary Park Needs

SEPTEMBER 2021

- Draft Plan

OCTOBER 2021

- BPC Meeting #2
- Planning Commission Review & Recommendation
- Common Council Review & Adoption

"The Economic Impact of Parks," "Diabetic individuals taking 30-minute walks in a green space experienced lower blood glucose levels than spending the same amount of time doing physical activity in other settings. Thirty minutes of walking in nature resulted in larger drops in blood glucose than three hours of cycling indoors."

Ecological Health

While parks, forests and trails provide opportunities to improve the health of residents, they also contribute to the greater ecological health of the City. Parks are often tied together with environmentally sensitive areas such as wetlands, floodplains, surface waters, or significant woodlands which can include trails. These areas provide food and shelter for local wildlife and natural stormwater retention. Individual parks can provide important "rooms" of natural resource activity; however, they become even more functional when they can be linked together by environmental corridors, or "hallways." Wildlife, plants, and water all depend on the ability to move freely within the environment from room to room.

Economic Prosperity

Leisure time is an important component of everyone's lifestyle and increasingly people are choosing locations to live based on quality-of-life factors such as recreational amenities. This is especially true as more employers are allowing flexibility for employees to work remotely. The ability to retain or attract new residents has direct economic benefits to the City. For this reason, having a great park, recreation, and trail systems contributes directly to economic development.

According to a study completed by the National Recreation and Parks Association and George Mason University, 72% of the 70 communities studied use parks and recreation images in their economic development materials. The study notes that parks and recreation contribute to economic development through business attraction, business retention and expansion and talent attraction.

In addition, if a park system is designed with connections to regional destinations, it can serve to bring in additional visitors. This additional tourism can be a significant benefit to local businesses. The City's plan will align with regional and State plans to promote outdoor recreation in the greater area.

Connections

Connecting parks and recreational facilities to each other and the general population via trails is important to encourage safe, alternative modes of transportation. These paths can provide an important alternate means of traveling for those who prefer to bike for health or environmental reasons and for those who lack other means of transportation due to age, income or disability. Shared-use paths also provide important connections to public transit. According to the National Household Travel Survey conducted by the Federal Highway Administration, 85% of transit trips begin and end with walking and nearly one in six walking trips is made for the purpose of accessing public transit.

Impact of COVID-19

With COVID-19 we are seeing increased usage of trails and parks that are forcing us to redesign common areas and improving pedestrian and bicycle flow to maintain social distancing and increased usage. It is likely these shifts will impact parks into the future. Along with the design of park and recreation spaces, we are anticipating the way in which parks are funded is going to shift—there will likely be a more diverse set of funding sources and partnerships for park and recreation projects. To accelerate the recovery of communities that rely on travel, tourism and outdoor recreation the American Rescue Plan Act of 2021 includes dedicated funding for Travel, Tourism and Outdoor Recreation (see more information on this program in Chapter 6).

1. <https://www.nrpa.org/parks-recreation-magazine/2018/june/recognizing-parks-and-recreations-role-in-economic-development/>

Chapter 2

ABOUT LAKE GENEVA

2.1 LOCAL & REGIONAL CONTEXT

The City of Lake Geneva is located in southeastern Walworth County, near the Wisconsin and Illinois border. The City is near several larger metropolitan areas, including Kenosha, Racine, Chicago and Milwaukee. As a City located on the shores of Geneva Lake, it is a very popular tourist destination from these metropolitan cities. Lake Geneva was originally developed as a recreational retreat for upper class families. However, because of its proximity to regional highway systems and to larger metropolitan areas, the City has become a place where individuals and families from all walks of life choose to live, work and recreate on a daily basis.

2.2 TRANSPORTATION & CIRCULATION

The City is south of Interstate Highway 43, and situated between Interstate Highway 90 to the west and Interstate Highway 94 to the east.

While some neighborhoods are well served by sidewalks (many older neighborhoods north of Main Street), others areas (newer subdivisions) have limited walkability. There are several multi-use trails throughout the City that can be used by bicyclists and pedestrians. Some of these trails require users to navigate between on- and off-street facilities.



2.3 DEMOGRAPHICS

This section describes some of the historic demographic trends for Lake Geneva as it pertains to population, age composition, housing, and school enrollment. This includes data from the U.S. Census Bureau's American Community Survey (ACS) which is reported as a rolling average over a 5-year period. The 2020 population estimate and population projections are from the Wisconsin Department of Administration (WI DOA).

Population

The most recent population estimate for the City is 8,233 for year 2020 (WI DOA). From year 1980 to 2020, the population of Lake Geneva grew by 46.7%, much higher than the percentage growth in the State (24.2%) (WI DOA). It should be noted that the City is a resort and vacation destination, and therefore has a significant seasonal increase in population between May and September. This increase is not included in the overall population counts.

According to WI DOA population projections, the City is expected to add an additional 637 residents between 2020 and 2040. This represents a 7.7% increase over a 20-year period, or 0.3% annual growth. This projection is lower than the growth projected for Walworth County (18.8%) and the State (11.1%) (WI DOA projections). Despite relatively slower projected growth, new park lands and facilities will still be necessary to continue meeting the demands of new neighborhoods.

Age Composition

Age composition is an important consideration in park and recreational planning as needs and desires of individuals will vary based on their interests and physical abilities. The table on the right summarizes the age composition of the City's population from 2019 ACS 5-Year Estimates. Approximately 25.6% of the population is considered youth (<20 years old) which is above the 2010 ACS 5-Year Estimate (24.4%). Approximately 24.2% of the population is considered at retirement age (>60 years old), which is also higher than the 2010 ACS 5-Year Estimate of 19.9%. This number is projected to grow as Baby Boomers continue to age. Similar trends are being seen across the nation. The median age of the City has increased from 39.0 in 2010 ACS 5-Year Estimates to 40.7 in 2019 ACS 5-Year Estimates, which is above the State median (39.6).

Table 2.1 Population History & Projections

Source: US Census, WI DOA Population Estimate and Projections

	City of Lake Geneva	Walworth County	Wisconsin
1970	4,890	63,444	4,417,821
1980	5,612	71,507	4,705,642
1990	5,979	75,000	4,891,769
2000	7,148	93,759	5,363,715
2010	7,651	102,228	5,686,986
2020 DOA Estimate	8,233	104,086	5,843,443
Projections			
2025	8,505	116,105	6,203,850
2030	8,860	121,835	6,375,910
2035	8,915	123,470	6,476,270
2040	8,870	123,680	6,491,635
Change			
1980-2020	2,621	32,579	1,137,801
2020-2040	637	19,594	648,192
Percent Growth			
1980-2020	46.7%	45.6%	24.2%
2020-2040	7.7%	18.8%	11.1%

Table 2.2 Age By Range

Source: 2019 ACS 5-Year Estimates

Age	Total	Percentage
0-9	929	11.8%
10-19	1,092	13.8%
20-29	935	11.8%
30-39	944	12.0%
40-49	802	10.2%
50-59	1,279	16.2%
60-69	995	12.6%
70-79	496	6.3%
80+	422	5.3%
Median	40.7	

Race and Ethnicity

Based on 2019 ACS 5-Year estimates, the majority of the population in Lake Geneva is white (96.0%, followed by Asian (2.0%), American Indian/Alaska Native and Some Other Race (both at 1.8%), Native Hawaiian/Pacific Islander (0.8%), and Black/African American (0.6%). Approximately 10.6% of the population is Hispanic or Latino, down from 21.0% according to 2010 ACS 5-Year Estimates. Compared to the 2010 ACS 5-Year Estimates, there has also been a decrease in the percentage of population that is Asian and Some Other Race. There have been increases in the percentage of population that identifies as White, Black/African American, American Indian/Alaska Native, and Native Hawaiian/Pacific Islander.

Figure 2.3 Race and Ethnicity

Source: 2010 and 2019 ACS 5-Year Estimates

	2010	2019
White	90.2%	96.0%
Black or African American	0.2%	0.6%
American Indian and Alaska Native	0.1%	1.8%
Asian	3.5%	2.0%
Native Hawaiian and other Pacific Islander	0.0%	0.8%
Some Other Race	6.3%	1.8%
Hispanic or Latino	21.0%	10.6%

Housing

Based on 2019 ACS 5-Year estimates, there are approximately 3,531 households in the City, 23.8% of which include at least one child under 18 years old. The total number of households is up 204 since the year 2010; however, the number of households with at least one child under 18 years old declined from 29.2% of all households in year 2010. The average household size is 2.21 individuals, smaller than the

Table 2.4 Housing Statistics

Source: 2019 ACS 5-Year Estimates

Households	
2010	3,327
2019	3,531
Average Household Size	
2010	2.28
2019	2.21
% of Households with individuals under 18	
2010	29.2%
2019	23.8%

average size in 2010 of 2.28. Although national trends are showing household size is starting to increase after over 100 years of decrease, it is possible Lake Geneva's average household size will continue to decrease or stagnate if the percentage of the population at retirement age continues increasing.

In total there were approximately 4,507 housing units in the City based on 2019 ACS 5-Year estimates; 3,531 occupied housing units plus an additional 976 vacant units. The high number of vacant units is likely due to the significant supply of seasonal housing units, which the U.S. Census considers vacant. Of the occupied units, 52.1% are owner-occupied and 47.9% are renter-occupied.

In Lake Geneva single-family housing starts picked up after the Great Recession, reached a high of 64 new units in 2014, and in 2018 went back down to pre-recession levels. The development of multi-family units has increased from 387 units permitted between 2009 and 2013 to 1,226 between 2014 and 2018. Over the next year or so, the City expects approximately 691 units of multi-family rentals, 17 units of owner-occupied townhomes and 104 units of seniors living/memory care to be constructed. The recommendations in this CORP have taken into account the need to serve these new units with park space and facilities.

2.4 PHYSICAL CHARACTER AND ENVIRONMENTAL RESOURCES

Water Resources

The City of Lake Geneva lies in the White River and Nippersink Creek Watershed. The watershed is drained by approximately 239 miles of perennial rivers and streams, and flows in a southeasterly direction toward the Illinois border.

Geneva Lake is the most important surface water resource in the City. Other significant surface waters include the White River, Lake Como, and Como Creek.

Soils and Vegetation

As defined by the United States Department of Agriculture, four major soil associations dominate the Lake Geneva area. Most of these soils are classified as prime farmland by the U.S. Soil Conservation Service. Soils in the Miami-McHenry Association extend out from the lake shore and are the primary soil type found in the City. Miami-McHenry series soils are

generally well drained with a subsoil of clay loam and silty clay loam and usually found on uplands. These soils have only slight limitations for development.

The Houghton-Palms Association is the next most common soil, and is concentrated around the eastern end of Lake Como and along the southern branch of the White River. This soil type has severe development limitations because it is composed mainly of very poorly drained organic soils and is found primarily in depressions and bottom lands.

Soils of the Pella, Kendall, Elburn Association are found north of the City along Como Creek east of Lake Como. This concentration continues northeast along the path of Como Creek and the White River to the Town of Lyon. It also extends a short distance along the southern branch of the White River. Characterized by drainage problems and silty clay loam subsoils, these soils have severe to very severe development limitations due to low strength, ponding, and frost heave.

The Plano-Griswold Association is found to the south of the City along Nippersink Creek. These soils have moderate development limitations due to shrink-swell potential. Generally these soils are well drained and have a subsoil of clay, silty clay loam and sandy clay loam.

At the time of European settlement, much of southeastern Wisconsin was covered with prairie and oak savannah, oak woods, and lowlands. Since that time, most of the land has been converted to agricultural and urban uses. Currently, approximately 16 percent of the City remains wooded. The majority of these areas are located on the western side of the City and along the shores of Lake Geneva. Dominant forest types include oak-hickory and maple basswood.

Wildlife

Species of wildlife common to the southeastern Wisconsin region are rabbits, squirrels, woodchucks, raccoons, muskrats, and beavers. Larger mammals such as white-tailed deer, coyotes, and foxes also inhabit the region. Common bird species include cardinals, robins, woodthrushes, great blue herons, wrens, blue jays, cranes, hawks, and killdeer.

Over the course of a ten year study, SEWRPC identified high quality natural areas and critical species habitats throughout the region. In 1997, the results were published in a report titled "A Regional Natural Areas and Critical Species Habitat Protection and

Management Plan for Southeastern Wisconsin". The 2010 amendment to that plan added one additional new natural area site; the 138-acre, privately owned, Oak Hill Cemetery Woods, located in the northern portion of the City. In this Plan, natural areas are defined as tracts of land or water so little modified by human activity, or which have sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the pre-European-settlement landscape. Critical species habitats are defined as those that support endangered, threatened, or rare plant or animal species. The amended SEWRPC plan recommends that each of the natural areas and critical species habitat sites should be protected and preserved to the maximum extent practicable. The only site located in the City is Oak Hill Cemetery Woods.

2.5 EXISTING LAND USE

According to the United States Census Bureau, the City has a total area of around 6.9 square miles of land and a population density of 1,193 inhabitants per square mile.

Residential development accounts for 23% of the City's total land area. Single-family residential is the predominant residence type throughout the City, with multi-family development included in residential areas.

Commercial development occurs primarily near the interchanges and along Wells Street and Elkhorn Road. Industrial development is located within the City south of Sheridan Springs Road and west of USH 12, between East Drive and USH 12, and between Wells Street and USH 12. There are two areas of industrial development that occur outside of the City and within the extraterritorial jurisdiction, located to the north of Sheridan Springs Road and east of USH 12.

Refer to Figure 2.5, the City's Existing Land Use Map.

2.6 FUTURE LAND USE PLANS

The future growth of the City is guided by the City of Lake Geneva Comprehensive Plan (2020). The current plan sets forth the desired development pattern for the City over the comprehensive planning period. The plan also gives guidance to accommodate projected

Figure 2.5 City of Lake Geneva Existing Land Use Map (2020)

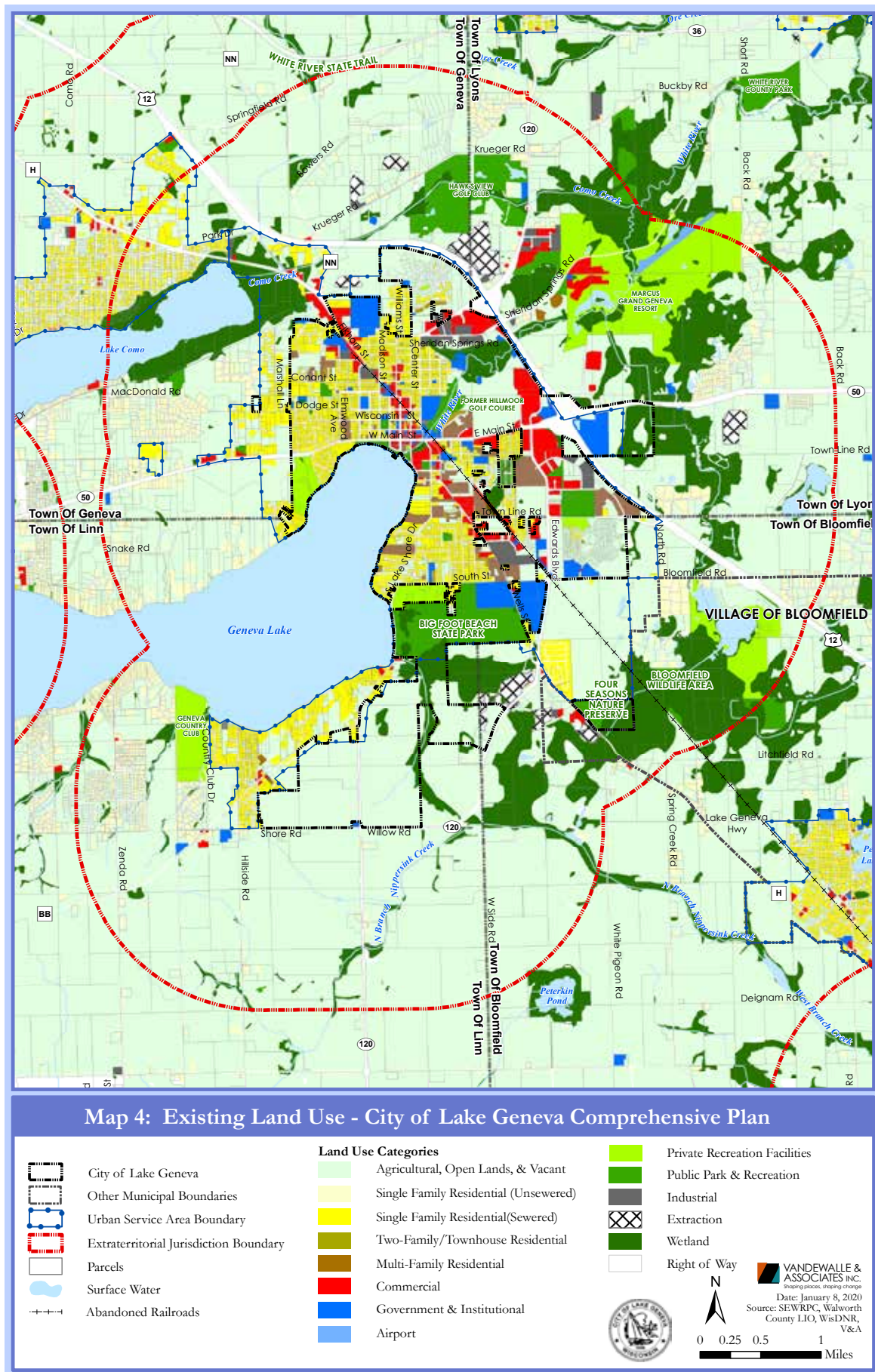
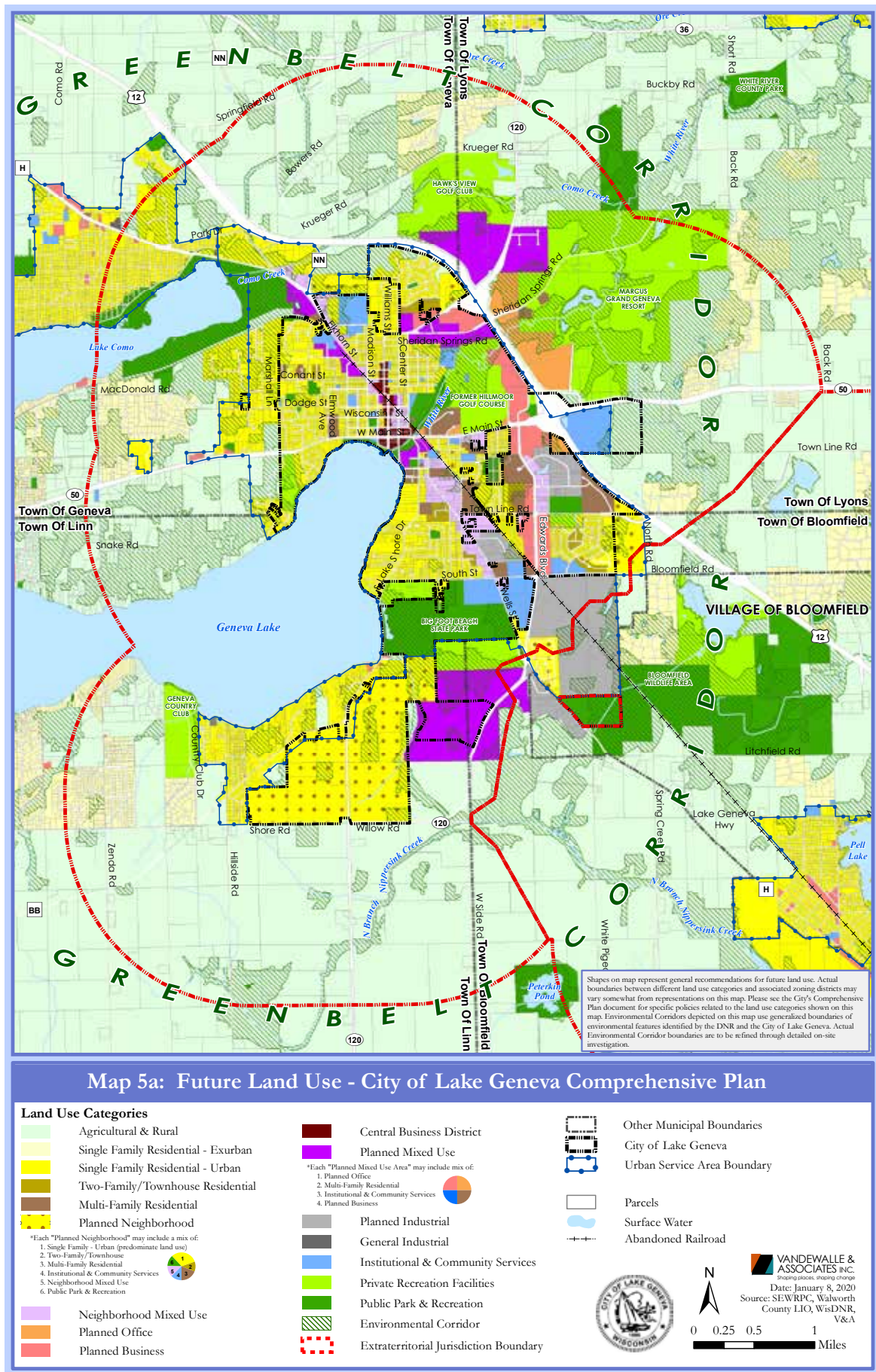


Figure 2.6 City of Lake Geneva Future Land Use Map (2020)



population, household, and employment growth; the projected land needed to serve residential, business, and industrial uses in the City; and the City's agricultural and natural resource base. The plan projects approximately 212 acres will be needed to accommodate new housing units (plus roads, sidewalks and parks) from 2020 to 2040. New parks will be needed to serve new developments. These areas existing primarily within current City limits. Refer to Figure 2.6.

2.7 CITY-OWNED FACILITIES & EXISTING RECREATION PROGRAMS

The following contains information about City-owned facilities, trails, and recreation programs. Privately-owned parks are not included in this analysis because they are typically only open to private neighborhoods and the City has no control over these parks.

City-Owned Facilities

Table 2.8 contains a summary list of City parks and their acreages. Recommendations for parks are found in Chapter 5.

Mini Parks

Mini parks include specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens. Desirable size is 1 acre or less.

Oak Hill Tot Lot

This 0.1 acre park is located on the City's north side and offers a variety of playground equipment.

Westgate Tot Lot

Westgate Tot Lot is a 0.7-acre park located on the City's west side and offers a variety of playground equipment and benches.

Neighborhood Parks

Neighborhood parks are areas for multiple and sometimes intensive recreation activities, such as field games, court games, crafts, playground apparatus, skating, picnicking, wading pools, and the like. Desirable size is between 3 to 10 acres.

Cobb Park

Cobb Park is a 4.9 acre park located just west of the City. The mostly wooded site features a nature trail,

playground equipment, benches, a picnic shelter, restrooms, and parking.

Flat Iron Park

This 1.8 acre park sits adjacent to the convergence of Geneva Lake and the White River. The park is the site of the Chamber of Commerce Tourist Information Center. Facilities include boat slips, a gazebo, and restrooms.

Rushwood Park

Rushwood Park is a 3.3-acre neighborhood park on the City's south side. The park includes a sandlot softball diamond, playground equipment, open playfield, open-air shelter, drinking water, and a sledding hill.

Seminary Park

Seminary Park is a 3.0-acre park located downtown. The site provides an open air shelter, playground equipment, restrooms, and parking.

Community Parks

Community parks are areas of diverse environmental quality and may include areas suited for intense recreational facilities, such as athletic complexes and large swimming pools. Desirable size is at least 10 acres.

Dunn Field

Dunn Field is a 14.1-acre park adjacent to Eastview Grade School. It is under ownership of the school district, but under a 1984 agreement, the land is under the control and use of the City for recreational purposes. Facilities include a state-of-the-art skate park, two tennis courts, one sandlot softball diamond, a playground, basketball court, soccer facilities, concessions, restrooms, and parking.

Library/Elm Park

This 7.1 acre community park is located on the north shore of Geneva Lake. The Public Library is in the park's center. Facilities include open space, pier, ice skating, walking trail, boat slips, and restrooms.

Veterans Park

Veterans Park is a 25.0-acre park located on the east side of the City. Facilities at the park include a lighted baseball diamond, two lighted softball diamonds, three unlit softball diamonds, six soccer fields, a basketball court, playground equipment, horseshoe pits, two sand volleyball courts, batting cages, concessions, restrooms (in two separate buildings), two open-air shelters, and parking.

Nature Preserves

Nature preserves are established to conserve forest lands, marshlands, floodplains, prairies, wildlife habitats, and other areas having cultural, scenic, or natural values. Desirable size depends on function.

Fermano Park

This 6.4-acre site is located in the City's Business Park and includes a pond with a path.

Dodge Water Tower Pond Park

Dodge Water Tower Pond Park is a 2.7-acre site located on the western side of the City, east of the water tower and includes a detention pond.

Donian Park

Donian Park is a 4.1-acre wooded site that encompasses a mill race, boardwalk, wetland overlook, and the 100-year recurrence interval floodplain along the White River in downtown Lake Geneva.

Edgewood Hills Park

This 3.2-acre site is on the City's north side and contains wetlands and an environmental corridor. It is adjacent to the Duck Lake Nature Trail.

Mary Koutsky Four Season Nature Preserve

This 66.7-acre site is located southeast of the City. Facilities include an open-air shelter, observation deck, nature trail, dog exercise area, and boardwalk amid a wetland, prairie, and oak opening. The Preserve is bordered by an additional 250 acres of land that lies within a primary environmental corridor and is open to the public.

Hidden Woods

This 12.0-acre site is located near the center of the City. Facilities include a path at the west and south sides of the park as well as playground equipment on the north side.

Home Depot Park

Home Depot Park is a 4.4-acre site located northwest of the intersection of US Highway 12 and State Highway 50. It includes a detention pond and has asphalt bike trails. Lands immediately to the north are held by the Lake Geneva Conservancy.

Mill Park

Mill Park is 3.0-acres and located on the City's near east side. It has a pond with lighted spray and landscaped cascading falls.

Price-Fremont Park

Price-Fremont Park is 4.6-acres of wooded property in the northwest area of the City.

Special Use Parks

Special use parks are areas for specialized or single purpose recreational activities, such as golf courses, nature centers, skate parks, and ball diamonds.

Lake Geneva Bocce Ball Park

The 0.5-acre Lake Geneva Bocce Ball Park was dedicated to the community by the Lake Geneva Utility Commission. The site features two bocce courts.

Riviera Beach and Plaza

Riviera Beach and Plaza is approximately 2.1 acres and located on Geneva Lake. The historic Riviera Building is located on the east end of the beach. Facilities include a swimming beach and restrooms.

White River Park

White River Park is a 39.7-acre park adjacent to Dunn Field. The property includes open space, natural areas, an 18-hole disc golf course, walking path, and dog park.

For more detailed information on City-owned facilities and their amenities, see Figure 2.8.



Riviera Beach

Trails

Figure 2.7 also provides an overview of existing trails in the City. Lake Geneva has a Bicycle and Pedestrian Plan that was adopted in 2018. Recommendations from this 2018 plan were carried into the City's 2020 Comprehensive Plan Update and are subsequently incorporated into this planning document in Chapter 5.

Of the trails shown in Figure 2.7, there are two well-known, named trails worth noting:

Duck Lake Nature Trail

A former railroad right-of-way was converted to a two-mile walkway that offers excellent opportunities for bird watching in the Town of Geneva. The trail is on lands adjacent to Lake Como.

Geneva Lake Shore Path

This historical 26-mile walkway path extends completely around Geneva Lake's wooded lakeshore. Approximately 3-miles of the trail are located within the City.

There is also one unofficial trail that a number of residents use:

White River Walk

This unofficial walk currently exists along the White River from Geneva Lake to Main Street and from Main Street along the White River to the northeast.

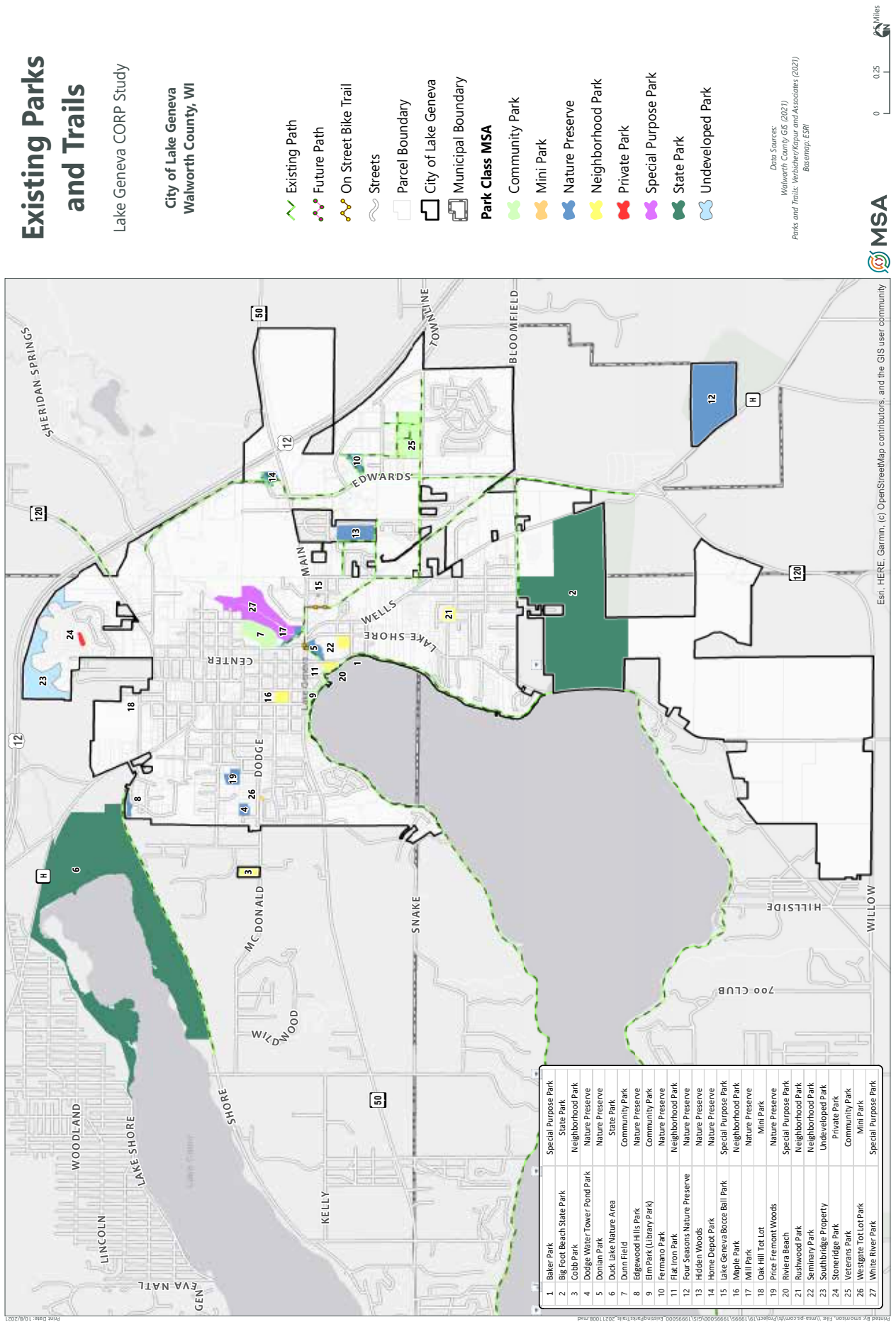
Recreation Programming

The City contracts with the YMCA to provide recreational programming. A variety of recreational opportunities are offered for fitness, sports and other activities for youth, adults and seniors. There were approximately 600 youth enrolled in City-sponsored sports programs during Summer 2021.



Flat Iron Park

Figure 2.7 Existing Parks and Trails in Lake Geneva
Source: MSA Professional Services



2.8 SCHOOL FACILITIES

Schools can also fulfill local park needs in communities as they provide many of the same facilities found in neighborhood parks, such as playground equipment and athletic fields.

The City is within the Lake Geneva J1 School District, which includes elementary and middle schools, and the Lake Geneva-Genoa City Union High School District. The districts serve the Cities of Lake Geneva and Genoa, the Town of Bloomfield, and segments of the Towns of Geneva, Lyons, and Linn. Enrollment in all schools has been declining over the past four years. Four of the districts' schools are located within Lake Geneva's borders. The City currently partners with the Lake Geneva School District on park maintenance and ownership for two locations. For Dunn Field, the City maintains and manages the facility for recreational purposes, but it is owned by the School District. For Maple Park, the school district manages the use and the City owns the property.

Facilities

The following public schools are all within Lake Geneva's borders and offer the following amenities:

Badger High and Lake Geneva Middle School

This 55-acre recreation area includes a number of athletic fields including a regulation baseball diamond, two basketball courts, two league softball

fields, eight tennis courts, a football stadium, track and soccer stadium, sand volleyball, and numerous soccer practice fields. Badger High School contains an indoor swimming pool and staffed weight room facilities. Summer swimming lessons, a youth community swim team and use of the weight room are available to the public.

Central Denison Elementary School

The recreation area referred to as Maple Park, encompasses approximately 3 acres and is owned by the City and managed by the school district. Amenities include two basketball courts, a playfield, a playground, one sandlot softball diamond, and two tennis courts.

Eastview Elementary School

This 13-acre site referred to as Dunn Field is owned by the school district but managed by the City. Because it is managed by the City, it is considered to be a Community Park (see full description under Community Parks, Dunn Field).

The following private schools are all within Lake Geneva's borders and offer the following amenities:

First Evangelical Lutheran School

Located at 1101 Logan Street in Lake Geneva, the facilities at this 4-acre church and school site include two basketball courts and playground equipment.

St. Francis School de Sales Catholic Church & School

Located at 148 West Main Street in Lake Geneva, this 4-acre site includes a basketball court and playground equipment.



Edgewood Hills Park

2.9 REGIONAL FACILITIES

Walworth County is in the southern portion of the WI DNR's Southeast Region. There are several park and recreational facilities within close proximity to Lake Geneva in public ownership:

Big Foot Beach State Park

This 271-acre park on the shore of Lake Geneva in the City offers wooded campsites, shower and restroom facilities, 5.5 miles of hiking trails, a sand beach and a 100-foot swimming area, volleyball and horseshoe courts, and a 40-acre picnic area.

Duck Lake Nature Area

This is a WI DNR-owned wildlife habitat area with public access.

White River County Park

This park is owned and maintained by Walworth County. It lies outside the City of Lake Geneva in the town of Lyons and protects 190.5 acres of wetlands, upland woods and wildlife habitat. The park includes trails, a canoe/kayak launch, parking lots, and a shelter. Recreational uses include: hunting, fishing, hiking, cross-country skiing, snowshoeing, picnicking and canoeing/kayaking.

The Y will be relocating two miles south of its current location near the intersection of Highway 120 and H. The new location will add space for additional amenities and future growth both in the building and on the outdoor campus.

2.10 PRIVATE FACILITIES

In addition to public recreation facilities, the residents of Lake Geneva have access to a variety of other private recreational resources:

Covenant Harbor Bible Camp

Located at 1724 Main Street in Lake Geneva, this lakeside site contains 56-acres of woodland that includes picnic areas, two tennis courts, a ropes course, and archery facilities.

Grand Geneva Resort and Spa

Located northeast of Lake Geneva, this resort offers golf, a health spa, tennis, hiking, horseback riding, downhill skiing, indoor lap-swimming, and other activities that are open to the public for a fee.

Lake Geneva Youth Camp

This 22-acre summer camp site is located at W 2655 South Street in the Town of Linn. Facilities include two basketball courts, soccer facilities, various playfields, playground equipment, four sandlot softball diamonds, and two tennis courts.

Kent's Par T Miniature Golf

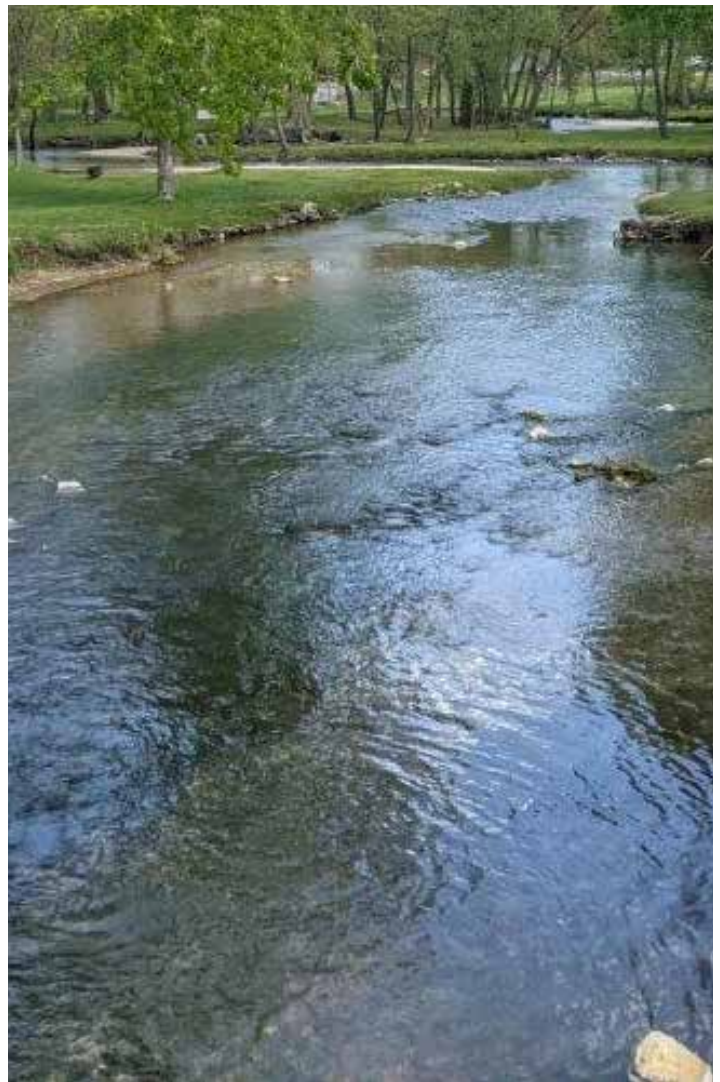
An 18-hole miniature golf park located near downtown Lake Geneva.

Paradise Golf Park

An 18-hole miniature golf park located near downtown Lake Geneva.

YMCA

Located at 203 Wells Street, "The Y" includes a full Wellness Center, two gymnasiums, a 25-meter swimming pool, a large therapy pool, saunas, steam rooms, racquetball courts, and spin cycling equipment. The City contracts with The Y to provide recreational programming.



Donian Park

Figure 2.8 City of Lake Geneva Park Amenities (highlight indicates lighted facility)

Park/Facility	Location	Acres	Swimming	Canoe/Kayak Launch	Fishing Pier	Boat Slips	Playground Equipment	Battling Cages	Baseball Fields	Sandlot Softball	League Softball	Basketball Court	Tennis Court	Volleyball Court	Soccer Field	Horseshoes	Playfield	Bocce Ball	Ice Skating/ Hockey	Sledding Hill	Skate Park	Dog Exercise Area	Bike/Walking Trail	Frisbee/Disc Golf Course	Open-Air Shelter	Enclosed Shelter	Restroom	Concession Stand	Drinking Water	Picnic Tables	Benches	Parking Lot
Mini Parks																																
Oak Hill Tot Lot	1350 Tomike St	0.8					✓																									
Westgate Tot Lot	1701 Miller Ct	0.1					✓																									✓
Neighborhood Parks																																
Cobb Park	2101 McDonald Rd	13.0																														
Flat Iron Park	Wrigley Dr and Center St	4.9					✓																✓			✓					✓	✓
Rushwood Park	991 Timothy Dr	1.8																		✓					✓	✓					✓	✓
Seminary Park	Wrigley Dr and South Lake Shore Dr	3.3					✓			✓								✓								✓						✓
Community Parks																																
Dunn Field (Eastview School)	425 Sage St	46.2					✓			✓		✓	✓									✓										✓
Library/Elm Park	west of Library, south of Main St	14.1		✓																												✓
Veterans Park	901 E Townline Rd	7.1					✓												✓				✓									✓
Nature Preserve																																
		25.0					✓	✓	✓		5	✓		2	6	✓		✓								2	2	✓	✓			
Nature Preserve																																
		107.1																														
Fernano Park	120 Edwards Blvd	6.4																					✓									
Dodge Water Tower Pond Park	behind 1885 Dodge St	2.7																														
Donian Park	Main St and S Lake Shore Dr	4.1																														
Edgewood Hills Park	1340 Edgewood Dr	4.1																					✓									
Four Seasons Nature Preserve	N1889 County Trunk H	3.2																								✓						
Hidden Woods	Hill St and West Dr	66.7																				✓										
Home Depot Park	Hill St and West Dr	12.0																					✓									
Home Depot Park	615 N Edwards Blvd	4.4					✓																✓									
Mill Park	off Sage St. by old railroad path	4.4																					✓									
Price-Fremont Park	1525 Conant St	3.0																					✓									
		4.6																														
Special Purpose Parks																																
		40.7																														
Lake Geneva Bocce Ball Park	140 East St	0.5																✓														
Riviera Beach	211 Wrigley Dr	0.5	✓																								✓					✓
White River Park	299 Mill St	39.7																				✓										

Chapter 3

GOALS & STRATEGIES

This purpose of this plan is to guide development of subsequent parks, recreation, open space and bicycle and pedestrian facilities in Lake Geneva. Goals are presented here as desired outcomes. Strategies include both actions and policy rules—they are the methods proposed to achieve the stated goals.

3.1 GOALS & STRATEGIES

Goal 1 - Ensure the provision of a sufficient number of quality parks, recreational facilities, and open space areas to enhance the health and welfare of City residents and visitors. Such facilities should be available to everyone regardless of income, age, race, ability, or geographic location.

Strategies

1. Ensure that at least one park and recreational facility is within a safe and comfortable walking distance for all Lake Geneva residents, generally within 1/4-1/2 mile.
2. All new residential development should meet the park and open space standards and recommendations as outlined in this plan and implemented by the City of Lake Geneva zoning and subdivision ordinances.
3. Acquisition of park and open space lands should occur in advance of or in coordination with development to provide for reasonable acquisition costs, and to facilitate site planning. Parklands in undeveloped areas should be acquired through land developer dedications, where feasible.
4. Neighborhood Parks should be sited and designed to enhance neighborhood cohesion and provide a common neighborhood gathering place. All parks should have multiple access points from surrounding neighborhoods.
5. Encourage public awareness of the City's parks and outdoor recreational facilities by promoting them through maps, signage, and other materials.
6. Continue to develop a diversity of park sizes and types based on the characteristics and needs of individual neighborhoods (both present and future), and the surrounding land use and natural resource features.
7. Continue the Neighborhood Planning process

to identify future land uses, road and lot layouts, and the locations of parks, open space corridors, and trails.

8. Increase the diversity of recreational opportunities (active and passive, resource-oriented and non-resource-oriented, water-based and land-based), and ensure that these opportunities are well distributed throughout the City.
9. Prepare park master plans for parks where major improvements are anticipated to occur to assure highest and best use of existing City resources. Master plans should also be prepared for all proposed new parks before development. Engage neighborhood residents in master planning process.
10. Provide ADA complaint barrier-free access in all new or improved park facility construction, play areas, and sports field in accordance with adopted regulations.
11. City Administrator to complete ADA audit. After ADA audit of parks is complete, target 33% compliance with ADA access recommendations in all existing facilities by 2026.

Goal 2 - Preserve the City's natural resources and amenities for the benefit of current and future residents.

Strategy

1. The preservation of primary and secondary environmental corridors, isolated natural resource areas, steep slopes, woodlands and forests, lakes, ponds, streams, lakeshores, floodplains, riparian habitats, and wetlands should receive special attention to ensure their maintenance as vegetative, wildlife and fish habitats, as natural stormwater infiltration areas, as areas for passive and active outdoor recreation, and as stormwater detention management areas, where appropriate.

Goal 3 - Develop, improve and operate the City's parks and recreation programs in a cost effective manner.

Strategies

1. Continually pursue county, state and federal funding programs, which can aid in the purchase and/or development of desired park system improvements.

2. At least every five years (in conjunction with the CORP update) review and update the City's parkland dedication/ fee in lieu.
3. Establish new methods for the development of recreational facilities (i.e. public-private partnerships).
4. Expand the City's recreation program offerings via community partners or a City Park and Recreation Department if created.
5. Seek revenue generating opportunities within recreational and park spaces (e.g. shelters or pavilions rented as event/wedding venues).
6. Balance the need to acquire and develop new park and recreational facilities with the need to maintain and upgrade existing park sites and facilities.

Goal 4 - Provide a seamless network of trails that provide safe and easy access.

Strategies

1. Provide a safe and convenient network of sidewalks, multi-use trails, and bike lanes between park and open space facilities and other destinations in the community. These connections should be emphasized in on-going City planning and acquisition efforts, and should follow State and AASHTO design standards.
2. Inventory, standardize, and improve the availability and accessibility of bicycle parking.
3. Establish wayfinding signage to allow residents or visitors to effectively travel throughout the City on foot or bicycle.



Rushwood Park

COMPLYING WITH THE AMERICANS WITH DISABILITIES ACT

The ADA, enacted in 1990, clearly states the right of equal access for persons to local government services, including parks. On September 15, 2010 the Department of Justice published revised final regulations implementing the Americans with Disabilities Act. The 2010 Standards included new provisions for accessible design for recreational facilities such as playgrounds, swimming pools, fishing and golf facilities. Similar to when the original 1991 ADA Standards were adopted for public buildings, a community is required to complete a self-evaluation of their recreational facilities for ADA compliance by March 15, 2012. Those communities with 50 or more full or part-time employees are also required to develop a Transition Plan, which identifies what corrective work will be completed, when it will be completed, and the individual responsible for the corrective work. Any new recreational facilities designed, constructed, or shaped after March 15, 2012 are subject to the 2010 Standards. Any alteration (not simple maintenance, but something that changes the way the site is used) must make the element altered accessible and must create an accessible path of travel through the site or facility to that element.

There are some fundamental differences in how accessibility in the outdoors is accommodated compared to indoors or the built environment. While restrooms, shelters, interpretive centers, and parking lots, for example, need to follow detailed ADA guidelines, other improvements such as trails or swimming beach areas, for example, do not necessarily need to follow indoor or built environment ramp grades or surfacing requirements. A good rule of thumb for the City to follow is that anything constructed must not make the outdoor experience anymore difficult than what occurs naturally. Mother Nature does not have to comply with ADA, but the City does.

The New England ADA Center is a good resource to use and offers checklists to evaluate accessibility at existing park facilities. The fillable checklist forms can be found here: <http://www.adachecklist.org/checklist.html#rec>

Goal 5 - Coordinate park development efforts with other City departments, other units of government, local School Districts, and sporting and recreational programming organizations.

Strategies

1. The Board of Park Commissioners and Planning Commission must consult and incorporate the needs identified in the Comprehensive Outdoor Recreation Plan before subdivision plats are approved.
2. Coordinate park planning efforts with surrounding communities and partner to provide park and recreation amenities that benefit all involved.
3. Continue to partner with the School District and private organizations for the development and maintenance of park facilities.
4. Review and update use agreements with School District and private organizations for shared park facilities. Agreements should be reviewed to ensure they still meeting all parties' needs.

Goal 6 - Provide residents with safe and reliable age diverse recreation equipment throughout the City park system.

Strategies

1. Develop bi-annual inspections and inventory of existing parks facilities to maintain an active log of facilities and improvements. Consider using ArcGIS to simplify and streamline asset management.
2. Make every effort to repair, replace, or remove park facilities that become broken or otherwise become a safety hazard.
3. Take into consideration long-range maintenance and operations costs at the time new parklands are acquired through land dedications or other means.
4. Provide adequate management and staffing levels to oversee the maintenance of park and open space lands and facilities. Hiring a dedicated Park and Recreation Director is a critical step for Lake Geneva in order to maintain and further grow the City's 200+ acre park system.



Edgewood Hills Park

Chapter 4

ANALYSIS OF NEEDS & DEMANDS

This chapter presents an analysis of how well the City’s existing park and recreation facilities satisfy current needs. The adequacy of the City’s existing park and recreation systems are evaluated using the following methods:

- **Quantitative Analysis** - a comparison of existing parkland acreage and population projections versus park and recreational agencies across the US, including a review of the amount of parkland available to City residents.
- **Geographic Analysis** - an analysis of the geographic distribution of parks within the City.
- **Qualitative Analysis** - a summary of public input regarding City parks and recreational facilities gathered through the community survey and public involvement meeting.
- **Regional & State Insights** - a summary of the demand trends in recreational amenities at the regional and state level.

4.1 QUANTITATIVE ANALYSIS

An analysis of existing recreational land area is provided to determine if the recreational needs of residents are being met. This analysis is limited to an evaluation of City-owned park land, and does not include off-road trails not located in parks.

Park Acreage Level of Service

The City has previously (2015 CORP) set a goal of providing 11 acres of total parkland per 1,000 residents. This standard was based on national guidelines at the time. Table 4.1 below calculates the anticipated parkland demand for Lake Geneva, based on these metrics. At this service level, if no new parkland is added by 2040, the City will have a surplus of parkland of about 110 acres.

The National Recreation and Park Association (NRPA) developed a set of standards over two decades ago for the amount of parkland a community should

strive to achieve. Recently, NRPA has shifted away from the use of park standards because there is no single set of standards that takes into account the uniqueness found in every community across the country. Instead, NRPA now collects information from Park and Recreation Departments across the US such as residents per park, budgets, staffing, park amenities. This data is organized by jurisdiction size so that communities of similar size across the US can see metrics typical of its peers. Figure 4.3 shows how Lake Geneva compares to its peer communities (pop. <20,000) across the US in terms of acres of parkland per 1,000 residents. The City is currently providing 25.2 acres of parkland per 1,000 residents, surpassing peer communities in the upper quartile who are providing 21.8 acres per 1,000 residents. The lower quartile bound is 5.2 acres per 1,000 residents and the median is 12.4 acres per 1,000 residents.

Table 4.2 below shows demand and supply for parkland at the City’s current level of service, 25.2 acres of parkland per 1,000 residents. If the City wishes to maintain its current level of service, it will need to acquire an additional 16 acres of parkland by 2040. The geographic, qualitative and regional and state analysis in the following sections will provide additional guidance on this need.

Lake Geneva is a tourist destination that draws approximately 15,000 visitors each year according to the City’s Welcome Center. Many of these tourists are coming to enjoy the beach and the parks downtown during summer months, which places further pressure on the City’s park system. If we assume there are an additional 5,000 people in Lake Geneva each month between June – August, these additional people create a potential demand for up to 126 acres of additional parkland by 2040 in order to maintain the 25.2 acres of parkland per 1,000 people.

Outdoor Facilities

Figure 4.4 is from the 2020 NRPA Agency Performance Review and shows the national summary of outdoor park and recreation facilities by population per facility based on the number of residents per square mile. Lake Geneva falls into the 500-1,500 residents

Table 4.1 Park Acreage Surplus/Deficit (11.0 ac./1,000 residents)

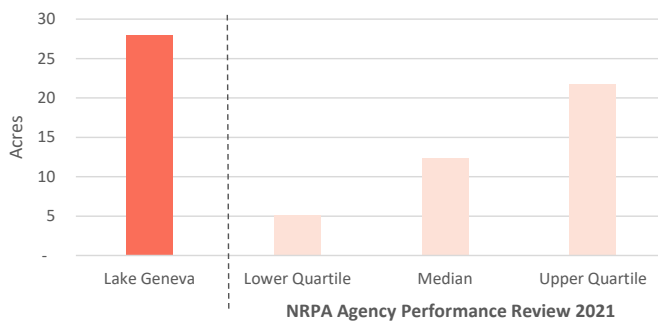
Total Park Acreage Surplus/Deficit (in acres)					
	Year	2020	2025	2030	2035 2040
Population		8,233	8,505	8,860	8,915 8,870
Total Supply (acres)		207.8	207.8	207.8	207.8 207.8
Demand (11 acres/1,000)		90.6	93.6	97.5	98.1 97.6
Surplus (11 acres/1,000)		117.2	114.2	110.3	109.7 110.2

Table 4.2 Park Acreage Surplus/Deficit (25.2 ac./1,000 residents)

Total Park Acreage Surplus/Deficit (in acres)					
	Year	2020	2025	2030	2035 2040
Population		8,233	8,505	8,860	8,915 8,870
Total Supply (acres)		207.8	207.8	207.8	207.8 207.8
Demand (25.2 acres/1,000)		207.8	214.7	223.6	225.0 223.9
Surplus (25.2 acres/1,000)		0.0	-6.9	-15.8	-17.2 -16.1

Figure 4.3 Acres of Parkland per 1,000 Residents (jurisdiction pop. < 20,000)

Source: NRPA Agency Performance Review 2021



per square mile category with an estimated 1,198 residents per square mile. Based on these metrics, Lake Geneva's largest gaps are in the following facilities: la crosse fields, football fields, outdoor pool, community gardens, and youth baseball fields. With the exception of community gardens and an outdoor pool, all of these facilities are provided at the local public schools giving the public some access to these amenities.

Indoor Recreation Facility Level of Service

Opportunities for indoor recreation are as important as outdoor recreation. This is particularly true considering Wisconsin's winter months when it can be challenging or less desirable for people to go to local

parks and trails. Currently the City does not operate any indoor park and recreation facilities. Data from the 2021 NRPA Agency Performance Review shows that for similar sized communities (<20,000), 22% have senior centers, 50% have community centers and 53% have recreation centers.

4.2 GEOGRAPHIC ANALYSIS

The location of parks in relation to Lake Geneva's residents is an important indicator of how well existing facilities are dispersed throughout the community. The National Recreation and Park Association, in partnerships with the Trust for Public Land and the Urban Land Institute, is part of a national effort dedicated to improving access to safe, quality parks and green spaces. The effort is focused on a goal of everyone in the U.S. having access to a park within a 10-minute walk (approximately ½ mile) of home by 2050. The Park Service Areas map in Appendix C indicates areas of the City that are not currently served by a City park. Within the City the lakes, White River, USH 12, WI 120, and WI 50 all serve as either nature or manmade barriers to park access. Ensuring a complete network of sidewalks or paths to all parks and schools is also critical in providing safe, barrier-free access to parks and schools.

Table 4.4 Park and Recreation Facilities - Residents Per Square Mile

Source: NRPA Agency Performance Review 2021

National Recreation and Park Association Metrics				
Outdoor Park and Recreation Facilities - Residents Per Square Mile				
	Median Number of Residents Per Facility (500-1,500 residents per square mile*)	Number Suggested Based on Population of 8,233 (2020 DOA Estimate)	Existing Public Facilities	Gap (Extra)
Tennis Courts (outdoor only)	5,363	1.5	2.0	(0.5)
Lacrosse Field	19,263	0.4	-	0.4
Football Field	18,745	0.4	-	0.4
Community Gardens	23,965	0.3	-	0.3
Cricket Field	310,042	0.0	-	0.0
Totlots	10,232	0.8	2.0	(1.2)
Swimming Pools (outdoor only)	38,658	0.2	-	0.2
Skate Park	36,606	0.2	1.0	(0.8)
Dog Park	36,275	0.2	2.0	(1.8)
Ice Rink (outdoor only)	13,243	0.6	1.0	(0.4)
Baseball - Adult	16,054	0.5	1.0	(0.5)
Baseball - Youth	5,518	1.5	1.0	0.5
Basketball Courts	6,913	1.2	2.0	(0.8)
Softball - Adult	11,057	0.7	5.0	(4.3)
Softball - Youth	9,679	0.9	2.0	(1.1)
Soccer Field - Adult	11,492	0.7	6.0	(5.3)
Soccer Field - Youth	6,671	1.2	6.0	(4.8)
Playgrounds	3,422	2.4	5.0	(2.6)

The map shows several deficiencies in the location of City parks in Lake Geneva:

- The residential area at Manning's Point. However, this area is adjacent to and well-served by Big Foot Beach State Park, but it is not free to access. Visitors must purchase a single day or an annual park pass.
- The Geneva Bay Estates neighborhood, located on the west side of City. The neighborhood is served by private park and recreation amenities - a private park, sand beach with swimming raft, and boat slips.
- The Stone Ridge residential development is underserved by City parks. There is a 2-acre private park located at center of the development which includes playground equipment.
- A residential area surrounding Tomike St on the City's north side.
- A residential area at the intersection of South St and CTH H near the High School and Middle School. This area has access to the recreation amenities at the schools when they are not in session and is approximately a 10-minute walk from the east entrance at Big Foot Beach State Park. Again, visitors must pay a fee to access Big Foot Beach State Park.

In conclusion, almost all City residents are well-served by City parks, or have access to State or privately-owned parks.

4.3 QUALITATIVE ANALYSIS

Survey

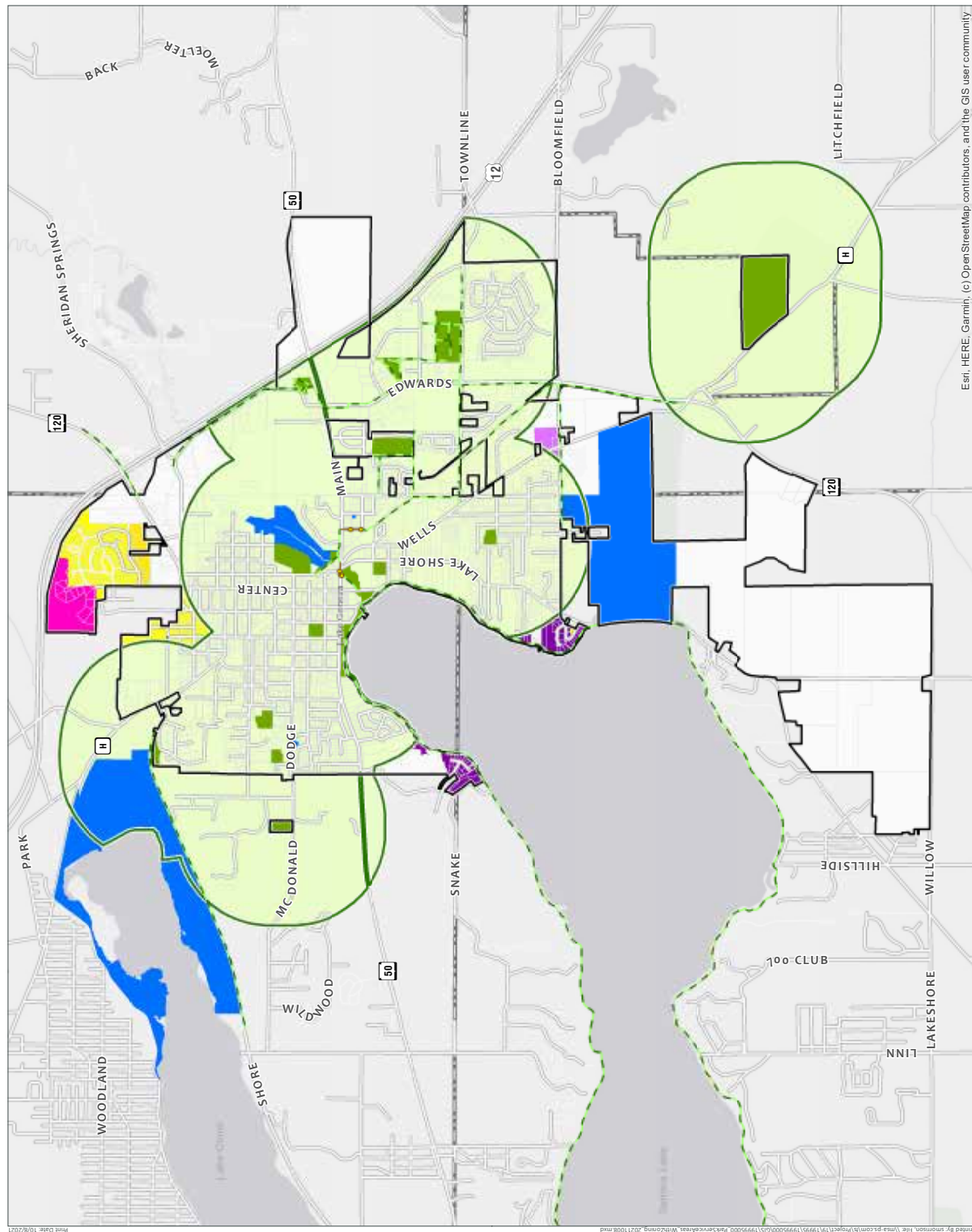
As part of the planning process, a survey was distributed to gauge preferences, opinions, and feedback on the City's park facilities and recreational programs. In total, the survey received 223 responses. This is a key component of analyzing recreational needs and demands in the City, and the following is a summary of responses and findings.

- Many respondents (60%) did NOT bike for transportation from home to secondary locations. More than half (55%) of respondents noted walking or running for exercise.
- Popular responses for locations that need to be improved for bicycle or pedestrian safety
 - Intersection of Edwards (HWY 50) and Main

(HWY 120) (Bike/Ped Safety Concerns)

- Bike/Ped Path Connecting The Y and surrounding area (heavy maintenance needed)
- Downtown (Pedestrian Crossings Improvement and Bike Connectivity)
- Big Foot Beach State Park (Pedestrian Safety and Crossing Improvements Needed)
- More than half (57%) of respondents did NOT participate in Lake Geneva/YMCA recreation programs in the past year.
- Sixty-two percent (62%) of respondents are within reasonable walking or biking distance from a park or trail.
- Sixty-one percent (61%) of respondents were either not sure if the YMCA meets their recreation programming needs or felt it did not fit their needs at all.
- The top activities respondents participate in at City Parks are:
 - Walking (88%)
 - Biking (60%)
 - Swimming (55%)
 - Playground Equipment (54%)
 - Bird/Nature Viewing (34%)
- The top amenities all survey respondents would like added to City parks are
 - Outdoor Pool (37%)
 - Off-road walking/biking trails (24%)
 - Restrooms (24%)
 - Splash Pad (24%)
 - Canoe/Kayak Facilities (23%)
- The top 3 favorite parks of respondents are as follows:
 - Riviera Beach (22%)
 - Elm Park/Library (19%)
 - Veterans Park (17%)
- Over a quarter of respondents (27%) expressed concern for safety or accessibility in Lake Geneva Parks. Some concerns include broken playground equipment, on road cycling safety, and lack of signage for parks and trails.
- Sixty-two percent (62%) of all respondents drive somewhere outside of the City of Lake Geneva to use specific recreational facilities –

Figure 4.5 Park Service Area Map



Park Service Areas

Lake Geneva CORP Study

City of Lake Geneva
Walworth County, WI

- Existing Path
- Future Path
- On Street Bike Trail
- Streets
- Half Mile Park Service Area
- Parcel Boundary
- City of Lake Geneva
- Municipal Boundary

Park Class MSA

- Community & Neighborhood Park, or Nature Preserve
- Mini, Special Purpose, & State Park

Zoning Description

- Two-family Residential
- Single-family Residential
- Multi-family Residential
- Estate Residential
- Countryside Residential

Data Sources:
Walworth County GIS (2021)
Parks and Trails: Vecchier/Kapur and Associates (2021)
Base map: ESRI



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



0 0.25 0.5 Miles

common responses as to where are Parks and Trails in Kenosha, Kettle Moraine State Forest, and the public pool in Elkhorn.

- Top three reasons why respondents don't use parks are:
 - Overcrowding (33%)
 - Don't Know Locations of Facilities (24%)
 - Lack of Restrooms (23%)
- About 80% of respondents believe the City of Lake Geneva should spend more on Youth and Adult sports and recreation, with more emphasis put on Youth (48%).
- Generally respondents feel the City should spend more money on Bicycle Facilities/ Trails and Sidewalk Facilities/Pedestrian Enhancements.
- When asked what the top benefits are provided by parks and recreation, respondents indicated the following benefits:
 - Community Character (57%)
 - Conservation of Natural Areas (51%)
 - Neighborhood/community open space for social interactions and play (49%)
 - Community Safety (40%)
 - Transportation/Connectivity (39%)

General themes from the survey included:

- Additional bike/ped paths and maintenance on existing paths are a priority.
- A desire for a City Park and Recreation Department.
- Strong interest in water-based recreation amenities: canoe/kayak launch, splash pad, pool.
- People need to know where parks are located and what facilities are.
- Residents have concerns about crowding at parks.

The full survey results are available in Appendix A.

Public Open House

In addition to survey responses, we received input at a public open house held on June 29, 2021. The meeting was held at City Hall. A recording was also made of the presentation and corresponding meeting activities were posted online for anyone

unable to attend the in-person meeting. In total there were twelve people who attended the meeting. The meeting included several activity stations to gauge public insight on parks and recreation wants and needs. Feedback from the activities included:

Activity #1 - Comment Map:

Participants were asked to put location-specific comments and recommendations on a map.

- Parks:
 - Out of the 13 comments relating to parks, six of the comments talk about the privately owned land adjacent to White River Park. However, because of legal troubles in the past, there is not much that can be done, though it is important to note this demand.
 - There was a general theme that park maintenance is needed. Two of the parks identified with significant maintenance needs are Rushwood Park and the Frisbee Golf course at White River Park.
 - There were also some improvements suggested for parks. Some improvements are for the Bocce Ball Park (benches and community garden). Improvements were also suggested for Veterans Park (large pavilion, splash pad, and an inclusive playground).
 - Reclassifying Donian Park as something other than a nature preserve was suggested.
- Trails:
 - The theme of maintenance continues in this section of comments as well. There is request for maintenance and repair on the trail by the Y and maintenance and creation of new trails at Veterans Park.
 - There was also a theme of safety and navigability concerns. There were comments that the crossing from Veterans Park to Edwards Blvd is unsafe and another that the intersection at 50 and Edwards is also unnavigable. There was also a safety concern for the trail by the Y. There is also a need for signage and better connectivity to help people know where to go.
 - New trails and paths were also requested by participants at the meeting. There was a suggestion for a trail along the White River.

Activity #2 - Budget Bucket:

Participants were given coins and told to put coins in labeled buckets where they would like to focus City funding for parks. The top three budgeted categories are as follows:

1. Bicycle Trails/Facilities—43 Coins.
2. Park Maintenance (existing parks)—21 coins.
3. Installing new equipment at/facilities at parks—15 coins.

Activity #3 - Big Ideas:

Participants were asked to write what their big ideas are for parks and recreation in Lake Geneva. Some of these ideas included:

- Better trail signage and connectivity.
- Better park signage.
- A senior citizen community center.
- An online reservation system for park rentals.
- Parks and Rec programs managed by the city rather than the Y.
- Multi-Municipal Partnerships.
- An Amphitheater.
- A kid-centric park.

General themes from the open-house included:

- Park and trail maintenance. A consistent and routine maintenance schedule is needed. Safety was the impetus for this theme.
- Trail connectivity throughout the city.
- More signage - for better trail navigation, locating parks, and for safety.

4.4 RECOMMENDATIONS FROM OTHER LOCAL PLANS

Lake Geneva Comprehensive Plan, 2020-2040

The Lake Geneva Comprehensive Plan outlines the following recommendations for parks in lake Geneva:

- Collaborate with nearby Towns and Villages on establishing a “Greenbelt Corridor” around the long range growth area.
- Support public-private partnerships for open space preservation.
- Expand Flat Iron/White River Parks to include environmental corridor areas along the White River. Improve the dog park and sledding hill.

- Coordinate with Walworth County Park and Open Space Plan as needed.

4.5 REGIONAL & STATE INSIGHTS

Insights from the Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP), 2019-2023

The recently updated Wisconsin SCORP features a Recreation Opportunities Analysis (ROA). The ROA examines existing outdoor-recreation opportunities compared to future opportunities in eight regions throughout Wisconsin. Walworth County is located in the Lower Lake Michigan Coastal Region region.

The Lower Lake Michigan Coastal Region has approximately 95,000 acres of public land available for outdoor recreation. This region is home to Milwaukee, the largest City in the state. The urban influence of Milwaukee and its surrounding suburbs has created demand for distinctly urban recreation facilities such as dog parks, city trails, and basketball courts. In addition to these more urban park amenities, the numerous lakes and Kettle Moraine State Forest offer opportunities for undeveloped outdoor recreation. The ROA found that residents of the Lower Lake Michigan Coastal Region participate in the following activities at higher rates than the State average.

- Bicycling - surfaced trails
- Camping - tent
- Canoeing/kayaking
- Fishing - from a boat, canoe or kayak
- Fishing - from shore
- Hiking, walking, running on trails
- Swimming
- Wildlife/bird watching

The most popular places to go in the region are Ice Age Trail, Kettle Moraine State Forest-Northern Unit, Southern Unit, Lapham Peak Unit, Pike Lake Unit, Glacial Drumlin State Trail, and Hank Aaron State Trail.

Of the people who participated in the ROA, the majority (76%) selected the quality of trails as the most important factor in determining their favorite property to visit. The three next most important factors are the desire to be in a quiet place, quality habitat, and good maps, signage or information about properties.

The following recreation activities are identified in the SCORP as high priority needs in the Lower Lake Michigan Coastal region:

- Bicycling - bicycle touring/road riding and mountain biking/off-road biking
- Bird or wildlife watching
- Camping - primitive
- Canoeing or kayaking
- Cross country skiing
- Fishing - lake fishing from a boat, canoe or kayak
- Gather mushrooms, berries, etc.
- Hiking, walking, trail running, backpacking
- Motorboating (inc. waterski/tubing, personal watercraft)
- Nature photography
- Picnicking
- Snowshoeing
- Swimming in lakes and rivers

Insights from the Walworth County Park and Open Space Plan, 2014

The Walworth County Parks and Open Space Plan has not been updated since the previous Lake Geneva CORP was completed. The Walworth County plan contains recommendations near or adjacent to the City of Lake Geneva including:

- Development of the White River as a potential water trail.
- Acquisition of the 138-acre Oak Hill Cemetery Woods for natural resource preservation purposes.

The plan generally recommends protection of environmental corridors, natural areas, lands within forests and wildlife areas, and prime agricultural lands.

Insights from the Amendment to the Natural Areas and Critical Species Habitat Protection and Management Plan for the Southeastern Wisconsin Region, 2010

This amendment to the 1991 study by the Southeastern Wisconsin Regional Plan Commission (SEWRPC) of critical natural areas and species habitats identifies 494 natural areas and 271 critical species

habitat sites that should be protected. The amended plan also recommends that 686 sites, or 90 percent of the total, be placed in public or private protective conservation ownership and that the remaining 79 sites be protected through zoning and other regulatory means. There are no specific sites in or adjacent to the City that are recommended for local government ownership.

Insights from the Lake Management Plan for Lake Geneva, 2008

This Lake Management Plan was prepared by SEWRPC in 2008 and contains the following recommendations that are relevant to the City:

- Maintenance of the historic low- and medium-density residential character of the already-developed portions of shoreline of Lake Geneva; implementation of structural stormwater management measures and vegetative shoreline protection measures where there is a higher density of development.
- Limit large-lot residential development in the Lake tributary area; consider modifying development codes to include maximum lot sizes and clustering requirements to reduce the amount of land consumed and preserve open space.
- Careful review of lakefront developments to ensure compliance with shoreland zoning requirements and encourage the use of shoreland buffers, environmentally friendly landscaping practices, and stormwater management practices.
- Promotion of urban nonpoint pollution abatement through the use of stormwater management planning programs and consideration of nonpoint source control measures.
- Public acquisition of some wetlands and woodlands in the area tributary to Geneva Lake.
- Continued enforcement of boating regulations and maintenance of public access sites.
- Enforce storm water compliance and maintenance requirements.

Chapter 5

RECOMMENDATIONS

The quantitative, qualitative, and geographic analysis discussed in Chapter 4 reveals the need for improvements to existing facilities, as well as the acquisition and development of new sites for future recreational use. It should be noted that some of the recommendations may require considerable cooperation with others, including the citizens of Lake Geneva, local civic and business associations, and State agencies. In nearly every case, more detailed planning, engineering, study, budgeting, and/or discussion will be necessary before decisions are made to actually acquire land or construct recreational facilities.

The recommendations of this plan are divided into four major sections: (1) existing park facilities (2) new or expanded park facilities; (3) trail improvements; (4) miscellaneous improvements.

The timeline for completion of recommendations is noted in the action tables in Chapter 6. High priority items should occur in the next 1-3 years (2024), Medium priority items should occur over the next three to five years (2026) and low priority items may not be completed within the next five years; however, initial planning activities may occur to bring these items closer to completion. Due to budgetary constraints it is unlikely that all of the recommendations within this chapter will be implemented in the next five years. Maintenance and improvement projects will be prioritized on an annual basis by City staff in conjunction with Lake Geneva's Board of Park Commissioners as part of the City's annual budget and Capital Improvement Plan (CIP).

Many of the recommendations regarding locating new park or trail facilities will be coordinated with the sale or donation of land by other parties; therefore, the timing is much more variable. Acquisition projects will be implemented through donation, dedication, purchase, or a combination thereof.

5.1 EXISTING PARK FACILITIES

The following is a bullet list of recommendations for improvements to existing, developed parks. Some of the recommendations identified within this section are remnants from the 2015 CORP. These recommendations have been highlighted (*) where they occur. Character images for potential park improvements are located throughout this chapter and showcase the latest trends in park facility materials and design.

Mini Parks

Oak Hill Tot Lot

- Add/level surfacing under all playground equipment.
- Update playground equipment.
- Add park sign.
- Add benches and picnic table.

Manning Way Tot Lot

- None

Westgate Tot Lot

- Add new park sign and place in front of trees.
- Add/level surfacing under all playground equipment.
- Update playground equipment.

Neighborhood Parks

Cobb Park

- Repair roof on existing building.
- Add surfacing under all playground equipment.
- Update playground equipment.
- Update park signage.

Flat Iron Park

- Add internal ADA path between amenities.

Rushwood Park

- Add surfacing under all playground equipment
- Remove weeds from sandbox.
- Extend electricity to park shelter.



Adaptive Playground - Salem, OR



Natural Playground - Seattle, WA



Playground- Oak Brook, IL



Exercise Equipment - Wausau, WI



Hill Play - Seattle, WA



Adventure Play - Wausau, WI

- Update playground equipment - consider adventure play-based equipment.
- Add benches.
- Add bases to ballfield.
- Add restrooms.
- Repair or remove concrete tubes.

Seminary Park

- Add ADA connectivity between parking areas, playground and pavilion.
- Add splash pad.

Community Parks

Dunn Field (Eastview School

- Add park sign.

Library/Elm Park

- Add park sign.
- Add restrooms (2021 CIP) .
- Add additional dinghy storage space to free up space on concrete.

Veterans Park

- Add 100 person, four-seasons pavilion near existing parking lot. This pavilion should be designed so that it can be used and promoted as a wedding venue.
- Replace aging playground by pavilion with ADA playground.
- Add signage at all entrance points.
- Repair five ball diamonds (2022 CIP)
- Add new batting cages.
- Repair fencing (2021 CIP).

Nature Preserve/Greenway

Fermano Park

- Resurface trail.
- Add benches.
- Add park sign.

Dodge Water Tower Pond Park

- Add park sign.
- Add walking trail around pond.
- Add benches on pads.



Amphitheater and Restroom - Verona, WI



Park Shelter and Restroom - Verona, WI



Amphitheater, Community Gathering Space, Splashpad - Wausau, WI



Zipline - Unknown



River-Themed Playground and Splashpad - Sauk City, WI



White River Park Disc Golf

Samuel Donian Wetland Nature Preserve

- None.

Edgewood Hills Park

- Add park sign.

Mary Koutsky Four Season Nature Preserve

- Level gravel in parking lot.
- Add shelter (2021 CIP).
- Improve trails over marshy areas.
- Add information kiosk at park entrance and update trail map.

Hidden Woods

- Add park sign.

Home Depot Park

- Add benches on pads.
- Add park sign.

Mill Park

- Combine with adjacent White River Park.
- Add ADA accessible path from parking to trail.

Price-Fremont Park

- Add park sign.
- Mow at entrance.
- Trail maintenance - add/level gravel.
- *Master Plan and develop.

Special Use Parks

White River Park

- Combine with adjacent city park — Mill Park.
- Mow park to ensure frisbee golf course is accessible.
- Consider a partnership with Walworth County on creation of a water trail on the White River (Walworth County Park and Open Space Plan).
- Put map of disc golf course online.
- Add bridges to disc golf course (2021 CIP).
- Add cross country and snowshoe trails (incl. grooming equipment and signage).
- Update existing park sign and place signage at all entrance points.

Riviera Beach and Plaza

- None.

5.2 NEW AND EXPANDED PARK FACILITIES

New Park Facilities

The City should develop new parks in areas that are underserved by existing facilities and areas where future residential expansion is expected to occur. There should be a focus on the acquisition of park and open space which will advance the goals and policies of this plan or the Lake Geneva Comprehensive Plan.

The New Parks & Trails Recommendations Map in Appendix C (Figure 5.1) identifies the location for potential new facilities based in part on Lake Geneva's future land use plan (see Section 2.6) areas potentially underserved by parks outside of park service areas (Figure 5.2), public engagement processes that identified general community priority and need, and growth projections for the City.

- A. Site A (parcel ZSR 0169) is currently a 43.4 acre wooded site that is owned by the City. This area is currently underserved by parks and more residences are anticipated to be built in here. The only concern with this site is that there is no public access. The City should work with the landowners of parcels ZSR 0004 and 0005 on a formal access easement to the wooded lot. If access can be provided, a multi-use path that connects to the zip line and Grand Geneva should be constructed that could also be used for cross country skiing and snowshoeing in the winter. If the City were able to acquire parcels ZYUP 001371 or ZYUP001371 in the future this would provide emergency access to the site and it would be possible to consider mountain biking or a pump track due to the topography of the site.
- B. Site B is an area that is underserved by all park types. A neighborhood park should be developed in this area and development occurs in the Southland Farms subdivision, Amenities should include those appropriate for a neighborhood park, including dedicated pickleball courts. See Future Land Map on page 11.
- C. Site C is an area where residential growth is anticipated to occur in the City. As growth occurs, a Community Park should be developed in this area that includes 3.6-4.4 acres for a cricket field.

In addition to these proposed new parks on the map, the City should consider available lands for purchase that are adjacent to existing parks and could be used to expand recreational opportunities. As new park lands are acquired by the City, individual master plans should be developed in order to guide development. All individual master plans should be adopted as appendices to this plan in order to maintain eligibility for state and federal park and recreational grants.

5.3 TRAIL IMPROVEMENTS

The City should develop a local system of trails that link to regional trails and trail systems in adjacent communities. A map of the proposed routes and trail improvements can be found on pages 38-39 and in Appendix C. Descriptions of the trail recommendations are shown in Table 5.1 on the following page.

5.4 OTHER RECOMMENDATIONS

Administrative

- *Update subdivision ordinance to clarify that lands dedicated for public park purposes shall be provided to the City with appropriate grading and seeding, utility stubs, and improved with required curb, gutter, and sidewalks.
- Develop a branding and marketing plan for the City's parks. This should include unified signage and wayfinding throughout the community.
- Do a survey or title search and remove what has been called "Moss Park" from the City's maintenance schedule as this is privately-owned property.
- Per City ordinance, ensure Board of Park Commissioners is engaged in subdivision review to assist with determination of land dedication vs. fee-in-lieu.
- Complete a Park Impact Fee and Land Dedication Policy Needs Assessment to determine an update of the City's current land dedication/fee-in-lieu requirements and impose a park impact fee (something the City does not currently charge).
- Begin charging a land and park impact fee to be used for park facility/amenity development.
- Hire a Park and Recreation Director and develop a Park and Recreation Department. Funding for the Director position should be included in the City's budget as well as potential operation costs for the department.

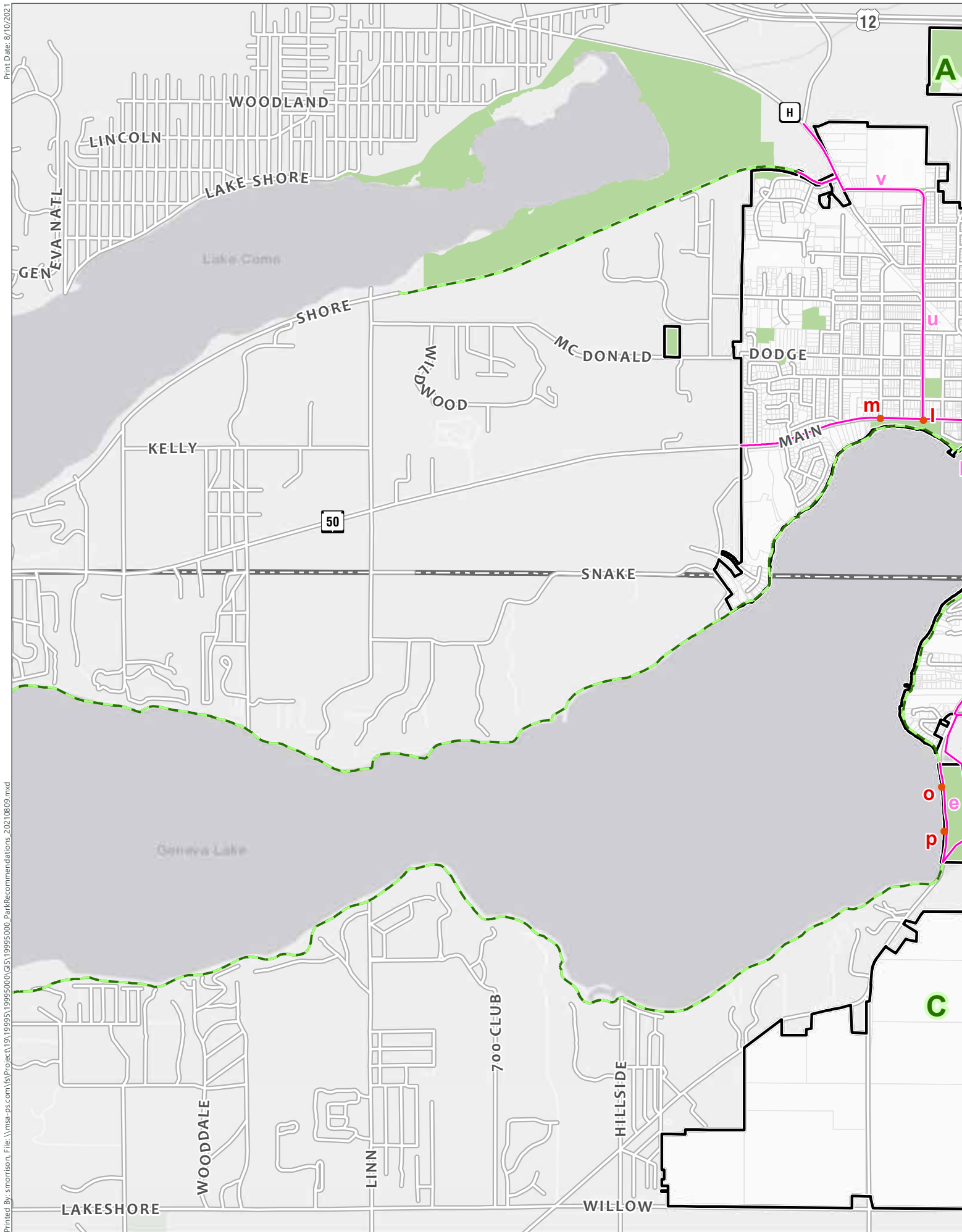
Table 5.1 Recommended Trail Improvements Key for Figure 5.1

Source: MSA

Label on Map	Description
a	sidewalk on north side of Park Dr and off-street trail on south side
b	off-road trail via South Street Trail project (2020-2024 TAP grant)
c	off-road extension of the South Street Trail project to connect to the Symphony Bay neighborhood
d	off-road extension of the South Street Trail project to connect to Big Foot Beach State Park
e	off-road connection between trail at Veteran's Park and Edwards Blvd trail
f	re-grade and re-pave existing off-road trail
g	bike/pedestrian crosswalk enhancements needed to provide safe crossing- DOT is reviewing as part of their HWY 50 resurfacing project
h	bike/pedestrian crosswalk enhancements needed to provide safe crossing for residents from Symphony Bay to Veterans Park
i	off-road trail along White River
j	bike/pedestrian crosswalk enhancements needed to provide safe crossing- consider rapid flash beacon
k	bike/pedestrian crosswalk enhancements needed to improve safety - consider rapid flash beacon
l	bike/pedestrian crosswalk enhancements needed to improve safety - consider rapid flash beacon
m	widen one side of the sidewalk to create an off-road trail on Lakeshore
n	bike/pedestrian crosswalk enhancements needed to provide safe crossing- consider rapid flash beacon
o	bike/pedestrian crosswalk enhancements needed to provide safe crossing- consider rapid flash beacon
p	move on-street parking to a parking ramp and creating an on-road bike path along Main Street
q	bike/pedestrian crosswalk enhancements needed to provide safe crossing- consider rapid flash beacon
r	off-road trail to connect Edgewood subdivision to downtown
s	off-road trail connection to White River State Trail
t	on-road bike trail on Madison Street, beginning at Wisconsin Street and heading north, curving to the West on Cemetery Rd and ending at Elkhorn Rd (2017 Bicycle and Pedestrian Plan)
u	on-road bike trail on Edgewood Drive and Promontory Drive to connect to the Duck Lake Nature Trail (2017 Bicycle and Pedestrian Plan)
v	on-road bike trail on Sage St from East Sheridan Springs Rd to Geneva St (2017 Bicycle and Pedestrian Plan)
w	off-road trail along West South St from Lake Geneva Boulevard to East Townline Rd with pedestrian and bicycle-activated crossings at these two intersections (2017 Bicycle and Pedestrian Plan)
x	off-road trail on Wells St. from Lake Geneva Blvd to E Townline Rd (2017 Bicycle and Pedestrian Plan)
y	off-road trail connection from Joshua Lane to existing bike path (2017 Bicycle and Pedestrian Plan)
z	off-road trail between existing trail and E Sheridan Springs Rd (2017 Bicycle and Pedestrian Plan)

Figure 5.1: New Park and Trail Recommendations

Source: MSA



Park & Trail Recommendations

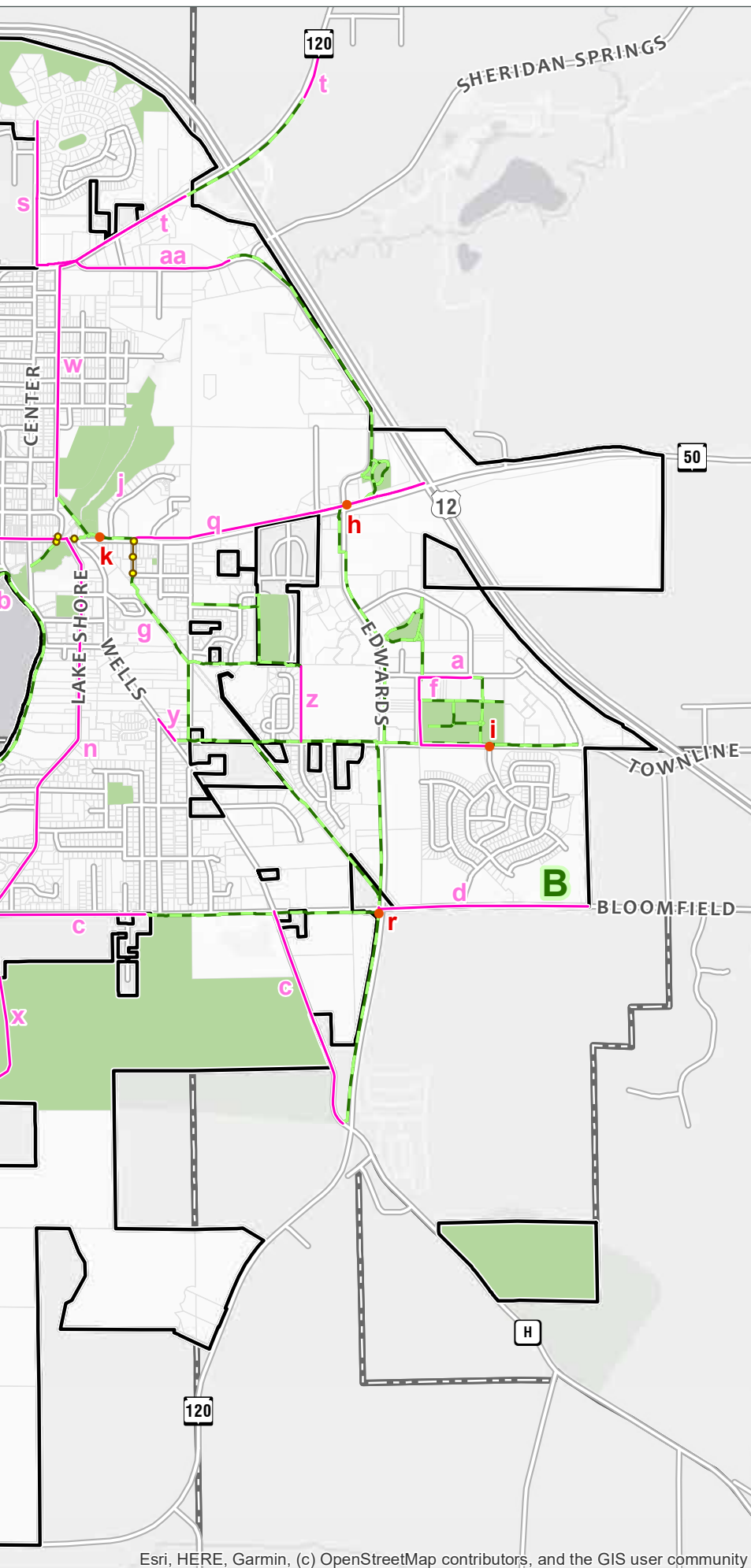
Lake Geneva CORP Study

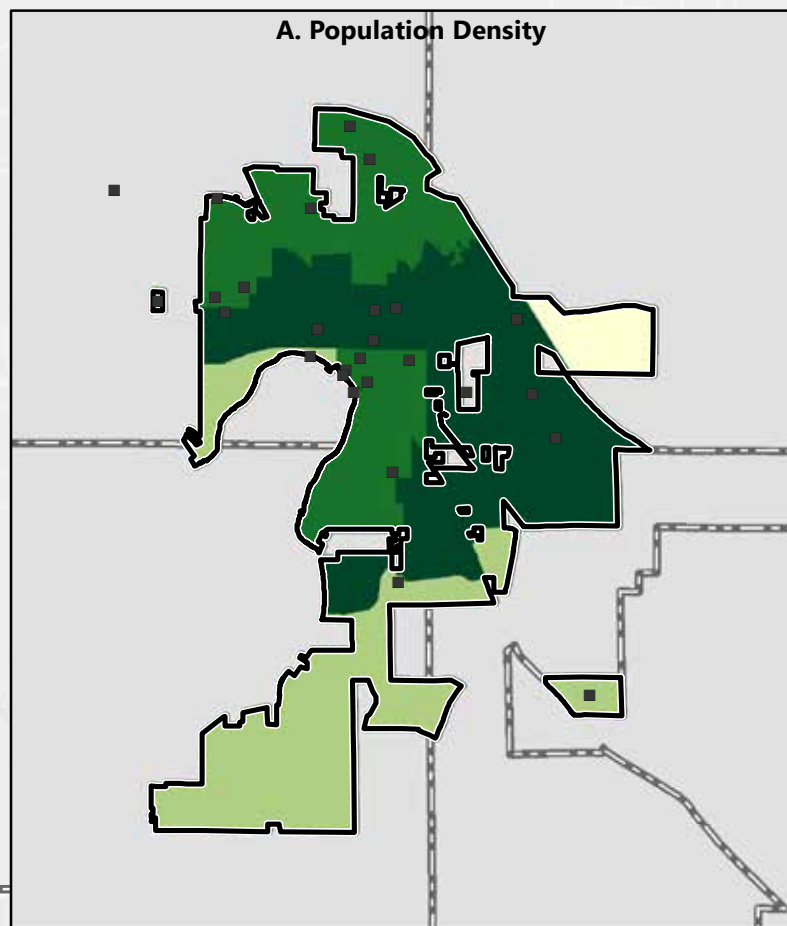
**City of Lake Geneva
Walworth County, WI**

-  Streets
-  Existing Path
-  On Street Bike Trail
-  Lake Geneva Park
-  Parcel Boundary
-  City of Lake Geneva
-  Municipal Boundary

Park & Trail Recommendations

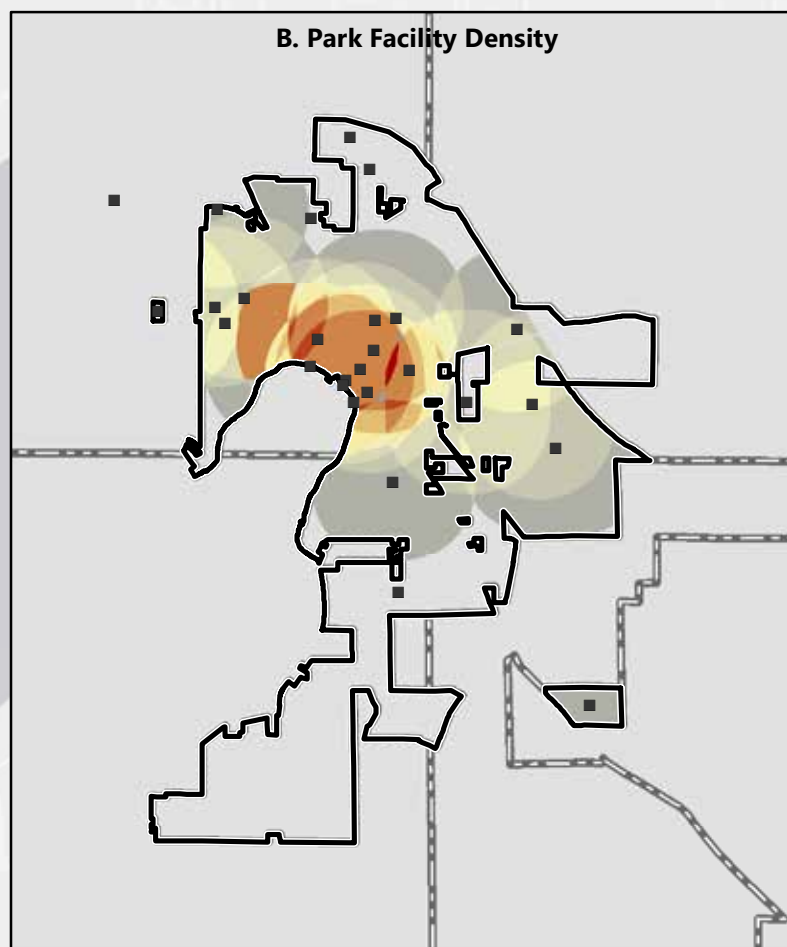
-  Proposed Park
-  Proposed Trail Safety Improvement
-  Proposed Safety Improvement Location
-  Proposed Trail
-  Proposed Trail Location





Potentially Underserved Areas

This map is an overlay of maps **A** and **B** and represents areas that are potentially underserved. Darker areas are areas that are highly populated by do not have nearby park facilities.



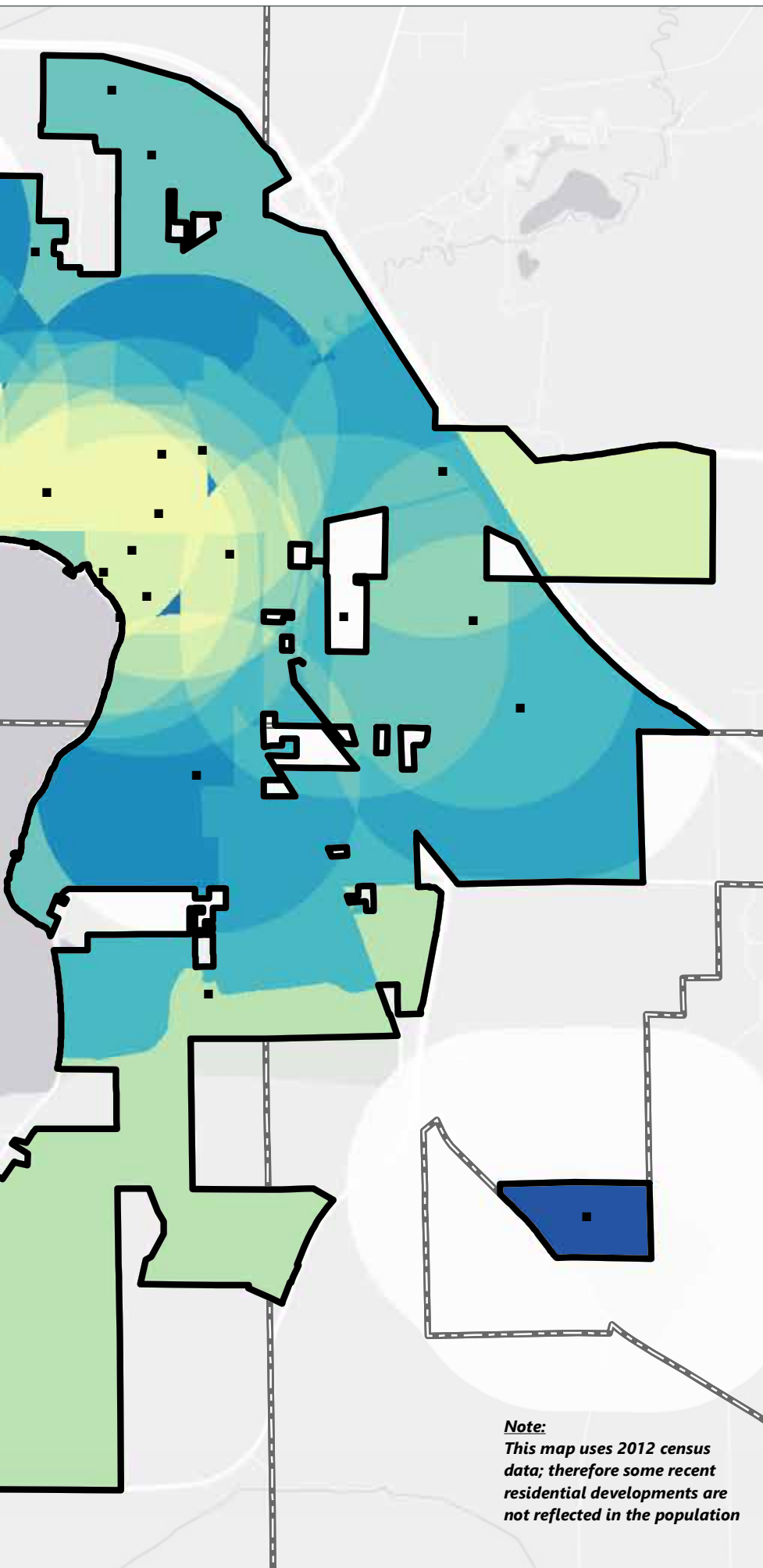
What is the purpose of this map?

1. To determine if areas of Lake Geneva are underserved by City parks. Areas that are most underserved are shown by the darkest colors on the map. It may be beneficial for the City to take these areas into consideration when planning future parks.
2. Some parks may be subject to heavy use based on surrounding population density. These parks may require additional maintenance and repair.

Potentially Underserved Areas

Lake Geneva CORP Study

City of Lake Geneva
Walworth County, WI



■ Park



City of Lake Geneva

Value



Areas well served by parks

Areas underserved by parks

Note:
This map uses 2012 census data; therefore some recent residential developments are not reflected in the population

Data Sources:
Walworth County GIS (2021)
Parks and Trails: Verbicher/Kapur and Associates (2021)
Basemap: ESRI

- Consider creation of a sidewalk ordinance (or policy) that requires accessible sidewalks or trails in all new residential and commercial developments and sidewalk to be added during street reconstruction if it does not currently exist.
- Employ an online reservation system for park shelter rentals.
- Consider an online asset management system through ArcGIS for the Department of Public Works (or new Park and Recreation Department) to identify, manage, and maintain park amenities.
- Incorporate park projects into the City's 5-Year Capital Improvement Plan (CIP).
- Develop a non-lapsing endowment fund for parks donations to be used for park facility enhancements or land acquisition.
- Assign official names to various parks, if necessary.
- Provide senior-friendly parks by:
 - *Incorporating natural elements into park design. Incorporate water, trees, flowers, and wildlife to provide opportunities for seniors, and all members of the community, the opportunity to connect with nature.
 - *Providing opportunities for social interaction. Increase use of parks to host community-based programs, such as weekly farmers markets, art festivals, or other activities that support social interaction.
 - *Providing age-friendly design. Ensure ADA accessibility throughout all parks by providing accessible restrooms, trails, benches, picnic tables, parks shelters, etc. To offer opportunities for physical activities, parks should incorporate low-impact activities such as walking paths or low-impact exercise stations.

General Parks

- Conduct an ADA audit of all City parks.
- Create a Playground Maintenance Plan.
- Conduct a Playground Safety Audit. Check with the City's insurance company - they may provide this type of service.
- Focus on developing, maintaining and better identifying parks outside of the downtown area. This would give residents more options when they want to avoid crowds. A number of respondents to the community survey mentioned they do not use City parks due to overcrowding.
 - *Use grant funds to acquire additional natural and open space areas north and east of White River Park.
 - *Establish a "Greenbelt Corridor" around the long range growth area.
 - *Accept donations of quality and accessible lands for natural and open space uses.
- Increase native vegetation and landscaping in parks. Incorporate landscaping that is dual purpose and addresses stormwater needs, or is pollinator-friendly.
- Create an ArcGIS StoryMap for an easy to use, online presence for the City's park and trails. This should include location and amenities offered at each park. Many responses to the community survey indicated people do not know where all of the City's parks are located. The StoryMap can also be converted into a physical map to be used for park promotion.
- Ensure all parks have community-branded park system signs.
- If staff capacity allows, consider taking over ownership of private parks where they occur in new neighborhoods.

General Trails

- Improve bicycle wayfinding signage.
- Keep multi-use trails clear during winter months.
- Complete maintenance on the Lake Shore Path where needed.
- Map and promote the Lake Shore Path. There were a number of respondents on the survey who were unaware of this path.

Recreation Programming

- Consider creation of a senior center.
- Create City-managed and sponsored recreation that offers a variety of youth and adult sports and recreation opportunities at affordable rates.

Partnerships

- Partner with adjacent municipalities on park projects where feasible.
- Work with the School District to replace playground surfacing at Maple Park. Poured in place surfacing is recommended. Broken playground equipment and tennis court lighting should also be fixed.
- Partner with Walworth County on the preservation of the Oak Hill Cemetery Woods and other park and recreation initiatives.

Chapter 6

IMPLEMENTATION

This chapter summarizes tools and mechanisms that the City can use to fund implementation of the park, trail, and open space recommendations discussed in Chapter 5. This chapter also outlines the process for plan adoption and plan amendments.

6.1 TOOLS AND MECHANISMS TO FUND IMPLEMENTATION

Maintenance and operational expenses of the Lake Geneva's Parks are generally funded through property taxes and user fees. As the park system grows, the need to increase funding to meet the basic maintenance and operational costs also grows. Often there are insufficient funds to undertake major capital improvement projects. There are a wide variety of potential funding sources to assist with up-front capital costs, including acquisition of land and the development of new recreational facilities.

Grant Programs

An important source of funding is grant programs offered by state and federal agencies, especially the Wisconsin Department of Natural Resources. Table 6.1 provides a summary of common state and federal park and recreation grant programs. The table is not an exhaustive list of grant programs, rather those that are typically used by jurisdictions to supplement acquisition and development of park and recreation areas. Funding details shown in Table 6.1 should be verified prior to seeking grant funding. Private funding sources are another potential source for funding park improvements. A query of a private funding database reveals the following sources may be available for projects in Lake Geneva. These funding sources should also be explored by the City:

- Bjorkman Foundation
- Epaphroditus Foundation
- Raymond James Charitable Endowment
- National Christian Charitable Foundation
- L.L. Bean Outdoor Access Fund
- Domanada Foundation
- Fidelity Investments Charitable Gift Fund
- The Soderquist Family Foundation
- Shupe Family Foundation
- FairWyn Fund
- Bickner Family Foundation
- AmazonSmile Foundation
- Esper A. Petersen Foundation
- James and Lynne Newman Foundation

Community Fundraising & Volunteer Groups

Community groups and civic organizations are sometimes willing to organize fundraising efforts to assist with costs, programming, and upkeep. "Friends of (name of park)" organizations can support specific parks on an ongoing basis. They may also be able to organize volunteer labor to assist with small development projects such as trail creation, maintenance, or playground installations. Local business and corporate support should also be sought. Both non-profit and for-profit organizations can be rewarded for their support with naming rights on an amenity or acknowledgment on a sign at the site.

Endowment Fund

The City can set up an endowment fund as an additional means of providing continual financial support for park acquisition and development. An endowment fund is a self-sustaining account in which assets are invested. The annual disbursement amount of the fund is a set percent of assets, generally smaller than the accrued interest amount, which allows the value of the fund and assets to grow over time. A park endowment fund can provide a means for residents to provide ongoing donations to the City's park system with the certainty that the money donated will only be used for the advancement of recreation in the community. Gifts to an endowment fund are tax deductible under federal and state law.

Tax Increment Financing (TIF)

As part of a broader plan to redevelop an area, the City can use tax increment financing to assist with parkland/trail acquisition and development. There are some limitations to what revenues from a TIF district can be used to pay for (e.g., generally the costs of constructing public buildings cannot be funded with TIF).

The City currently has no active TIF districts. Tax Increment Finance Districts are generally created for the purpose of stimulating redevelopment and new public and private investments. Tax increment can however be used for land acquisition and site development, but could not be used for construction of park shelters.

Under state statute 66.1105 a municipality can use tax increment to complete public improvements within a 0.5-mile radius of the TID, so long as the use of the funds supports and benefits the TID and is identified as allowable in the TID project plan. Therefore, it may be possible for the City to use TIF increment to pay

Table 6.1 Park and Recreation Public Grant Funding Programs

Funding Programs By Category	Maximum Award	Application Due Date	Granting Agency
Urban Forestry			
Provides technical service and financial assistance to communities for developing urban forestry programs. Priorities include:	50% local match required.	1-Oct	DNR
1) Communities needing to develop an urban forestry plan;	Grants range from \$1,000 to \$25,000.		
2) Communities needing worker training; and			
3) Communities needing to conduct a street tree inventory.			
Eligible projects include 1) Undertaking street tree inventories; 2) Training for Village tree workers; 3) Developing urban open space programs; 4) Developing urban forestry plans; 5) Developing a tree ordinance; 6) Developing a public awareness program; and, 7) Tree planting and maintenance			
Lake Protection and Classification Grants			
• Designed to assist lake users, lake communities and local governments as they undertake projects to protect and restore lakes and their ecosystems. Eligible projects include:	25% local match required.	1-May	DNR
• Purchase of property or a conservation easement.	\$200,000 maximum per project.		
• Restoration of wetlands.			
• Development of local regulations or ordinances.			
• Lake classification projects that allow counties to design and implement local land and water management programs that are tailored to specific classes of lakes in response to various development and recreational use pressures (these grants are limited to \$50,000).			
• Lake protection projects recommended in a DNR-approved plan including watershed management, lake restoration, diagnostic feasibility studies, or any other projects that will protect or improve lakes.			
Recreational Boating Facilities Grant			
• Construction of capital improvements to provide safe recreational boating facilities and for feasibility studies related to the development of safe recreational facilities.	50% local match required	Established quarterly	DNR
• Also includes purchase of navigation aids, dredging of channels of waterways, and chemically treating Eurasian water milfoil.			
American Rescue Plan Act Travel, Tourism, and Outdoor Recreation Grant			
• Provides funds to help communities devise and implement sustainable economic recovery strategies through a variety of non-construction and construction projects to respond to damage to the travel, tourism, and outdoor recreation sectors from the coronavirus pandemic and to promote the economic resilience of regions dependent on those industries.	20% local match required	Application Due: January 31, 2022. Preliminary consultation with regional EDA rep required.	EDA, US Dept. of Commerce
• Examples of eligible projects include water and stormwater/wastewater improvmeents; pier construction; new outdoor recreation and trail infrastructure and public access enhancements; nature-based infrastructure projects to improve access to recreation; accessibility enhancement; etc.			

Funding Programs By Category	Maximum Award	Application Due Date	Granting Agency
Knowles-Nelson Stewardship Program The Stewardship Program was established in 1989 to preserve Wisconsin's most significant land and water resources for future generations and to provide the land base and recreational facilities needed for quality outdoor experiences. These goals are achieved by acquiring land and easements for conservation and recreation purposes, developing and improving recreational facilities, and restoring wildlife habitat. This is an umbrella program that funds the following grants: Aids for the Acquisition and Development of Local Parks (ADLP) - Helps to buy land or easements and develop or renovate local park and recreation area facilities for nature-based outdoor recreation purposed (e.g., trails, fishing access, and park support facilities). Urban Green Space (UGS) - Helps to buy land or easements in urban or urbanizing area to preserve the scenic and ecological values of natural open spaces for nature-based outdoor recreation, including non-commercial gardening. Urban Rivers (UR) - Helps to buy land on or adjacent to river flowing through urban or urbanizing areas to preserve or restore the scenic and environmental values of riverways for nature-based outdoor recreation. Acquisition of Development Rights Grants (ADR) - Helps to buy development rights (easements) for the protection of natural, agricultural, or forestry values, that would enhance nature-based outdoor recreation. Land and Water Conservation Fund (LWCF) - This fund is used to implement projects that are identified by both the local and the state Comprehensive Outdoor Recreation Plan. - In general, land acquisition, development, and renovation projects for public outdoor recreation purposes are eligible LWCF projects. LWCF does not include the "nature-based outdoor recreation" restriction that the Stewardship Local Assistance Programs do. Recreational Trails Program Grant - Eligible projects include: maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, construction of new trails, and acquisition of easement or property for trails. - May only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan included or reference in a statewide comprehensive outdoor recreation plan required by the federal LWCF.	50% local match required	1-May	DNR

for trail improvement projects near TIDs or if it were to create any TIDs in the future.

Parkland Dedication

The City's Municipal Code includes regulations regarding parkland dedication requirements. Section 66-97(a)(1) of the City's Subdivision ordinance requires parkland dedication equal to 5% of the gross land area contained within the subdivision. Based on the Comprehensive Plan's estimate of residential land demand in Lake Geneva of five dwelling units per one acre, this equates to a parkland dedication requirement of approximately 436 square feet per dwelling unit. Looking at nearby peer communities, this requirement is the same as the City of Burlington, but much lower than the requirements in the Cities of Delavan and Elkhorn.

To maintain the current park service level of around 25 acres per 1,000 residents, the City will need an additional 16 acres of parkland by 2040 to serve the 2,621 residents anticipated by the WI DOA to be added to the area. The Lake Geneva Comprehensive Plan (2020) estimates that the total residential acreage demand plus roads, sidewalks and parks will be an additional 212 acres. Five percent of this total is roughly 11 acres of land for parks. If the City wishes to maintain a standard of 25 acres per 1,000 residents it should consider updating its land dedication requirements to be 7-8% of the gross land area contained within the subdivision (~600-700 SF per dwelling unit). The City could also consider increasing to requirements closer to those required in Delevan and Elkhorn.

The City should also determine the recreation quality of the proposed dedication. The City should use the following criteria in evaluating proposed land for dedication:

- Located outside of areas with severe limitations for park development - flood plain or areas with steep slopes (12%).
- Contains soils suitable for construction of anticipated park facilities.
- At least 15% of the perimeter of the proposed parkland will be adjacent to a public street.
- Visible and accessible to the public on foot, bicycle, and by vehicle.
- Accessible to public safety vehicles.
- Sufficiently shaped to accommodate the anticipated park facilities.

- Situated in a location consistent with the goals of this plan and serving current or future underserved areas.

Fees in Lieu of Land Dedication

If parkland dedication is not possible or preferred due to the land configuration or proximity to planned or existing parks, at the discretion of the park board and city plan commission, a subdivider may satisfy the requirement for provisions of such park, recreation and general open space by payment of a fee in lieu of land. The fees are currently:

- \$400 per single-family residential lot
- \$200 per multi-family residential unit
- \$200 per net developable acre not used for residential purposes

We surveyed available for-sale properties that are undeveloped and found the average cost per acre of that land to be approximately \$100,000. Using this and the assumption that the City needs to acquire 15.8 acres to meet the needs of new residents through 2030, we assume that the City needs to collect \$1,580,000 total in fee-in-lieu between 2020 and 2030. If divided evenly between the 469 new dwelling units anticipated between 2020 and 2030 per the 2020 Comprehensive Plan, this is \$3,370 per dwelling unit.

Park Impact Fee

While the parkland dedication or fees in lieu ensure sufficient parkland available to meet the needs of new residents, park development fees fund park amenities for new residents. State statutes allow park development fees to be collected based on maintaining, not increasing current park service levels. These fees must be used within eight years or returned to the developer, with interest.

The City is currently providing 25 acres of parkland per 1,000 persons so the park development fee calculation maintains this assumption, and the assumption of 469 additional dwelling units added between 2020 and 2030. A total of \$1,437 per additional dwelling unit constructed over the next 10 years would ensure the City's ability to provide park facilities for new residents. Note, this is much higher than nearby communities and may not be feasible, though it is a reflection of the actual costs to develop parkland.

Table 6.2 Summary of Land Dedication Requirements and Park Impact Fees in Peer Communities

	City of Lake Geneva	City of Delevan	City of Elkhorn	City of Burlington
Park Impact Fees	None	\$1,011 per dwelling unit	Single family dwelling unit: \$874 Multi-family dwelling unit: \$681	None
Land Dedication Requirements	5% of the gross land area contained in a subdivision (~436 Sf per dwelling unit based on Comp Plan estimate of 1 acre unit per five dwelling units)	1,450 SF per dwelling unit	0.024 acres (1,045 SF) per dwelling unit	1 acre per 100 dwelling units (436 SF per dwelling unit)
Fees in Lieu of Land Dedication	Single-family lot = \$400 Multi-family lot = \$200 Each net developable acre not used for residential purposes = \$200	\$757 per dwelling unit	\$535 per dwelling unit	\$975 per dwelling unit
Park and Rec Department?	No	Yes	Yes	No
Total Number of Parks	21	21	11	28
Total Park Acreage	208	422	120	217
2020 WI DOA Population Estimate	8,233	8,270	9,968	10,912

Comparable communities

Table 6.2 compares Lake Geneva's land dedication requirement to peer communities in the region. Lake Geneva's land dedication requirement is approximately the same as Burlington (436 SF per dwelling unit), both being much lower than Delevan and Elkhorn which both require >1,000 SF of parkland dedicated per dwelling unit.

When comparing Lake Geneva's fee in lieu of land dedication to communities in the region it is the lowest of all peer communities. The second lowest is Elkhorn at \$535 per dwelling unit and the highest is Burlington at \$975 per dwelling unit.

6.2 SYSTEM STAFFING REQUIREMENTS

Realizing the desire of residents for improved and expanded programming and operation of the park and recreation system, as well as recommendations of this plan, staffing will remain a key consideration in continued maintenance and operations. The City currently has no dedicated Park and Recreation Department. The City's Public Works Department currently cares for and maintains the City's parks and trails, and does a very good job. According to NRPA's 2021 Agency Review, communities of similar size (population of less than 20,000) offer a median of 10 Park and Recreation FTEs per 10,000 residents; with a lower quartile of 6 and an upper quartile of 23. If looking at FTEs by the total acres of parks maintained by agencies, Lake Geneva falls into the 25 or less category which has a lower quartile of 5 FTEs, median of 9 FTEs and upper quartile of 20 FTEs. While these numbers provide a benchmark for peer communities, it is important to remember that each community maintains different facilities, provides different programming, and experiences population growth to different degrees.

In order to continue to provide consistent levels of service under increased park planning, acquisition, and existing park development needs, a Park and Recreation Department is needed with a full-time Park and Recreation Director, not necessarily to replace existing role of the YMCA at Veteran's Park.. Currently, the City's Park Board is fulfilling the duties that would typically be undertaken by a paid Park and Recreation Director position (long-range park planning, park maintenance requests, budgeting for capital improvements).

6.3 PLAN ADOPTION & AMENDMENTS

It is recommended the City follow the below procedures for adoption of this plan, and future amendments follow similar Commission Recommendation and Common Council approvals highlighted below:

Board of Park Commissioners' Recommendation

Lake Geneva's Board of Park Commissioners shall meet to review the plan and pass a motion to recommend approval of the plan or plan amendment.

Plan Commission Recommendation

Lake Geneva's Plan Commission shall meet to review the plan and pass a motion to recommend approval of the plan or plan amendment.

Public Hearing

Prior to adopting this plan, or plan amendment, Lake Geneva may, but is not required to, hold a public hearing to discuss the proposed plan or plan amendment. A notice should be published up to 30 days before a public hearing that contains, at minimum, the following:

- The date, time and location of the hearing.
- A summary of the proposed plan or plan amendment.
- The local government staff who may be contacted for additional information.
- Where to inspect and how to obtain a copy of the proposed plan or amendment before the hearing.

The notice should also provide a method for submitting written comments, and those comments should be read or summarized at the public hearing. The public hearing may be held by either the Plan Commission or Common Council. Public Hearings for this plan are considered to be best practice, but are not a requirement of the WDNR.

Plan Adoption

This plan and any future amendments become official City policy when the Common Council passes, by a majority vote, a resolution to adopt. The Common Council may choose to revise the plan after it has been recommended by the BPC and Plan Commission, and after any potential public hearing (optional).

Plan Amendment vs. Plan Update

Amendments can be made at any time, but the City should not amend the plan more than once per year. A common recommended approach is to establish a consistent annual schedule for consideration of minor plan amendments.

This plan should be updated every five years in order to maintain eligibility for Wisconsin Department of Natural Resources Stewardship Funding. Unlike an amendment, a plan update would revisit the entirety of the plan content and include more robust opportunities for public participation.

6.4 ACTION PLAN

The Board of Park Commissioners has prioritized certain recommendations for each existing park in Lake Geneva. These are explored park by park in Chapter 5. Table 6.3 lists these improvements in a singular list to provide easy access to desired improvements by park.

Table 6.3 Recommended Park Improvements

Mini Parks				
Park Name	Priority	Improvement	Estimated Cost	Potential Project for Public Funding
Oak Hill Tot Lot Overall Estimate: \$119,000+ 1350 Tomike St.	MED	Add/level surfacing under all playground equipment	\$60,000	
	MED	Update playground equipment	\$50,000 - \$80,000	
	HIGH	Add park sign	\$5,000	
	HIGH	Add benches and picnic table	\$4,000	
Manning Way Tot Lot Hill St. and West Dr.		None		
Westgate Tot Lot Overall Estimate: \$44,000+ 1701 Miller Ct	HIGH	Add new park sign and place in front of trees	\$5,000	
	MED	Add/level surfacing under all playground equipment	\$14,000	
	MED	Update playground equipment	\$25,000 - \$60,000	
Neighborhood Parks				
Park Name	Priority	Improvement	Estimated Cost	Potential Project for Public Funding
Cobb Park Overall Estimate: \$135,000+ 2101 McDonald Rd	LOW	Pave park entrance and parking lot	\$60,000	
	LOW	Add surfacing under all playground equipment	\$10,000	
	HIGH	Repair roof on existing building	\$10,000	
	MED	Update playground equipment	\$50,000 - \$80,000	
	HIGH	Update park sign	\$5,000	
Flat Iron Park Overall Estimate: \$36,000+ Wrigley Dr and Center St	HIGH	Vacate Wrigley Drive and expand Flat Iron Park to water's edge	-	Stewardship
	HIGH	Add internal ADA path between amenities	\$18,000	
Rushwood Park Overall Estimate: \$233,000+ 991 Timothy Dr	LOW	Add surfacing under all playground equipment	\$50,000	
	HIGH	Remove weeds from sandbox	-	
	HIGH	Extend electricity to park shelter	\$5,000	
	HIGH	Update playground equipment-consider adventure-based play	\$50,000 - \$80,000	
	HIGH	Add benches	\$2,500	
	HIGH	Add bases to ballfield	\$500	
	LOW	Add restrooms	\$125,000	
Seminary Park Overall Estimate: \$166,000+ Wrigley Dr and South Lake Shore	HIGH	Add ADA connectivity between parking areas, playground and pavilion	\$16,000	Stewardship
	HIGH	Splash pad	\$150,000 - \$500,000+	

Table 6.3 Recommended Park Improvements

Community Parks				
Park Name	Priority	Improvement	Estimated Cost	Potential Project for Public Funding
Dunn Field (Eastview School) Overall Estimate: \$5,000+ 425 Sage St	HIGH	Add park sign	\$5,000	
Library/Elm Park Overall Estimate: \$50,000+ West of Library, south of Main St	HIGH	Add park sign	\$5,000	
	HIGH	Add restrooms (2021 CIP)	\$40,000	
	MED	Add additional dinghy storage space to free up space on concrete	\$5,000 for pad	
Veterans Park Overall Estimate: \$1,765,000+ 901 E Townline Rd	MED	Add 100 person, four-seasons pavilion near existing parking lot	\$1,000,000 - \$1,250,000	
	HIGH	Replace aging playground by pavilion with ADA playground	\$550,000	
	HIGH	Add signage at all entrance points	\$15,000	
	HIGH	Repair five ball diamonds (2022 CIP)	\$125,000	
	HIGH	Add new batting cages	\$5,000 - \$7,500	
	HIGH	Repair fencing (2021 CIP)	\$20,000	
Nature Preserves/Greenways				
Park Name	Priority	Improvement	Estimated Cost	Potential Project for Public Funding
Fermano Park Overall Estimate: \$15,000+ 120 Edwards Blvd	HIGH	Resurface trail	\$28,000	
	HIGH	Add benches on pads	\$2,500 EA	
	HIGH	Add park sign	\$5,000	
Dodge Water Tower Pond Park Overall Estimate: \$19,000+ Behind 1885 Dodge St	HIGH	Add park sign	\$5,000	
	HIGH	Add walking trail around pond	\$12,000	
	HIGH	Add benches on pads	\$2,500 EA	
Samuel Donlan Wetland Nature Preserve Overall Estimate: - Main St and S Lake Shore Dr		none	-	
Edgewood Hills Park Overall Estimate: \$5,000 1340 Edgewood Dr	HIGH	Add park sign	\$5,000	
Mary Koutsky Four Seasons Nature Preserve Overall Estimate: \$119,000+ N1889 County Trunk H	MED	Level gravel in parking lot	\$5,000	Stewardship
	HIGH	*Consider adding an archery range	\$25,000 - \$100,000	
	HIGH	Add shelter (2021 CIP)	\$50,000	
	LOW	Improve trails over marsh	\$30,000+	
	HIGH	Add information kiosk at park entrance and update trail map	\$4,500	
Hidden Woods Overall Estimate: \$15,000+ Hill St and West Dr	HIGH	Consider adding community gardens to the north	\$10,000 - \$13,000	
	HIGH	Add park sign	\$5,000	
Home Depot Park Overall Estimate: \$7,000+ 6115 N Edwards Blvd	HIGH	Add benches on pads	\$2,500 EA	
	HIGH	Add park sign	\$500	
Mill Park Overall Estimate: \$8,000+ off Sage St by old railroad path	HIGH	Combine with adjacent Hillmoor property	-	
	HIGH	Add ADA accessible path from parking to trail	\$8,000	
Price Fremont Park Overall Estimate: \$13,000+ 1525 Conant St	HIGH	Add park sign	\$5,000	
	HIGH	Mow at entrance	-	
	HIGH	Trail maintenance - add/level gravel	\$4 - \$8 SY	
	HIGH	*Master Plan and develop	\$18,000 - \$30,000	

Table 6.3 Recommended Park Improvements

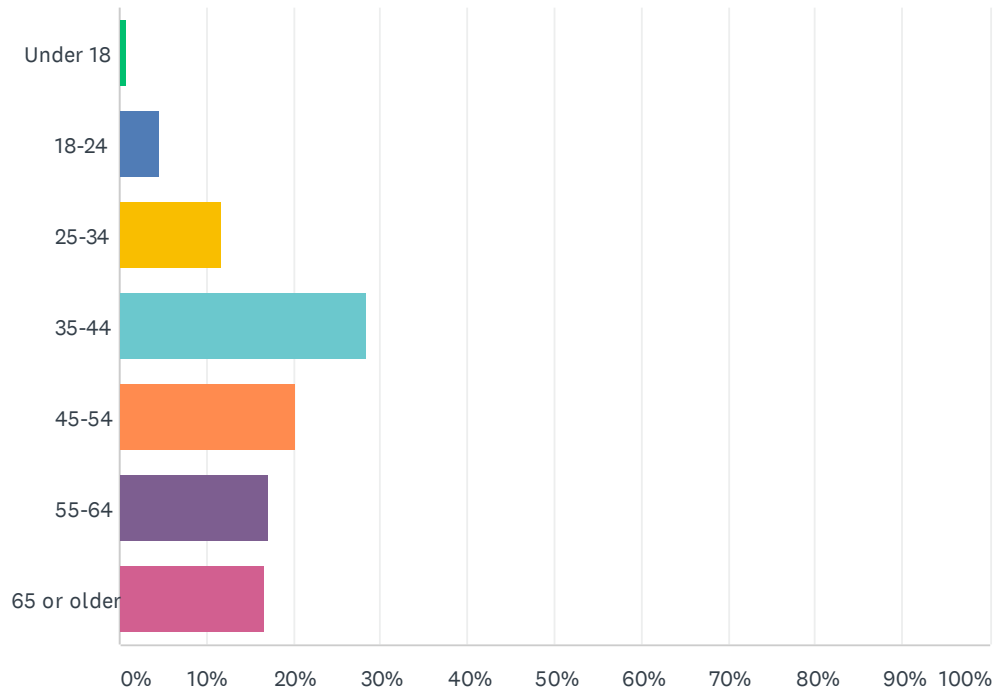
Special Use Parks				
Park Name	Priority	Improvement	Estimated Cost	Potential Project for Public Funding
Hillmoor Property Overall Estimate: \$330,000+ 299 Mill St	HIGH	Combine with adjacent Mill Park	-	Stewardship
	HIGH	Mow park to ensure frisbee golf course is accessible	-	
	HIGH	Put map of disc golf course online	-	
	HIGH	Add restrooms	\$125,000	
	HIGH	Add bridge to disc golf course (2021 CIP)	\$60,000	
	HIGH	Rebuild bridge #3	\$120,000	
	HIGH	Add cross country and snowshoe trails (incl. grooming equipment and signage)	\$15,000 - \$70,000	
	HIGH	Update existing park sign and place signage at all entrance points	\$10,000	
Riviera Beach and Plaza Overall Estimate: - Wrigley Dr	211	none	-	

Appendix A

SURVEY RESULTS

Q1 What is your age?

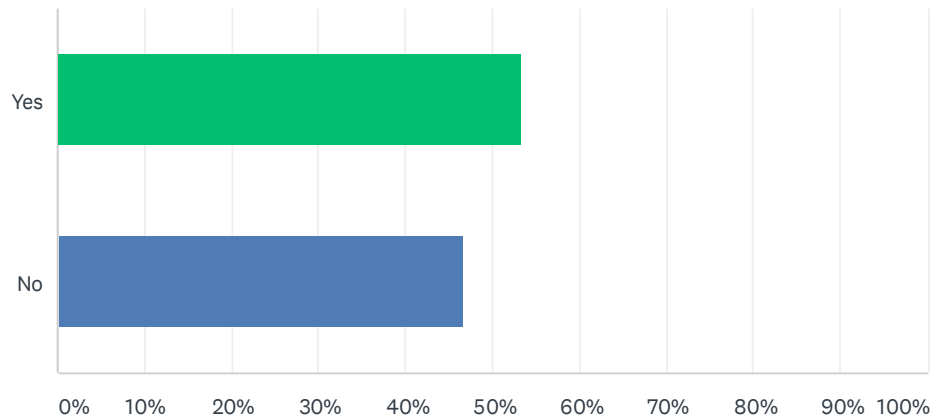
Answered: 221 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 18	0.90%	2
18-24	4.52%	10
25-34	11.76%	26
35-44	28.51%	63
45-54	20.36%	45
55-64	17.19%	38
65 or older	16.74%	37
TOTAL		221

Q2 Do you have any children living in your home that are under the age of 18?

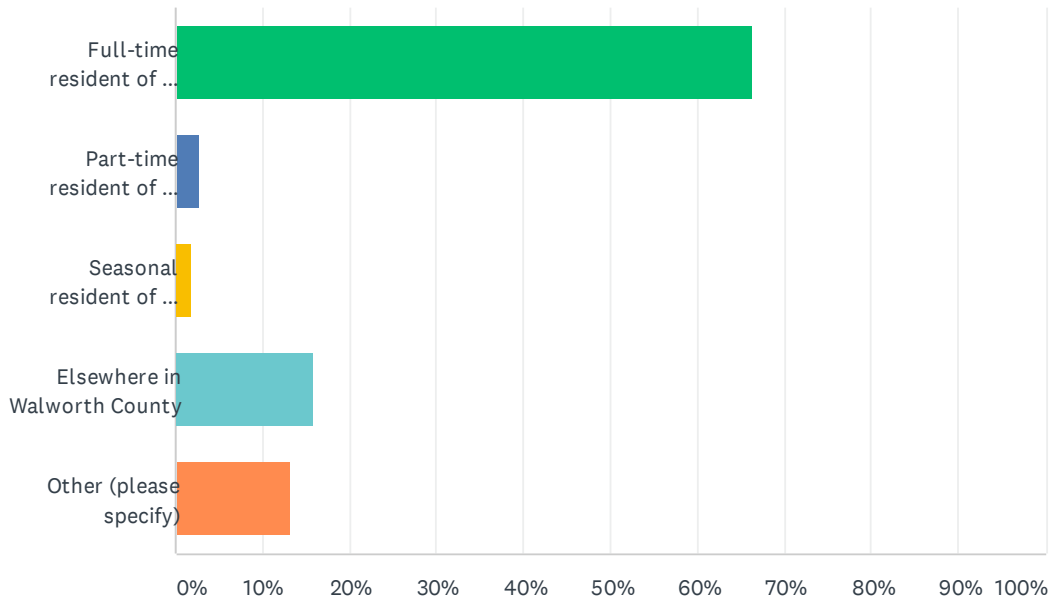
Answered: 219 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	53.42%	117
No	46.58%	102
TOTAL		219

Q3 Where do you live?

Answered: 220 Skipped: 3



ANSWER CHOICES		RESPONSES	
Full-time resident of the City of Lake Geneva		66.36%	146
Part-time resident of the City of Lake Geneva (all seasons)		2.73%	6
Seasonal resident of the City of Lake Geneva		1.82%	4
Elsewhere in Walworth County		15.91%	35
Other (please specify)		13.18%	29
TOTAL			220

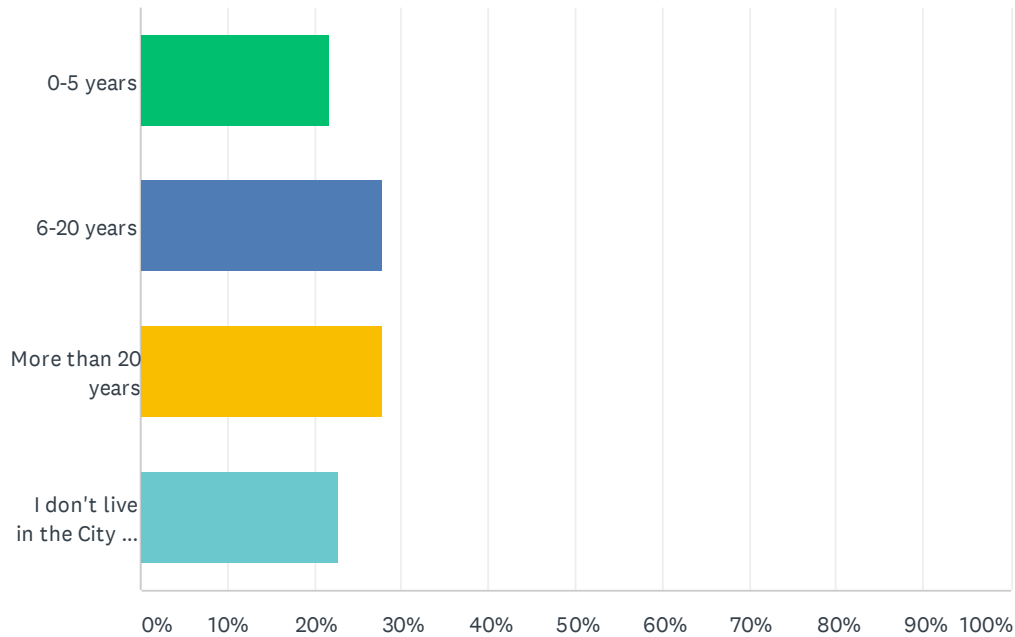
#	OTHER (PLEASE SPECIFY)	DATE
1	Illinois	6/26/2021 11:34 AM
2	Illinois	6/22/2021 7:53 AM
3	Chicago	6/18/2021 6:31 PM
4	il	6/17/2021 6:05 PM
5	Kenosha	6/17/2021 1:22 PM
6	Full time Linn Township	6/14/2021 7:31 AM
7	Just outside of LG	6/12/2021 2:34 PM
8	Tourism	6/7/2021 8:20 AM
9	Palatine, IL	6/6/2021 8:50 AM
10	Lived in LG until very recently & still Come to LG lake to walk lake front	6/4/2021 8:53 AM
11	Bloomfield Township	6/3/2021 3:33 PM
12	Genoa city, wi	6/3/2021 3:04 PM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

13	Pell lake	6/3/2021 1:48 PM
14	Live in Pell Lake	6/3/2021 12:34 PM
15	Pell Lake but in Lake Geneva school system	6/3/2021 11:52 AM
16	Bloomfield	6/3/2021 11:36 AM
17	Linn township	6/3/2021 11:19 AM
18	Chicago	5/31/2021 3:44 PM
19	Trevor, WI	5/31/2021 7:12 AM
20	Illinois	5/30/2021 7:44 PM
21	Twin lakes	5/30/2021 8:33 AM
22	Western Kenosha County resident	5/30/2021 3:29 AM
23	Burlington	5/29/2021 10:59 PM
24	Burlington	5/29/2021 10:56 PM
25	Como	5/28/2021 12:13 PM
26	south milwaukee but visit Lake Geneva often	5/28/2021 11:43 AM
27	Business property owner	5/27/2021 10:08 AM
28	Silver Lake (Kenosha County), WI	5/24/2021 8:44 PM
29	Northern Illinois resident	5/24/2021 2:34 PM

Q4 How long have you lived in the City of Lake Geneva?

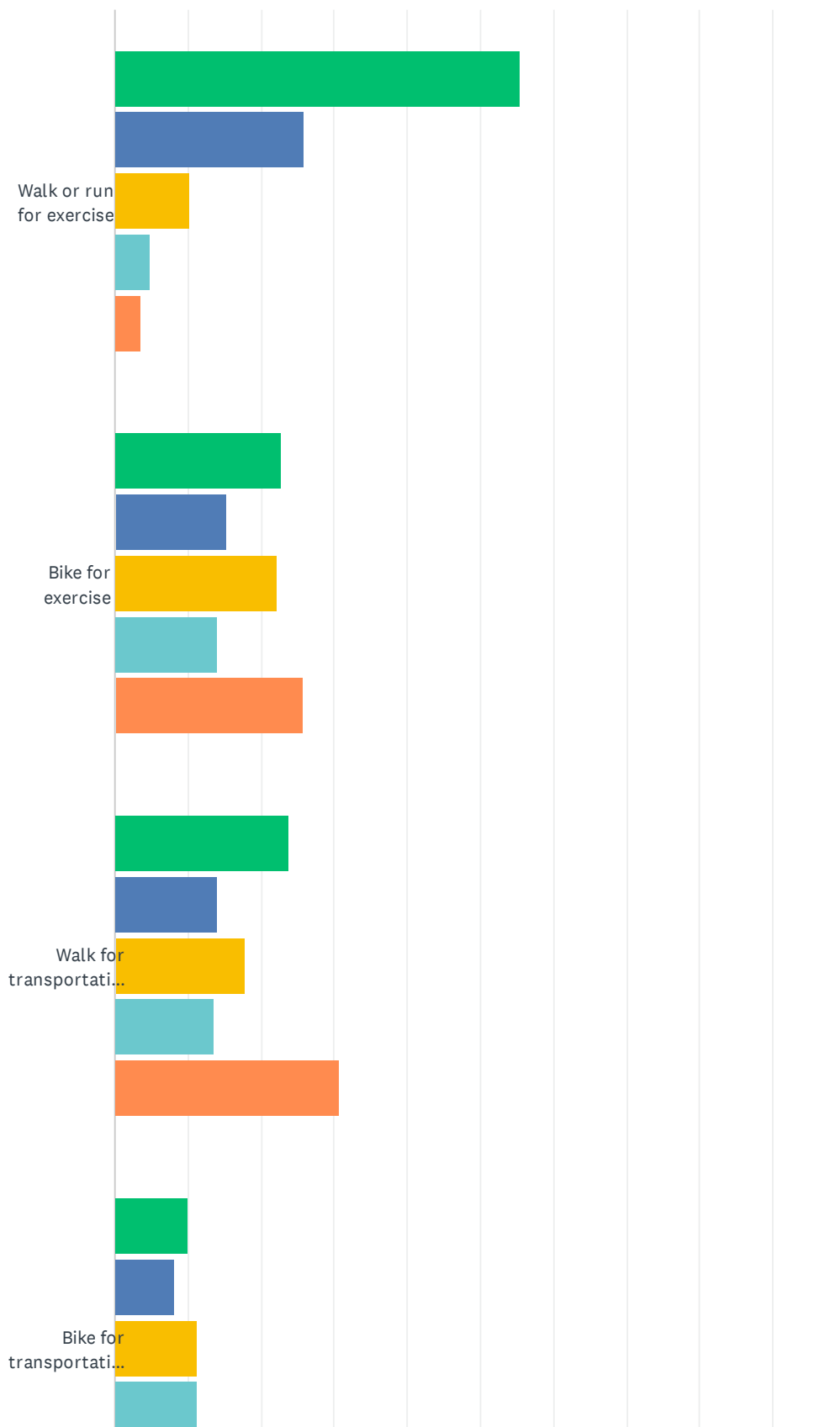
Answered: 220 Skipped: 3



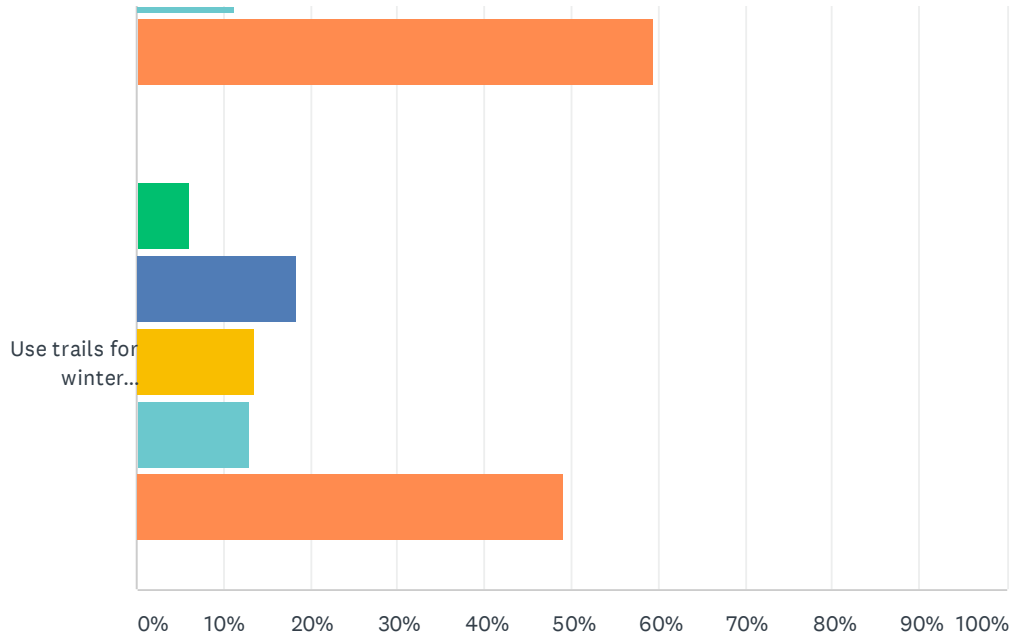
ANSWER CHOICES	RESPONSES	
0-5 years	21.82%	48
6-20 years	27.73%	61
More than 20 years	27.73%	61
I don't live in the City of Lake Geneva	22.73%	50
TOTAL		220

Q5 How often do you....

Answered: 166 Skipped: 57



Lake Geneva Comprehensive Outdoor Recreation Plan Survey



■ 3 or more times per week
 ■ 1-2 times per week
 ■ 1-2 times per month
 ■ 1-2 times per year
 ■ 0 times in the past year

	3 OR MORE TIMES PER WEEK	1-2 TIMES PER WEEK	1-2 TIMES PER MONTH	1-2 TIMES PER YEAR	0 TIMES IN THE PAST YEAR	TOTAL	WEIGHTED AVERAGE
Walk or run for exercise	55.42% 92	25.90% 43	10.24% 17	4.82% 8	3.61% 6	166	1.57
Bike for exercise	22.70% 37	15.34% 25	22.09% 36	14.11% 23	25.77% 42	163	2.43
Walk for transportation from home to work, stores, restaurants, etc.	23.93% 39	14.11% 23	17.79% 29	13.50% 22	30.67% 50	163	2.51
Bike for transportation from home to work, stores, restaurants, etc.	10.00% 16	8.13% 13	11.25% 18	11.25% 18	59.38% 95	160	3.20
Use trails for winter activities such as snowshoeing, cross-country skiing, or fat tire biking (winter months only).	6.13% 10	18.40% 30	13.50% 22	12.88% 21	49.08% 80	163	3.05

Q6 Is there a specific location or destination in the City of Lake Geneva that needs to be improved for bicycle or pedestrian safety?

Answered: 80 Skipped: 143

#	RESPONSES	DATE
1	Bike lanes all around town and in Maple Park neighborhood	6/30/2021 8:19 AM
2	YES!!!! The bike path from the Y to Curtis Street is extremely dangerous for several reasons! Broken pavement, dips from sinking culvert, bump from raised culvert, narrowing due to mud then weed growth, slime from wet moss due to poor pavement condition, broken split rail fence by ravine dropoff, MISSING fence by ravine drop off,	6/28/2021 9:10 PM
3	There are many places in LG that the sidewalks end. Consistent sidewalks would be nice.	6/27/2021 9:30 AM
4	No	6/25/2021 6:13 AM
5	The pedestrian crosswalks at Main Street and Maxwell and Main Street and Madison need to be more prominent to motorists. I have seen and have had so many close calls throughout the years since I cross at these intersections about once a day.	6/24/2021 2:19 PM
6	Bike routes that discourage use of Highway 50 or any of the downtown streets. Traffic counts are too high to encourage bike users to ride in the immediate downtown area.	6/22/2021 11:06 AM
7	Everywhere! Need signage and bike lanes. From town to Wal-mart especially.	6/21/2021 8:15 PM
8	Lake Shore Drive	6/21/2021 7:46 PM
9	Designated bike path/lane would be really helpful in town. Even just one going north/south and one east/west.	6/21/2021 7:20 PM
10	Lake front near Andy Gump statue cross walks need flashing lights for motorists	6/21/2021 7:07 PM
11	It could be better where there is room to expand	6/21/2021 2:29 PM
12	we need open parkland ,green space for residents. Hillmoor , should be an open space for lake Geneva residents.	6/21/2021 10:00 AM
13	The turns on George Street. The crossing of the intersections at George and Williams. It's unsafe to cross the street from the south side of George as it turns on the west side of town. Vehicles travel too fast and speed around the turn. There is no sidewalk and therefore you must walk across the street. Very dangerous local and something needs to be modified to improve safety.	6/21/2021 9:11 AM
14	Downtown lake geneva	6/20/2021 10:18 PM
15	Crossing Edwards 120 is hazardous in most places, and the intersection at Main St/50 and Edwards/120 is next to impossible to navigate on a bike.	6/20/2021 2:54 PM
16	Crossing to Walmart, Walgreens, and the other stores in that area. Perhaps pedestrian bridges could be placed.	6/19/2021 8:24 AM
17	none	6/17/2021 6:07 PM
18	Pedestrian safety - Big Foot Beach area - matter of time till a distracted driver drives off the road adjacent to the beach - with lots of people at the beach. Attractive guard rail?	6/17/2021 7:01 AM
19	Downtown, Around schools, and Bigfoot State Park	6/17/2021 6:29 AM
20	Downtown	6/17/2021 5:09 AM
21	Bloomfield - south street;south lakeshore dr	6/16/2021 3:19 PM
22	All areas of Lake Geneva are bicycle unfriendly. Its all afterthought and the only dedicated bike trail to downtown LG is Not taken care of with a cyclist in mind.	6/16/2021 1:29 PM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

23	South Lakeshore drive near Eugene. Dangerous when bikes are alongside cars.	6/16/2021 12:54 PM
24	Get the bikes off the roads in summer and on the paths where they belong. Too much traffic.	6/15/2021 4:18 PM
25	Connected Sidewalks along Sheridan Springs rd to connect	6/15/2021 7:56 AM
26	Heading out of town on Main Street, also heading out to the Piggly Wiggly area. South St. Sherwood area.	6/13/2021 7:37 PM
27	Almost everywhere but there is a serious need on Wells St. The area between down town and the fast food restaurants, YMCA, lots of motels and apartments, and middle and high school is probably the most likely area you'd have a lot of pedestrians and there's literally no safe way for a pedestrian or bike rider to get through there safely. No sidewalk or shoulder and a steep incline in the yard at Mcdonalds Also, other than downtown where there are traffic lights it's really unsafe to cross the busier streets, anywhere on Williams st for example. Cars just don't stop for pedestrians and when one does there's a good chance another vehicle will pass them on the right, endangering the pedestrian (usually a kid) crossing the street. There's also really no safe way to bicycle downtown, bike lanes and a lot of enforcement would help.	6/13/2021 6:43 PM
28	Interchange North and Center Street needs a crosswalk	6/11/2021 2:44 PM
29	No	6/9/2021 12:23 PM
30	Edwards blvd and Hwy 50 Edwards Blvd and Townline Road	6/8/2021 4:00 PM
31	South Street desperately needs a safe sidewalk and/or bike path for safety. There are lots of pedestrians and bikers trying to safely walk/ride and the traffic gets worse all the time.	6/6/2021 4:44 PM
32	Edwards Boulevard and Hwy. 50	6/6/2021 3:06 PM
33	Wells street, south shore drive & Lakefront	6/6/2021 11:46 AM
34	Crosswalks	6/5/2021 8:56 AM
35	Better enforcement of pedestrian crossing...maybe occasional police presence	6/5/2021 8:34 AM
36	Crossing Edwards Blvd from Town line Rd to Walmart. No easy way to get to Veterans Park. Crossing at the intersection of Wells St. and Hwy 50 to access the train bridge walking path.	6/4/2021 9:12 PM
37	Bicycle/Pedestrian interaction with vehicles is the biggest issue, so all major intersections and downtown need to be the priority.	6/4/2021 2:34 PM
38	The crossing of Townline Rd and Edward's Blvd. At this time, it's a divided hwy with only 2 stop signs. This can be a very dangerous intersection	6/3/2021 9:25 PM
39	Big Foot Beach State Park road crossing onto South St . More noticeable crossing. and tree blocks view coming out of student parking lot of Badger by tennis courts taking a left onto South St. Those cars go fast down that road.	6/3/2021 8:20 PM
40	By Badger HS and LGMS. Crosswalks across South to residential areas (maybe even trails/sidewalks) across from Bigfoot-lots of student walkers.	6/3/2021 7:01 PM
41	South Street, State Park Area, Wells Street	6/3/2021 4:48 PM
42	The bike path completed. The neighborhoods near Eastview sidewalk completed.	6/3/2021 4:19 PM
43	Toweline and Edwards Blvd going North on Edwards.	6/3/2021 3:56 PM
44	Around the Walmart/Target area. The area around 50 & 120.	6/3/2021 3:23 PM
45	Townline road crossing 120. Bike path between ymca and cass st is really rough	6/3/2021 2:58 PM
46	Wells st. Where the sidewalk changes to other side. It's a very busy street especially when the quick trip gets built.	6/3/2021 1:02 PM
47	Cross walks should be safer and have more cones or reflective posts in in the street	6/3/2021 12:13 PM
48	Please Improve the playgrounds for the children's!! Every single playground in town I believe is more than 20 years old they all need improvements.	6/3/2021 11:47 AM
49	Would love to see a walking/biking trail available from the Edgewood subdivision to downtown	6/3/2021 7:41 AM
50	The Lake Path is very inconsistently maintained and dangerous in places. All homeowners	6/1/2021 5:16 PM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

should be required to maintain the Path in a safe manner.

51	Existing roads should have bike lanes added.	6/1/2021 12:29 PM
52	Bike lanes would be appreciated	6/1/2021 6:24 AM
53	downtown veterans park	5/31/2021 9:35 PM
54	Sidewalks are uneven esp in Maple Park. Easy to trip on them.	5/31/2021 12:13 PM
55	Route 50 between downtown and Edwards Blvd, Center St into Stone Ridge	5/31/2021 12:07 PM
56	would like to see separate bike/walking paths in the city	5/31/2021 11:53 AM
57	Enforce bicycling rules in the historic district. Middle school and high school children should be riding their large bicycles in the streets.	5/31/2021 11:27 AM
58	Lakefront	5/31/2021 7:11 AM
59	Downtown	5/31/2021 5:44 AM
60	Shopping g district	5/30/2021 7:45 PM
61	Downtown to out of Lake Geneva	5/30/2021 6:03 PM
62	Having dedicated lanes for biking in town.	5/30/2021 8:51 AM
63	I think we need actually bike/pedestrian paths. Not just painting bike lane on a road such as they did on 120 heading to white river trail. Too many tourist in area with distracted driving.	5/30/2021 8:31 AM
64	Intersection at 50 and Edward's Blvd. So many stops and crossing roads. It needs one straight shot across.	5/30/2021 8:13 AM
65	Paved biking paths that are safe would be a huge draw for Lake Geneva. I love our town but it clearly lacks dedicated paths for safe biking	5/30/2021 6:54 AM
66	crossing by Walgreens	5/30/2021 6:50 AM
67	Downtown	5/30/2021 3:31 AM
68	More bike paths that are away from traffic	5/29/2021 11:51 PM
69	Trails to the lake	5/29/2021 11:49 PM
70	Downtown to Walmart/that general area. Downtown to new YMCA needs to happen as well.	5/29/2021 11:09 PM
71	Connection from Lake Geneva to White River trail.	5/29/2021 11:02 PM
72	Back by the dog park there are trails back there but hard to get to.	5/28/2021 11:29 PM
73	Curtis Str . Main Str. East	5/28/2021 11:23 AM
74	Hwy 50 east side of town	5/28/2021 10:56 AM
75	Highway 50 from havenwood to Walmart. Veterans park needs sidewalks on park Dr. bike path behind Ymca. Bike accommodations in front of Brunk on Sheridan springs road. Highway H bike accommodation toward coni in curbed section. As sidewalk on Edwards from Petco to Starbucks east side.	5/28/2021 9:03 AM
76	All along route 50 from border to border; highway H from Broad Street to city border	5/26/2021 9:01 PM
77	Yes, we need sidewalks or walking path on the North Side of Veterans Park, along Park DR. It is very dangerous now to walk in the Street,	5/25/2021 9:45 PM
78	Crossing Main Street from the residential neighborhood	5/25/2021 3:26 PM
79	The path behind the YMCA has been is disrepair for years.	5/25/2021 8:56 AM
80	Townline Road/Edwards Blvd. Crossing Edwards. Also, having a continuous sidewalk/bike path around Vet's park.	5/24/2021 2:15 PM

Q7 Where would you prioritize the location of new bike facilities, routes, or trails?

Answered: 74 Skipped: 149

#	RESPONSES	DATE
1	Town and Maple Park	6/30/2021 8:19 AM
2	No place until WE MAINTAIN what we have. Hearing the words it's not in the budget (to fix it), per Tom Earle at the 6/28 meeting is really maddening.	6/28/2021 9:10 PM
3	A bike/pedestrian path near center street to connect stone ridge with the rest of the city would definitely increase pedestrian safety.	6/27/2021 9:30 AM
4	None	6/25/2021 6:13 AM
5	Northwest and Northeast sides	6/22/2021 11:06 AM
6	Hwy 50 especially but all roads around Lake Geneva. Make it safer and promote bike tourism. Link from town to White river trail needs more development	6/21/2021 8:15 PM
7	See above. With all of the parked cars it can be treacherous to bike to downtown on streets (live .6 miles from library).	6/21/2021 7:20 PM
8	Foot traffic is more important bc it helps local businesses make \$\$	6/21/2021 7:07 PM
9	The Old Hillmoor Property	6/21/2021 2:29 PM
10	I think HILLMOOR has amazing possibilities for all ages. IT IS THE LAST GREEN LAND. DOWN TOWN PARKS ARE USED BY VISITORS TO THE MAX.	6/21/2021 10:00 AM
11	On the side streets running parallel to Main Street. In the parks. Connect the parks with bike routes?	6/21/2021 9:11 AM
12	Broad street , lake shore	6/20/2021 10:18 PM
13	I'd like to see better access throughout the main section of town	6/20/2021 2:54 PM
14	Business district	6/19/2021 8:24 AM
15	none	6/17/2021 6:07 PM
16	Near the lake	6/17/2021 1:23 PM
17	Maintain/repair the trails and walkway at Four Seasons Park	6/17/2021 7:01 AM
18	Downtown, to and from schools, Bigfoot State Park	6/17/2021 6:29 AM
19	Near schools	6/17/2021 5:09 AM
20	Bloomfield - south street;south lakeshore dr	6/16/2021 3:19 PM
21	A well thought route through the major areas of downtown LG. Right now you have no dedicated bike lane markings or bicycle awareness programs in the area worth noting.	6/16/2021 1:29 PM
22	See above	6/16/2021 12:54 PM
23	To schools, neighborhoods.	6/15/2021 4:18 PM
24	Hillmoor	6/15/2021 7:56 AM
25	Between badger and the new ymca	6/14/2021 3:09 PM
26	Heading out to Badger and LGMS	6/13/2021 7:37 PM
27	See above	6/13/2021 6:43 PM

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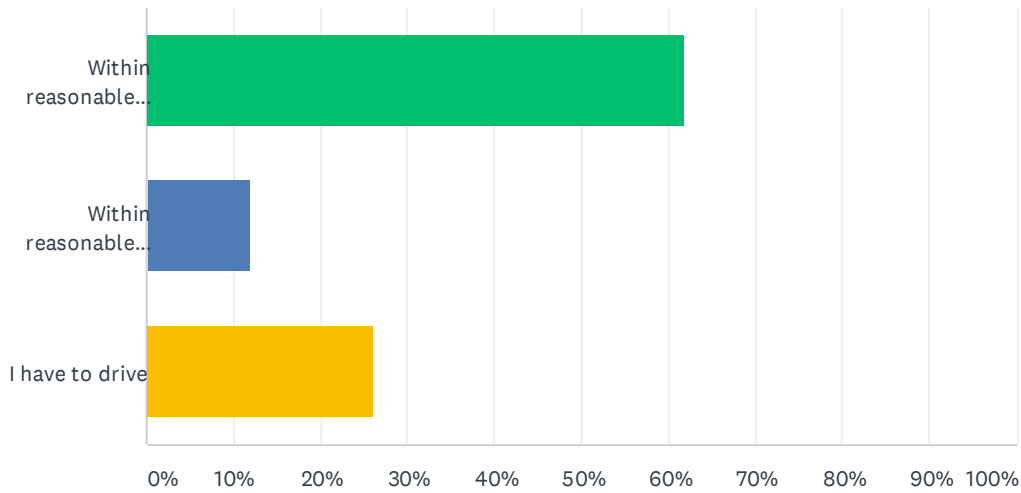
28	lowest priority. Downtown and the surrounding area are congested with traffic and pedestrians. Bicycles that ignore all traffic laws and rules are dangerous in the downtown area. Cyclists ignoring traffic laws in the RULE, not the exception. i.e. ignoring traffic signs, zig zagging on roads to avoid traffic and pedestrians, turning in front of moving cars, etc.	6/11/2021 2:44 PM
29	In the White River Park.	6/9/2021 12:23 PM
30	Edwards Blvd and Hwy 50 Edwards Blvd and Townline Road	6/8/2021 4:00 PM
31	I am not a biker, so can't really say.	6/6/2021 4:44 PM
32	Hillmoor - all Lake Shore Drive - bike lane	6/6/2021 3:06 PM
33	Wells street	6/6/2021 11:46 AM
34	Outskirts, neighborhoods	6/5/2021 8:56 AM
35	No input at this time...still exploring area	6/5/2021 8:34 AM
36	N/A,	6/4/2021 10:18 PM
37	It's be neat to see bike and walking tails through the old Hillmoor golf course. They would/could connect to other paths through the downtown area.	6/4/2021 9:12 PM
38	Better connection to the lakefront from the east to the Grand Geneva, northeast to the Burlington and northwest to Elkhorn.	6/4/2021 2:34 PM
39	I live in Williams Bay, moved here from Madison. I was spoiled there. The bike paths connecting communities there is amazing. I would LOVE to see a bike/pedestrian path that connected all of the communities around the lake. I would love to be a part of helping make that happen. Check out the Green Circle Trail in Stevens Point. It floored me how nice it was. How well marked it was. What a great way to promote mental and physical wellness!!	6/4/2021 8:56 AM
40	Outside of the downtown area. Perhaps around the Veteran's park area.	6/3/2021 9:25 PM
41	By schools-LGMS and Badger	6/3/2021 7:01 PM
42	Lengthen present bike trail. Use Hillmor?	6/3/2021 6:56 PM
43	Along South Street	6/3/2021 4:48 PM
44	Creating a loop through the whole town. Access to restaurants and destinations.	6/3/2021 4:19 PM
45	Out to connect to white tail trail (might not be the correct name)	6/3/2021 2:58 PM
46	Bike path on main roads	6/3/2021 1:02 PM
47	Try to connect the outlining areas such as Town of Geneva, Bloomfield so the kids would have away to get to town on there bikes.	6/3/2021 11:47 AM
48	to Four Seasons Nature Preserve	6/3/2021 11:15 AM
49	In or around downtown	6/3/2021 7:41 AM
50	around Geneva Lake	6/1/2021 5:16 PM
51	Highway 50 going out of town in both directions	6/1/2021 6:24 AM
52	downtown maple park area	5/31/2021 9:35 PM
53	Connect to white river trail	5/31/2021 7:29 PM
54	Closer to downtown	5/31/2021 3:41 PM
55	Route 50	5/31/2021 12:07 PM
56	anywhere there is currently not a sidewalk	5/31/2021 11:53 AM
57	encourage people to use the streets for bicycle use. Walking my dog is dangerous when big kids try to intimidate you on the sidewalks. The should know the rules.	5/31/2021 11:27 AM
58	There are some trails that don't go anywhere or connect to anything.	5/31/2021 5:44 AM
59	Downtown to outside of downtown	5/30/2021 6:03 PM

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60	Start Downtown and go north east and west	5/30/2021 8:31 AM
61	120 by pioneer estates to South Street by badger	5/30/2021 8:13 AM
62	just want them to connect	5/30/2021 6:50 AM
63	Downrown	5/30/2021 3:31 AM
64	Along the lake	5/29/2021 11:51 PM
65	Also bike racks by the lake not one in the city only	5/29/2021 11:49 PM
66	Replacing the existing paths would be a great start. Connecting them from the YMCA to downtown would be great. Otherwise going from downtown to HWY 120 to connect to the White River Trail would be huge. I understand the new 120 has an expanded shoulder but calling that a bike lane is absurd. There's no way I'm riding with my children down that to get to the trail.	5/29/2021 11:09 PM
67	Center Street Park trails could use a more identifying trailhead, and designated multi use for mountain bikers also (if not so already), as well as trail improvements for a more beginner loop.	5/29/2021 11:02 PM
68	Not sure?	5/28/2021 11:29 PM
69	Connecting Lake Geneva to Springfield trail	5/28/2021 11:23 AM
70	Connect bike path to white river path, better signage for paths	5/28/2021 10:56 AM
71	In order as above	5/28/2021 9:03 AM
72	Improved routes; attachment to trails	5/26/2021 9:01 PM
73	On the North Side of Veterans Park, along Park DR.	5/25/2021 9:45 PM
74	Vet's Park	5/24/2021 2:15 PM

Q8 How close is the nearest park or trail to your home?

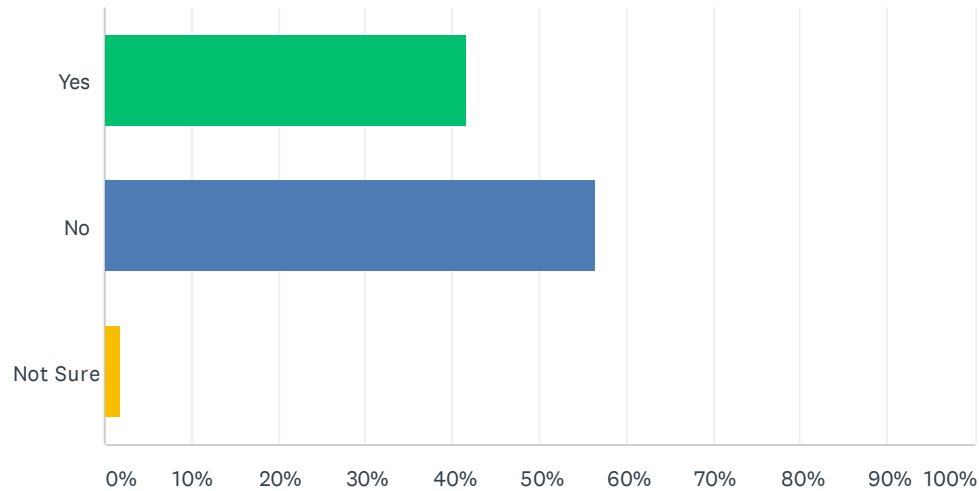
Answered: 160 Skipped: 63



ANSWER CHOICES		RESPONSES	
Within reasonable walking and biking distance		61.88%	99
Within reasonable biking distance, but not walking distance		11.88%	19
I have to drive		26.25%	42
TOTAL			160

Q9 Did anyone in your household participate in City of Lake Geneva/YMCA sponsored recreation programs in the past year (e.g. youth sports, adult sports, swim, dance, etc.)

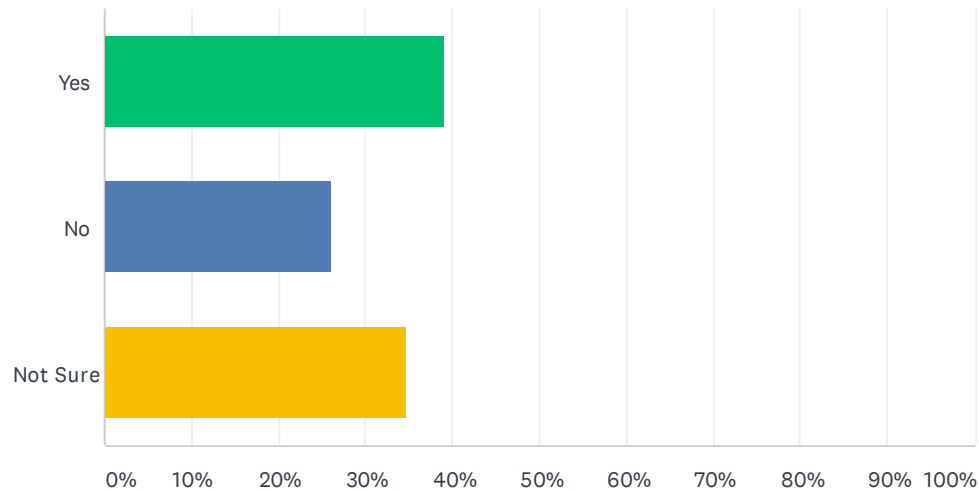
Answered: 161 Skipped: 62



ANSWER CHOICES		RESPONSES	
Yes		41.61%	67
No		56.52%	91
Not Sure		1.86%	3
TOTAL			161

Q10 Does the City's/YMCA's current variety of recreational programs and classes meet the needs of your household?

Answered: 161 Skipped: 62



ANSWER CHOICES	RESPONSES
Yes	39.13% 63
No	26.09% 42
Not Sure	34.78% 56
TOTAL	161

#	PLEASE EXPLAIN IN WHAT WAYS IT IS OR IS NOT MEETING YOUR NEEDS.	DATE
1	More outdoor programs, hikes, night programs, longer hours for the pool, kids camps , teen camps or enrichment programs	6/30/2021 8:23 AM
2	Poor attendance by instructors and constant last minute cancel of classes led me to not renew.	6/28/2021 9:10 PM
3	The YMCA does a terrible job and Lake Geneva needs a rec department. There is no responsibility, the fields are taken care of terribly, and it's a weird set up that they don't "own" the fields. Stop being cheap skates and have a rec department like Big Foot!	6/21/2021 9:06 PM
4	Because of covid the YMCA wasnt a safe or open place to go, I N THE WINTER I HAD TO GO TO THE HIGH SCHOOL TO WALK in the PARKING LOT. Because it was the only place plowed and cleared of snow and ice.	6/21/2021 10:05 AM
5	Yoga and personal training, before Covid.	6/21/2021 9:11 AM
6	Need more options and times	6/17/2021 10:06 AM
7	I've not taken the time to review	6/16/2021 3:20 PM
8	Waiting for new facilities. Present is antiquated	6/16/2021 1:30 PM
9	As a new resident, I just looked at their schedule today. Perhaps it's just a summer schedule but it didn't offer a whole lot of variety for my needs	6/16/2021 12:54 PM
10	The City pays way too much to the YMCA, let the people who use it pay for it.	6/15/2021 4:19 PM
11	Covid curtailed many activities	6/15/2021 7:57 AM

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12	The current parking and entrance in and out of the ymca need improvement. Yes, they are often repaved but it is not easy pulling out. Both traffic and the uneven surfaces are accidents waiting to happen.	6/14/2021 3:13 PM
13	There are really just no recreation or classes that meet the needs or interests of my household, and though we are residents of the City of Lake Geneva there are higher costs for those who are not members of the YMCA. Our city needs a parks and recreation department. The "partnership" with the YMCA makes no sense and is unfair. A Park Department like Elkhorn has would make a good model for a small size town like ours. They have lots of offerings at different days and times for all ages and interests.	6/13/2021 6:50 PM
14	Need more options. Cant wait til the new Y is built. more swimming fun. splash pad! more sports options for kiddos	6/12/2021 2:35 PM
15	Exercise in the outdoors, not at the YMCA	6/8/2021 4:01 PM
16	Current location is perfect; new location will not be walkable for school-age students	6/6/2021 3:06 PM
17	No bike/walking trails	6/6/2021 11:47 AM
18	Many classes have been cut over the years, especially those offered at the 6 am time before work.	6/6/2021 8:15 AM
19	Times for those that work full time -	6/5/2021 8:40 PM
20	To small	6/5/2021 7:52 PM
21	They offered discounted swim class to our private weight loss group which was very nice and beneficial	6/5/2021 8:35 AM
22	Yoga and aerobic exercise	6/4/2021 10:19 PM
23	However, the cost are quite high in comparison to other communities near by. Also more instructional offerings that are open to more age ranges and being taught from a recreational play perspective would be great. Majority of sports offered by the city/Y are based on competition/competitive play from an early age.	6/4/2021 9:18 PM
24	Wish they had more programs for teens	6/4/2021 3:36 PM
25	I don't know much about what's offered. I currently prefer to run trails, ride a gravel bike and use my Peloton religiously	6/4/2021 8:57 AM
26	Wish there was an option to just play (adult) basketball without membership.	6/3/2021 10:39 PM
27	Our children utilize the Ybase wrap around program for before and after care at school. Our children participate in sports through the YMCA. My husband coaches many of the youth sports programs	6/3/2021 9:27 PM
28	Would like more opportunities but the building to so small. And parking is hard too. Looking forward to the next facility.	6/3/2021 8:56 PM
29	YMCA youth baseball program is great. To allow kids who want to play they can. My husband was a coach for 5 yrs and we have met so many people.	6/3/2021 8:21 PM
30	We participate in club-level activities at a different level	6/3/2021 7:02 PM
31	Question 9 answer question and answer misleading because of Covid. Outdoor Pickleball would be great.	6/3/2021 7:00 PM
32	We appreciate the sports programs run through the YMCA.	6/3/2021 4:49 PM
33	Soccer programs or fields.	6/3/2021 3:57 PM
34	We haven't participated in anything at the Y in the last year, but did many programs there per-pandemic.	6/3/2021 3:56 PM
35	Way to expensive. No way to be able to afford to put my kids into anything. Let alone both of them.	6/3/2021 1:49 PM
36	They do a great job for the schools and there training of the people is pretty good	6/3/2021 1:03 PM
37	Not well organized or communicated. Don't always know what is available or when start dates	6/3/2021 12:41 PM

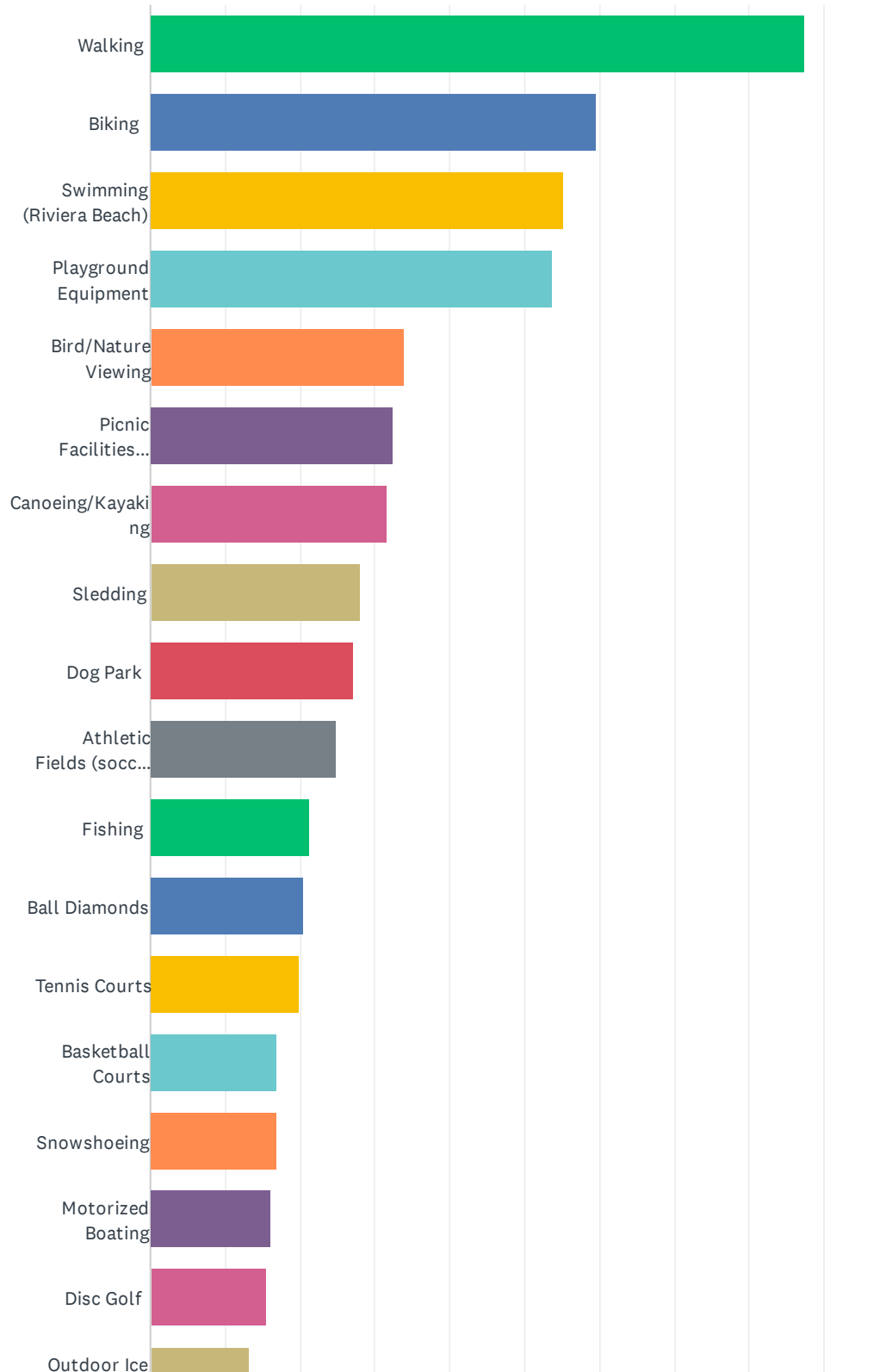
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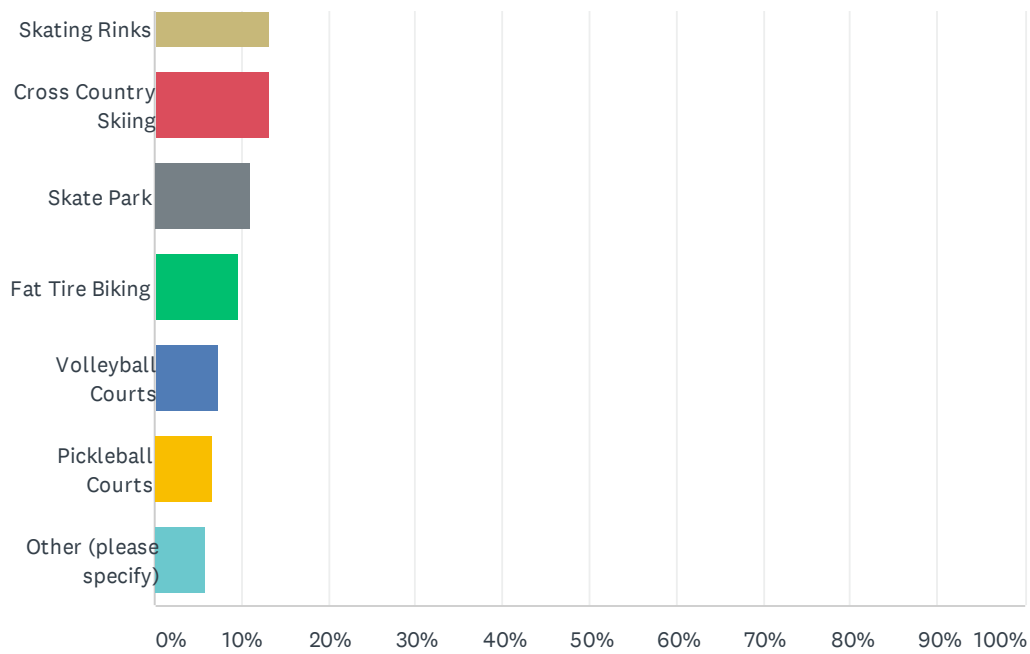
38	Class sizes are so limited that sometimes we don't get to participate in things we would like	6/3/2021 12:14 PM
39	For the past two years the YMCA has not had enough girls in my daughters age group for a softball team very disappointing . No marketing or any extra effort has gone into this. I believe several parents are unaware that the city rec department is ran through the YMCA. Flyers should be sent home with kids at school to let them know what programs are out there for them to join. This should be sent out from the City of Lake Geneva not the YMCA.	6/3/2021 11:54 AM
40	They don't have much for younger kids	6/3/2021 11:15 AM
41	Not competitive enough	6/1/2021 10:36 AM
42	Not competitive	6/1/2021 10:19 AM
43	Limited equipment and small area but anticipate this will improve once the new YMCA is built	6/1/2021 6:25 AM
44	It is ok	5/31/2021 7:37 PM
45	More senior activities are needed	5/31/2021 12:18 PM
46	Great gym	5/30/2021 12:59 PM
47	More adult activities. Exercise classes	5/30/2021 6:55 AM
48	outdoor bike class	5/30/2021 6:51 AM
49	We love the swim lessons and rec sports.	5/29/2021 11:10 PM
50	More classes and different activities needed	5/28/2021 10:57 AM
51	Not competitive enough	5/28/2021 9:04 AM
52	Hesitate to use in door facilities at Y or otherwise until more folks are vaccinated. Actually think that folks who refuse to be vaccinated should not be able to use the Y.	5/26/2021 9:03 PM
53	No outdoor pool in Lake Geneva - we drive to Elkhorn. Beach is too crowded at the weekend so we don't use it and parking is non-existent when you want to visit the down town area.	5/24/2021 2:03 PM

Q11 When visiting City parks, which activities or facilities do you or members of your household most commonly participate in or use? Check all that apply.

Answered: 136 Skipped: 87



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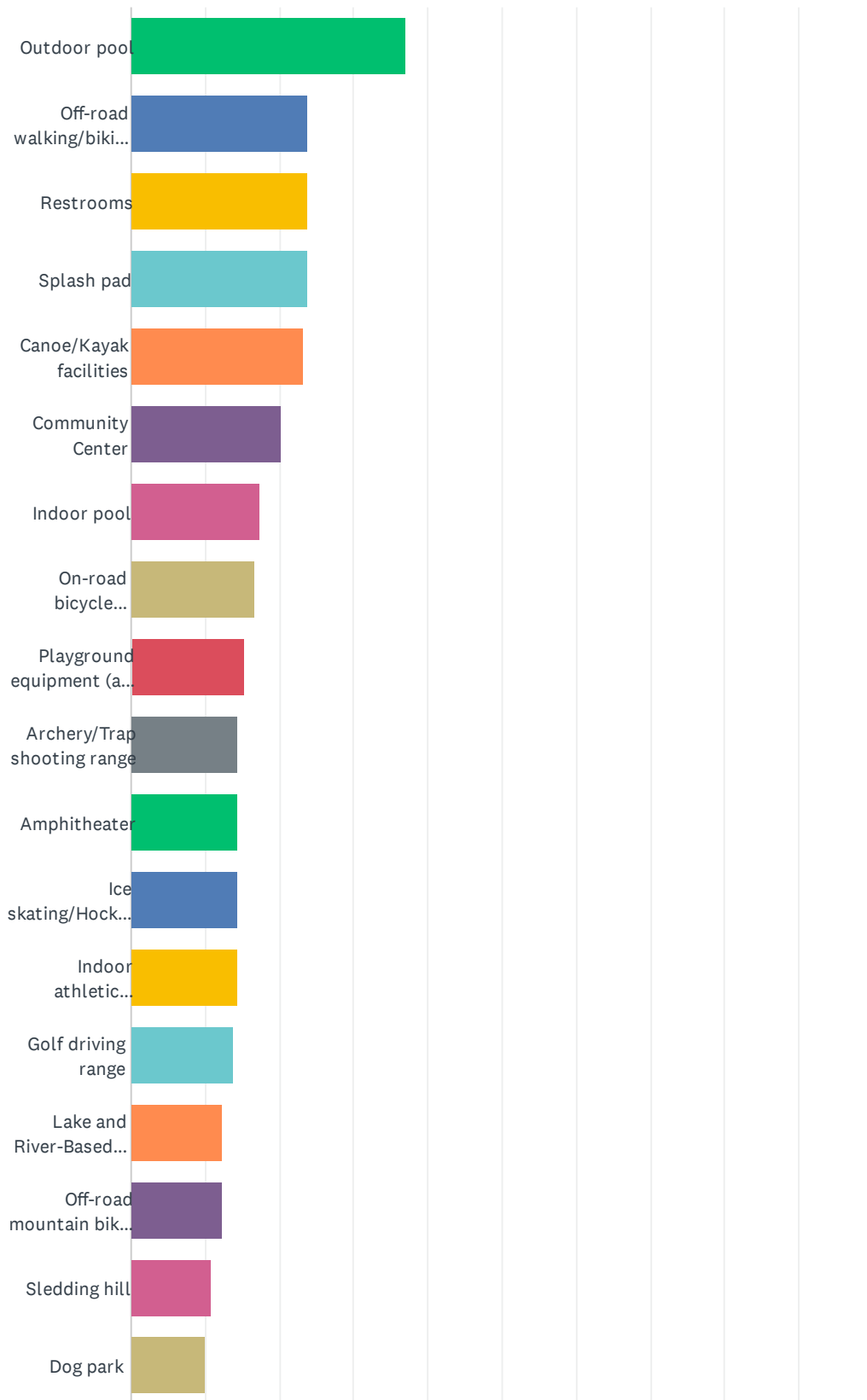
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ANSWER CHOICES	RESPONSES	
Walking	87.50%	119
Biking	59.56%	81
Swimming (Riviera Beach)	55.15%	75
Playground Equipment	53.68%	73
Bird/Nature Viewing	33.82%	46
Picnic Facilities (grills, shelters, etc.)	32.35%	44
Canoeing/Kayaking	31.62%	43
Sledding	27.94%	38
Dog Park	27.21%	37
Athletic Fields (soccer, football, etc.)	25.00%	34
Fishing	21.32%	29
Ball Diamonds	20.59%	28
Tennis Courts	19.85%	27
Basketball Courts	16.91%	23
Snowshoeing	16.91%	23
Motorized Boating	16.18%	22
Disc Golf	15.44%	21
Outdoor Ice Skating Rinks	13.24%	18
Cross Country Skiing	13.24%	18
Skate Park	11.03%	15
Fat Tire Biking	9.56%	13
Volleyball Courts	7.35%	10
Pickleball Courts	6.62%	9
Other (please specify)	5.88%	8
Total Respondents: 136		

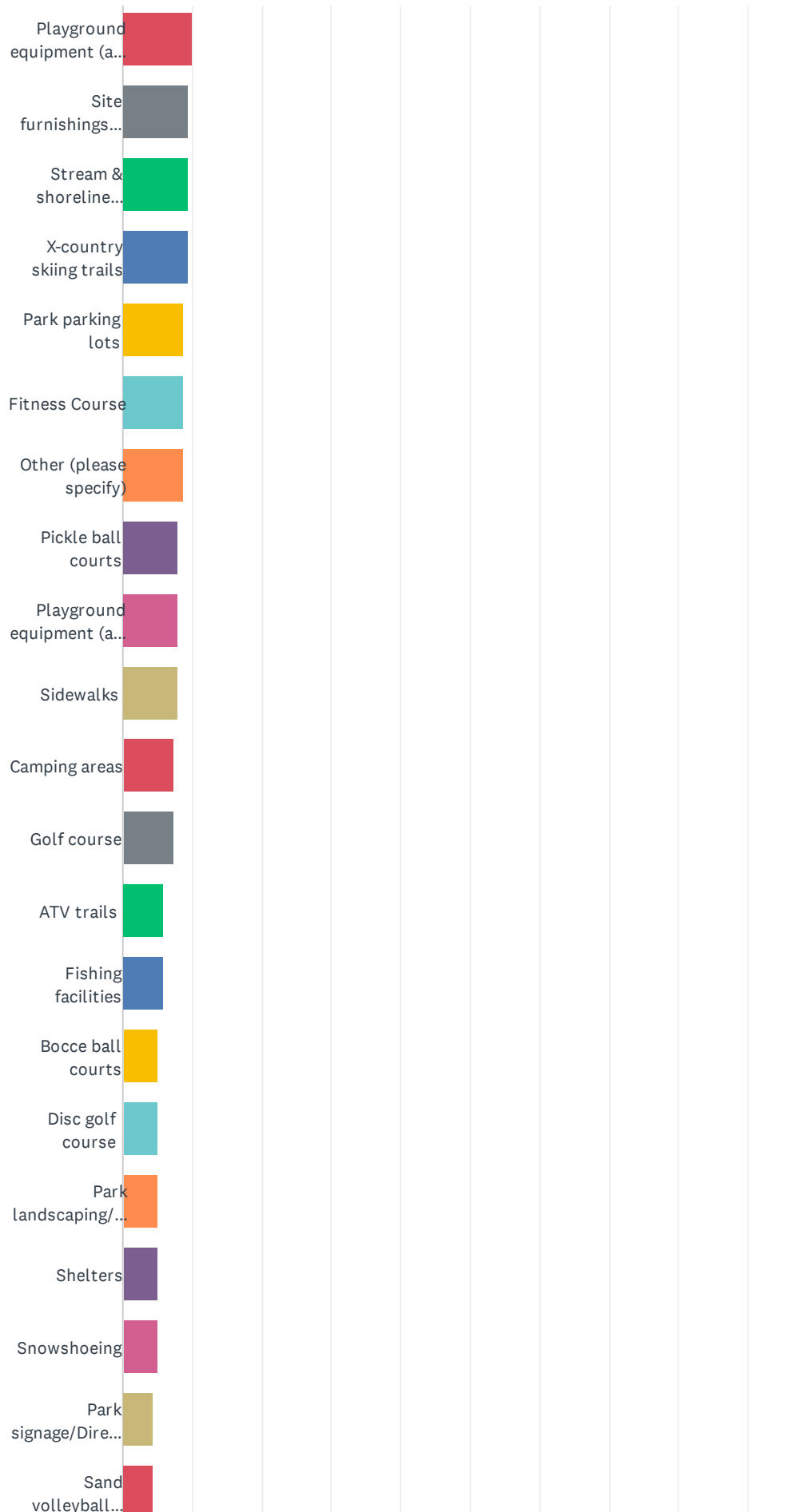
#	OTHER (PLEASE SPECIFY)	DATE
1	SUP	6/27/2021 9:37 AM
2	none of above	6/20/2021 6:20 PM
3	relax on park bench after restaurant meals	6/17/2021 6:12 PM
4	Need a fishing location, west end fishing pier way too short	6/6/2021 11:56 AM
5	Mountains , rivers , waterfalls,	6/6/2021 8:59 AM
6	I	6/3/2021 12:01 PM
7	paddle boarding	5/31/2021 11:58 AM

Q12 Which of the following amenities would you like to be added either by public or private entities? Mark up to 6 preferences.

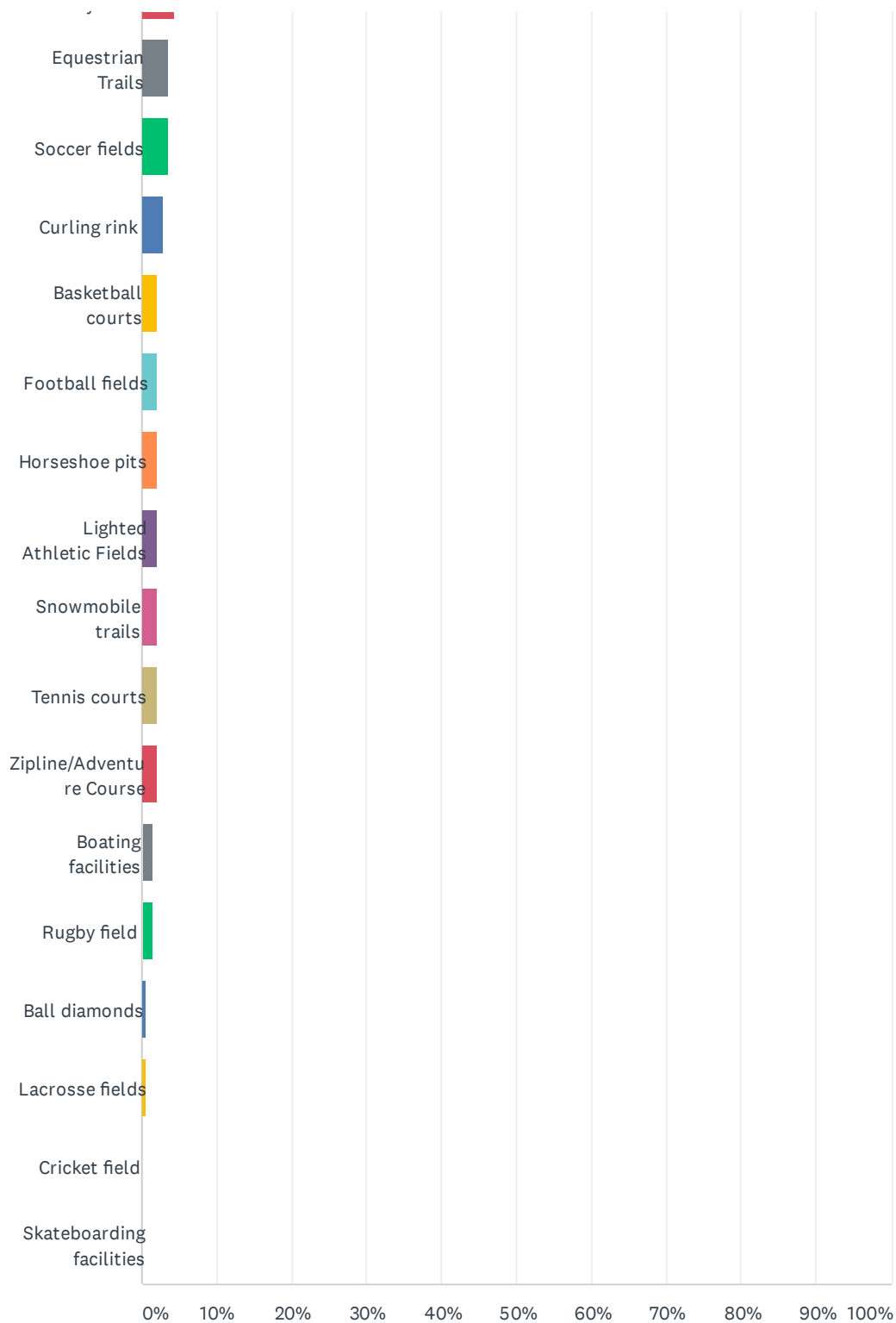
Answered: 138 Skipped: 85



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ANSWER CHOICES	RESPONSES	
Outdoor pool	36.96%	51
Off-road walking/biking trails	23.91%	33
Restrooms	23.91%	33
Splash pad	23.91%	33
Canoe/Kayak facilities	23.19%	32
Community Center	20.29%	28
Indoor pool	17.39%	24
On-road bicycle facilities	16.67%	23
Playground equipment (ages 5-12 years)	15.22%	21
Archery/Trap shooting range	14.49%	20
Amphitheater	14.49%	20
Ice skating/Hockey rink	14.49%	20
Indoor athletic complex (for multiple programs/sports)	14.49%	20
Golf driving range	13.77%	19
Lake and River-Based Programming	12.32%	17
Off-road mountain biking trails	12.32%	17
Sledding hill	10.87%	15
Dog park	10.14%	14
Playground equipment (ages 2-5 years)	10.14%	14
Site furnishings (benches, tables, grills,etc.)	9.42%	13
Stream & shoreline restoration	9.42%	13
X-country skiing trails	9.42%	13
Park parking lots	8.70%	12
Fitness Course	8.70%	12
Other (please specify)	8.70%	12
Pickle ball courts	7.97%	11
Playground equipment (ages 6-23 months)	7.97%	11
Sidewalks	7.97%	11
Camping areas	7.25%	10
Golf course	7.25%	10
ATV trails	5.80%	8
Fishing facilities	5.80%	8

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Bocce ball courts	5.07%	7
Disc golf course	5.07%	7
Park landscaping/Trees	5.07%	7
Shelters	5.07%	7
Snowshoeing	5.07%	7
Park signage/Directional signage	4.35%	6
Sand volleyball courts	4.35%	6
Equestrian Trails	3.62%	5
Soccer fields	3.62%	5
Curling rink	2.90%	4
Basketball courts	2.17%	3
Football fields	2.17%	3
Horseshoe pits	2.17%	3
Lighted Athletic Fields	2.17%	3
Snowmobile trails	2.17%	3
Tennis courts	2.17%	3
Zipline/Adventure Course	2.17%	3
Boating facilities	1.45%	2
Rugby field	1.45%	2
Ball diamonds	0.72%	1
Lacrosse fields	0.72%	1
Cricket field	0.00%	0
Skateboarding facilities	0.00%	0
Total Respondents: 138		

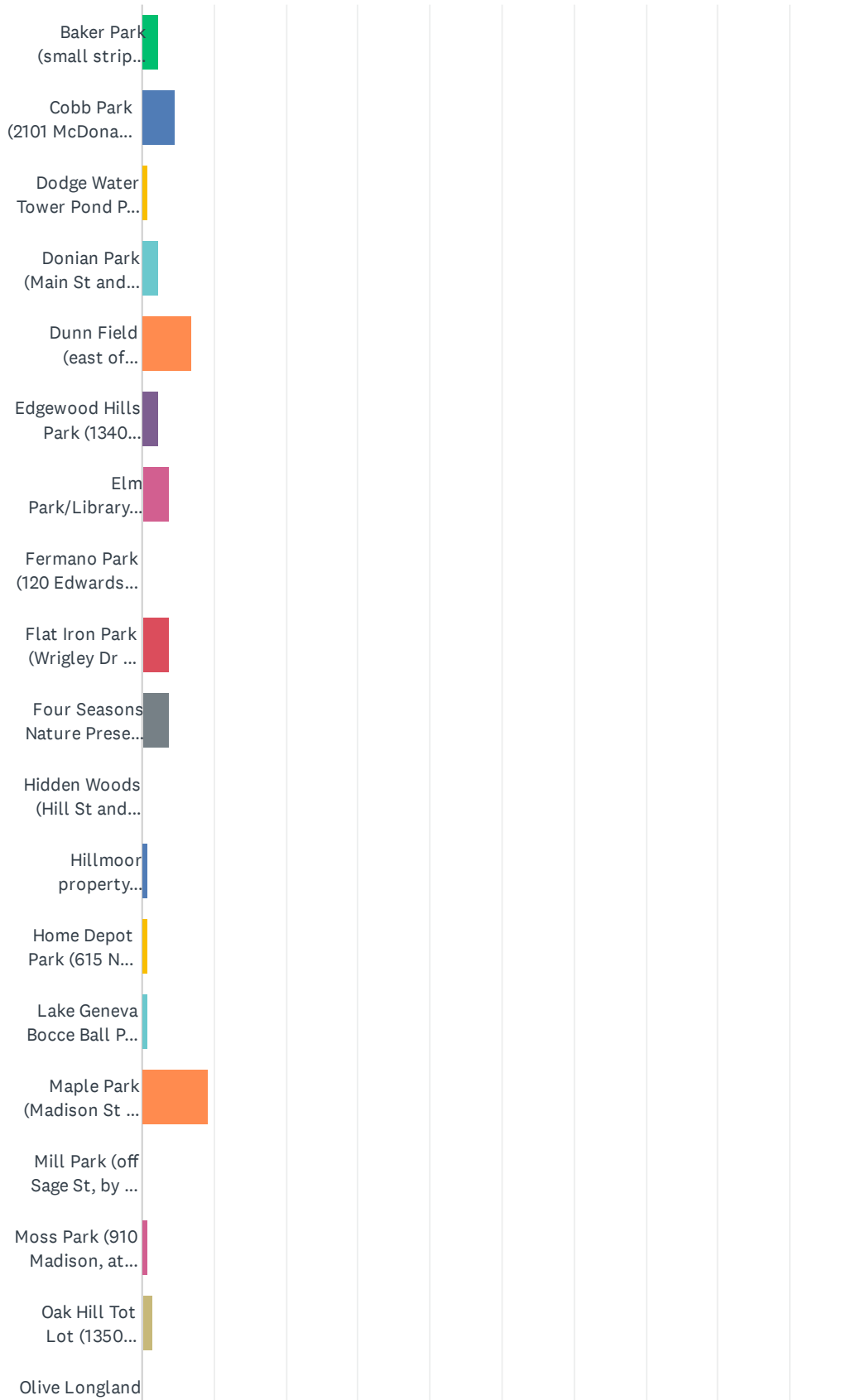
#	OTHER (PLEASE SPECIFY)	DATE
1	Need to invest in signage for bike trails	6/28/2021 9:15 PM
2	None	6/27/2021 9:37 AM
3	none	6/20/2021 6:20 PM
4	more benches	6/17/2021 6:12 PM
5	A	6/17/2021 6:57 AM
6	A fully developed and safe beach at Bigfoot	6/17/2021 6:37 AM
7	Signage specific to lake path as far as where you can enter or exit and how far to next entrance/exit	6/14/2021 3:21 PM
8	Only 6?	6/13/2021 7:47 PM
9	BMX bike trails/jumps	6/3/2021 9:32 PM

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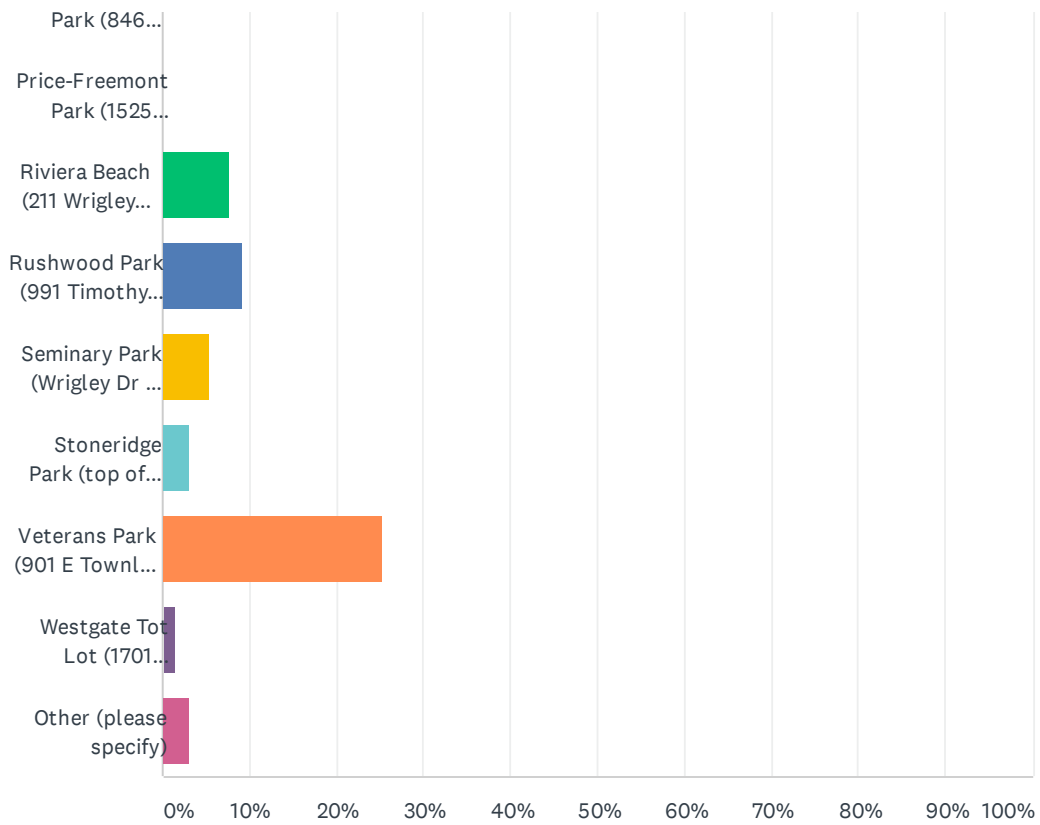
10	Why only 6?!?	6/3/2021 12:01 PM
11	This year for the first time, people are fishing along the rocks at the Riviera park (from Maxwell Street to the beach). This is very dangerous and appropriate signage should be installed prohibiting it and then it should be enforced.	6/1/2021 5:21 PM
12	relaxing with my dogs	5/31/2021 11:39 AM

Q13 What City park is closest to your home?

Answered: 130 Skipped: 93



Lake Geneva Comprehensive Outdoor Recreation Plan Survey



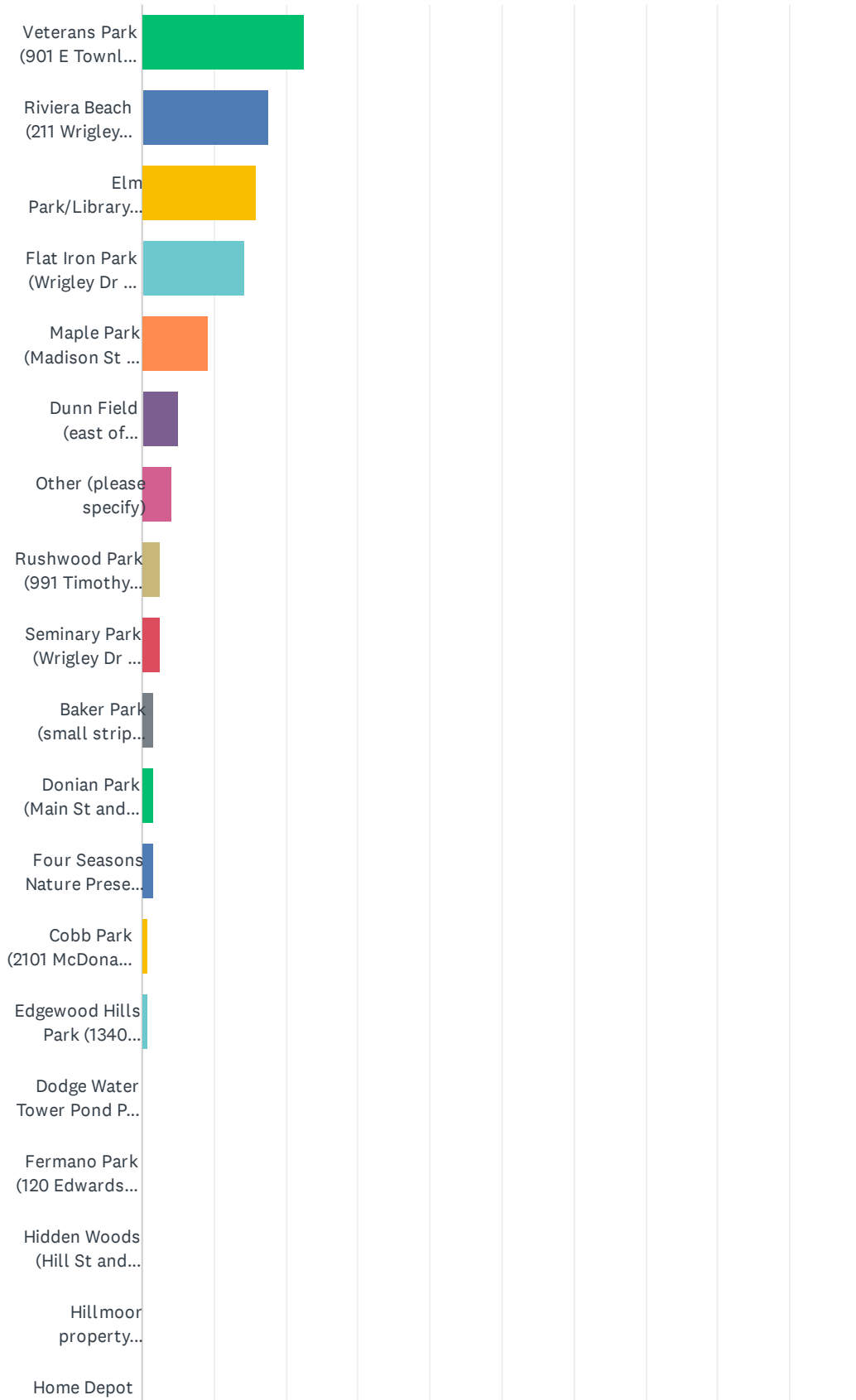
Lake Geneva Comprehensive Outdoor Recreation Plan Survey

ANSWER CHOICES	RESPONSES	
Baker Park (small strip of lakefront at the end of Baker St)	2.31%	3
Cobb Park (2101 McDonald Rd)	4.62%	6
Dodge Water Tower Pond Park (behind 1885 Dodge St)	0.77%	1
Donian Park (Main St and South Lake Shore Dr)	2.31%	3
Dunn Field (east of Eastview School, includes skatepark) (425 Sage St)	6.92%	9
Edgewood Hills Park (1340 Edgewood Dr)	2.31%	3
Elm Park/Library (west of Library, south of Main St)	3.85%	5
Fermano Park (120 Edwards Blvd, between Geneva Pkwy and Park Dr)	0.00%	0
Flat Iron Park (Wrigley Dr and Center St)	3.85%	5
Four Seasons Nature Preserve (N1889 County Trunk H)	3.85%	5
Hidden Woods (Hill St and West Dr)	0.00%	0
Hillmoor property (inclusive of disc golf course) (299 Mill St)	0.77%	1
Home Depot Park (615 N Edwards Blvd)	0.77%	1
Lake Geneva Bocce Ball Park (140 East St)	0.77%	1
Maple Park (Madison St and Geneva St)	9.23%	12
Mill Park (off Sage St, by old railroad path)	0.00%	0
Moss Park (910 Madison, at Woodland Way)	0.77%	1
Oak Hill Tot Lot (1350 Tomike St)	1.54%	2
Olive Longland Park (846 Madison St)	0.00%	0
Price-Freemont Park (1525 Conant St)	0.00%	0
Riviera Beach (211 Wrigley Dr)	7.69%	10
Rushwood Park (991 Timothy Dr)	9.23%	12
Seminary Park (Wrigley Dr and South Lake Shore Dr)	5.38%	7
Stoneridge Park (top of Center St in the middle of the Shodeen development)	3.08%	4
Veterans Park (901 E Townline Rd)	25.38%	33
Westgate Tot Lot (1701 Miller Ct)	1.54%	2
Other (please specify)	3.08%	4
TOTAL	130	

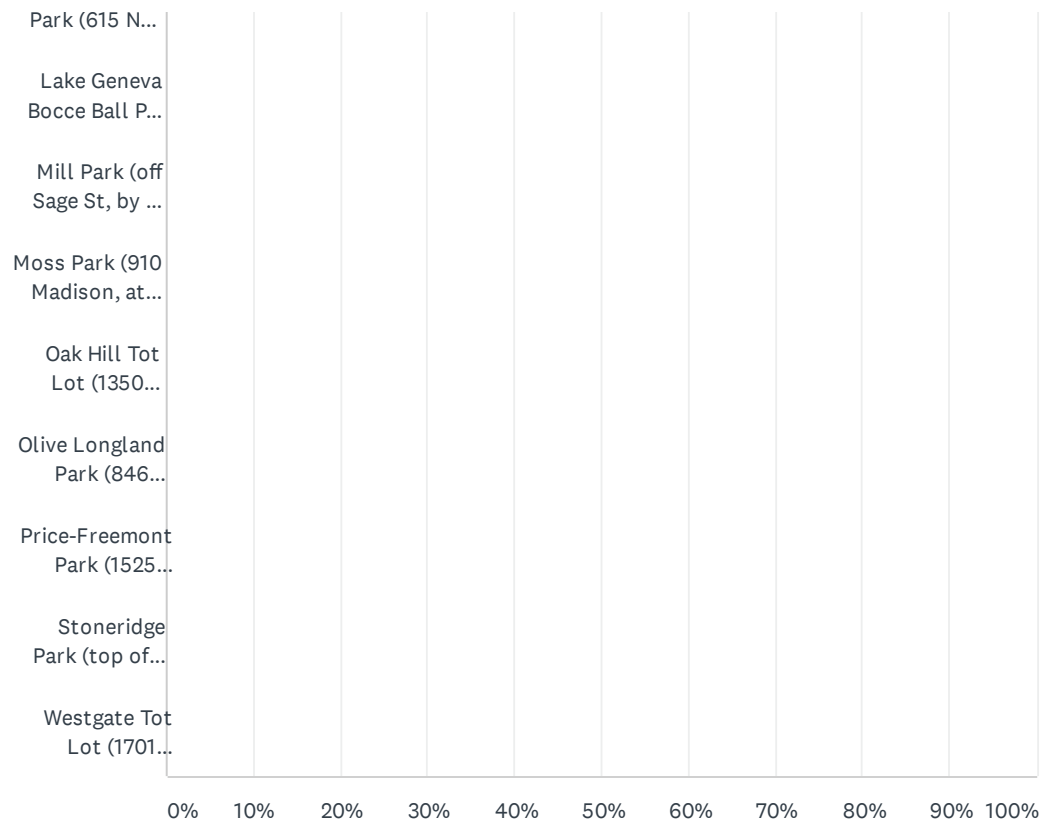
#	OTHER (PLEASE SPECIFY)	DATE
1	Library park	6/17/2021 10:04 AM
2	End of sue ann drive	6/14/2021 3:21 PM
3	First time coming from Chicago	6/6/2021 8:59 AM
4	State Park	6/3/2021 4:54 PM

Q14 What park do you visit most often in the City of Lake Geneva?

Answered: 120 Skipped: 103



Lake Geneva Comprehensive Outdoor Recreation Plan Survey



Lake Geneva Comprehensive Outdoor Recreation Plan Survey

ANSWER CHOICES	RESPONSES
Veterans Park (901 E Townline Rd)	22.50% 27
Riviera Beach (211 Wrigley Dr)	17.50% 21
Elm Park/Library (west of Library, south of Main St)	15.83% 19
Flat Iron Park (Wrigley Dr and Center St)	14.17% 17
Maple Park (Madison St and Geneva St)	9.17% 11
Dunn Field (east of Eastview School, includes skatepark) (425 Sage St)	5.00% 6
Other (please specify)	4.17% 5
Rushwood Park (991 Timothy Dr)	2.50% 3
Seminary Park (Wrigley Dr and South Lake Shore Dr)	2.50% 3
Baker Park (small strip of lakefront at the end of Baker St)	1.67% 2
Donian Park (Main St and South Lake Shore Dr)	1.67% 2
Four Seasons Nature Preserve (N1889 County Trunk H)	1.67% 2
Cobb Park (2101 McDonald Rd)	0.83% 1
Edgewood Hills Park (1340 Edgewood Dr)	0.83% 1
Dodge Water Tower Pond Park (behind 1885 Dodge St)	0.00% 0
Fermano Park (120 Edwards Blvd, between Geneva Pkwy and Park Dr)	0.00% 0
Hidden Woods (Hill St and West Dr)	0.00% 0
Hillmoor property (inclusive of disc golf course) (299 Mill St)	0.00% 0
Home Depot Park (615 N Edwards Blvd)	0.00% 0
Lake Geneva Bocce Ball Park (140 East St)	0.00% 0
Mill Park (off Sage St, by old railroad path)	0.00% 0
Moss Park (910 Madison, at Woodland Way)	0.00% 0
Oak Hill Tot Lot (1350 Tomike St)	0.00% 0
Olive Longland Park (846 Madison St)	0.00% 0
Price-Freemont Park (1525 Conant St)	0.00% 0
Stoneridge Park (top of Center St in the middle of the Shodeen development)	0.00% 0
Westgate Tot Lot (1701 Miller Ct)	0.00% 0
TOTAL	120

#	OTHER (PLEASE SPECIFY)	DATE
1	Big foot state park	6/20/2021 9:29 PM
2	Bigfoot	6/17/2021 6:37 AM
3	Library park	6/4/2021 10:28 PM
4	Currently we have not visited any in Lake Geneva due to the issue of crossing Edwards Blvd	6/3/2021 11:21 AM

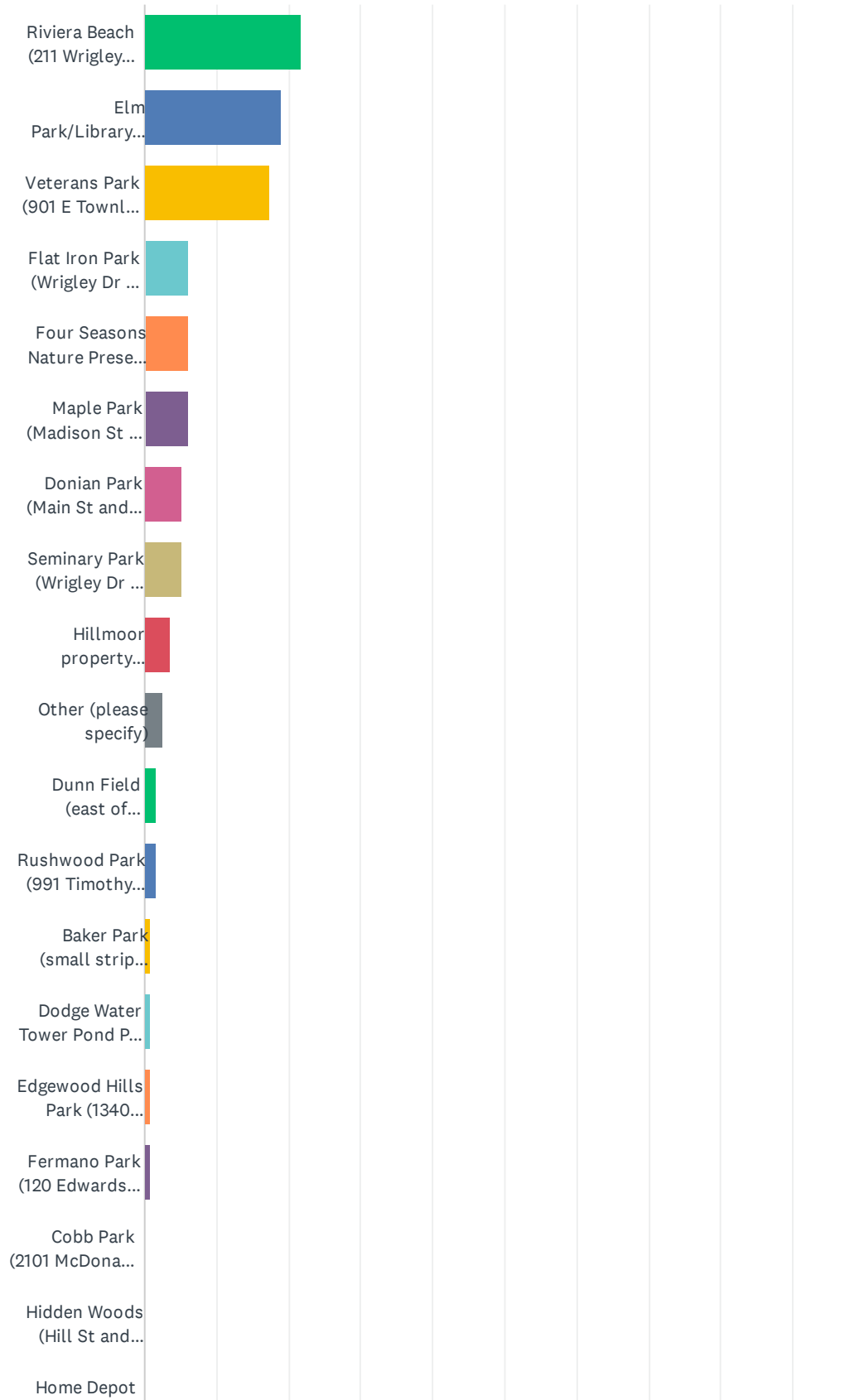
Lake Geneva Comprehensive Outdoor Recreation Plan Survey

when walking and the equipment being so run down. Also Veterans park has become unsafe due to strange activity in the parking lot.

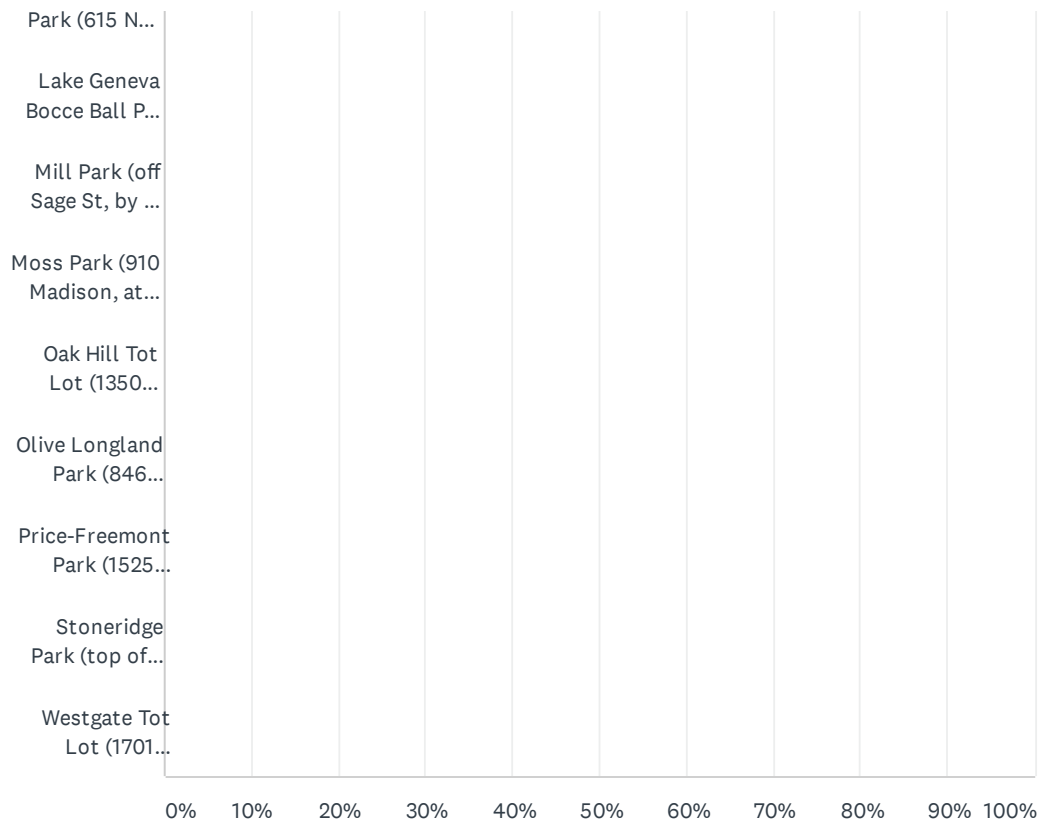
5	White River Dog Park	5/25/2021 9:00 AM
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Q15 What is your favorite park in the City of Lake Geneva?

Answered: 115 Skipped: 108



Lake Geneva Comprehensive Outdoor Recreation Plan Survey



Lake Geneva Comprehensive Outdoor Recreation Plan Survey

ANSWER CHOICES		RESPONSES
Riviera Beach (211 Wrigley Dr)	21.74%	25
Elm Park/Library (west of Library, south of Main St)	19.13%	22
Veterans Park (901 E Townline Rd)	17.39%	20
Flat Iron Park (Wrigley Dr and Center St)	6.09%	7
Four Seasons Nature Preserve (N1889 County Trunk H)	6.09%	7
Maple Park (Madison St and Geneva St)	6.09%	7
Donian Park (Main St and South Lake Shore Dr)	5.22%	6
Seminary Park (Wrigley Dr and South Lake Shore Dr)	5.22%	6
Hillmoor property (inclusive of disc golf course) (299 Mill St)	3.48%	4
Other (please specify)	2.61%	3
Dunn Field (east of Eastview School, includes skatepark) (425 Sage St)	1.74%	2
Rushwood Park (991 Timothy Dr)	1.74%	2
Baker Park (small strip of lakefront at the end of Baker St)	0.87%	1
Dodge Water Tower Pond Park (behind 1885 Dodge St)	0.87%	1
Edgewood Hills Park (1340 Edgewood Dr)	0.87%	1
Fermano Park (120 Edwards Blvd, between Geneva Pkwy and Park Dr)	0.87%	1
Cobb Park (2101 McDonald Rd)	0.00%	0
Hidden Woods (Hill St and West Dr)	0.00%	0
Home Depot Park (615 N Edwards Blvd)	0.00%	0
Lake Geneva Bocce Ball Park (140 East St)	0.00%	0
Mill Park (off Sage St, by old railroad path)	0.00%	0
Moss Park (910 Madison, at Woodland Way)	0.00%	0
Oak Hill Tot Lot (1350 Tomike St)	0.00%	0
Olive Longland Park (846 Madison St)	0.00%	0
Price-Freemont Park (1525 Conant St)	0.00%	0
Stoneridge Park (top of Center St in the middle of the Shodeen development)	0.00%	0
Westgate Tot Lot (1701 Miller Ct)	0.00%	0
TOTAL		115

#	OTHER (PLEASE SPECIFY)	DATE
1	Not really any of them.	6/21/2021 9:17 AM
2	Bigfoot	6/17/2021 6:37 AM
3	Tie between Veterans Park and Library Park	6/16/2021 1:04 PM

Q16 Why is this park your favorite park in the City of Lake Geneva?

Answered: 95 Skipped: 128

#	RESPONSES	DATE
1	Clean beach. But wish part was private to homeowners in Maple Park	6/30/2021 8:31 AM
2	Not busy and relaxing by the River. Library park was nice until it became so overcrowded	6/28/2021 9:15 PM
3	Lake views	6/27/2021 9:37 AM
4	Near the lake	6/25/2021 6:20 AM
5	Slightly out of the main traffic pattern of most tourists	6/22/2021 11:08 AM
6	The most activities.	6/21/2021 9:08 PM
7	Its out of the way	6/21/2021 8:19 PM
8	Walking path. Bike racks. Dog/water spot. Kayak launch. Events. Library.	6/21/2021 7:27 PM
9	Convenient	6/21/2021 7:10 PM
10	I believe it should be the Central Park of Lake Geneva. It is the last green space that could be developed for family recreation. We have enough new subdivisions.	6/21/2021 2:34 PM
11	The parks are used for schools, sports, tourism. I don't fit those categories. They are not well planned for others to use. Such a disappointing fact.	6/21/2021 9:17 AM
12	Because there is a lot to do there	6/20/2021 10:21 PM
13	Great walking, away from traffic, lots of birds, plants	6/20/2021 2:59 PM
14	Shaded, picnic tables, beautiful water, natural	6/19/2021 8:25 AM
15	sand beach	6/17/2021 6:12 PM
16	Tree, view of lake	6/17/2021 10:09 AM
17	The lake front	6/17/2021 10:04 AM
18	Remote for stuff I do.	6/17/2021 10:03 AM
19	The great variety of options for being outdoors - walking, camping, playground, biking, snowshoeing, fishing, picnics, meeting friends, playing frisbee, seeing all sorts of people	6/17/2021 6:37 AM
20	My toddler loves playing in the water and sand.	6/16/2021 3:49 PM
21	On the Lake!	6/16/2021 3:23 PM
22	They are the 2 parks i come to most often.	6/16/2021 1:04 PM
23	Out of town, no crowds.	6/15/2021 4:20 PM
24	Close, playground equipment for grand kids	6/15/2021 8:02 AM
25	We are there for baseball.	6/14/2021 3:21 PM
26	The lake!!	6/13/2021 7:47 PM
27	Because there's always things to do there	6/13/2021 7:03 PM
28	Good view of the lake. Nice spot to sit and relax.	6/11/2021 2:48 PM
29	The wonderful nature trails.	6/10/2021 8:25 PM
30	Surroundings	6/9/2021 12:29 PM
31	Beautiful park with wonderful lake breezes to relax, read a library book, people watch.	6/8/2021 4:05 PM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

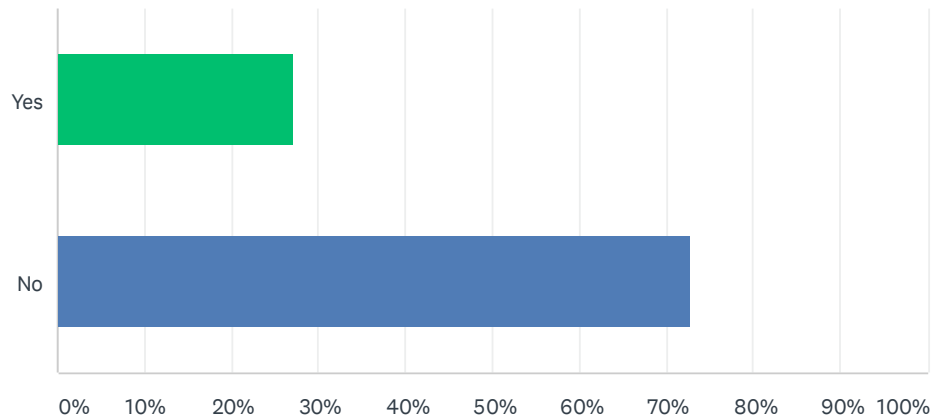
32	Has tennis courts with lights	6/6/2021 7:20 PM
33	I love the White River, and it's peaceful with lots of trees.	6/6/2021 4:52 PM
34	Spred out over looking lakefront	6/6/2021 11:56 AM
35	Need advice	6/6/2021 8:59 AM
36	Off the beaten path, unknown to most tourists, frequented by locals, fun in the water without the crowds.	6/6/2021 8:22 AM
37	Some sledding, and playground	6/5/2021 7:58 PM
38	Has a lot of shade, bathrooms are close (when open) good equipment for the kids. Has a few seating area & pavilion	6/5/2021 11:52 AM
39	Lakefront, walks	6/5/2021 9:04 AM
40	View, shade, benches, activity	6/5/2021 8:44 AM
41	Lake views and benches and trees	6/4/2021 10:28 PM
42	It is a great blend of natural play features, the hills, field, trees, and rocks-in addition to the tunnels/sand, and more traditional park elements playground and small pavilion. I wish it was a larger scale park with bike/walking trails and more natural play areas-rocks to climb, hills and updated (or at least fixed/cared for) playground equipment.	6/4/2021 9:37 PM
43	Variety of amenities	6/4/2021 3:38 PM
44	Playground BUT needs bigger playground with safe surface like East Troy's Little Prairie School has!	6/4/2021 9:03 AM
45	Variety and wide open space.	6/3/2021 10:20 PM
46	Options for kids of different ages	6/3/2021 9:32 PM
47	The playground equipment has a variety of fun things to do.	6/3/2021 9:27 PM
48	Best location! The beach isn't a park—buts my fav of all the options. Maple park is the best playground for children—however more equipment would be nice to have. And perhaps Wood chip mulch instead of rocks would be very helpful. My children often slip on the rocks when exiting the playground onto the blacktop surface. This causes lots of bumps scratches and Band-Aid usage. Also a public bathroom there would be very helpful for young children using the bathroom.	6/3/2021 9:02 PM
49	Very well maintained and lights. Concession stand	6/3/2021 8:25 PM
50	Location	6/3/2021 7:04 PM
51	We love to cool off at the beach and have easy access to that area.	6/3/2021 4:54 PM
52	We love to enjoy the lake. It would be nice to have resident only time	6/3/2021 4:28 PM
53	Good for the kids.	6/3/2021 4:03 PM
54	Playground, free street parking close by and close to the lakefront.	6/3/2021 4:02 PM
55	Relaxing on one weekend days	6/3/2021 3:03 PM
56	seclusion from traffic noise and large enough so there are not large crowds.	6/3/2021 2:24 PM
57	Easier to get through. My kids love the helicopter and it has free and easy parking	6/3/2021 1:53 PM
58	Swimming	6/3/2021 1:16 PM
59	Good view of the lake, plenty of room for picnics, near walking paths.	6/3/2021 1:15 PM
60	The mature and that it is usually empty.	6/3/2021 12:44 PM
61	There's a lot of space for soccer and football but there's also tennis courts which we use for soccer tennis	6/3/2021 12:41 PM
62	my kids like the helicopter	6/3/2021 12:40 PM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

63	Lots of benches and multiple varieties of children's activities and there is plenty of shade ... additionally it's fenced in which provides a sense of safety for parents	6/3/2021 12:20 PM
64	It's the closest to home and has lots of parking. Always clean and has some shady areas available.	6/3/2021 12:17 PM
65	We don't have a favorite. They all need improvements.	6/3/2021 12:01 PM
66	Has the most tranquility to be able to take a hike or walk with a dog.	6/3/2021 11:41 AM
67	Quiet	6/3/2021 11:20 AM
68	beautiful natural area - needs some TLC	6/3/2021 11:17 AM
69	On the water	6/3/2021 7:45 AM
70	Because I love the beach and that it is limited to those who will pay for the usage.	6/1/2021 5:21 PM
71	View of the lake	6/1/2021 12:33 PM
72	Closest to home	6/1/2021 6:29 AM
73	view and benches	5/31/2021 9:43 PM
74	Nice bathrooms	5/31/2021 7:38 PM
75	Most activities for my family and myself	5/31/2021 5:42 PM
76	wonderful views and ample park benches, shade	5/31/2021 12:10 PM
77	view of the lake, shade	5/31/2021 11:58 AM
78	Closest to lake and has small pier for kayaking	5/31/2021 11:42 AM
79	tourists have not found this Gem of a Park.	5/31/2021 11:39 AM
80	Live music in the summer	5/31/2021 5:50 AM
81	We enjoy the lake.	5/30/2021 8:56 AM
82	I like the beach	5/30/2021 8:29 AM
83	The beach is beautiful and clean	5/30/2021 8:18 AM
84	largest space different things kids can do	5/30/2021 6:55 AM
85	Proximity to home	5/29/2021 11:53 PM
86	Closed to home	5/29/2021 11:53 PM
87	The lakefront and the ability to put down a blanket and just hang out.	5/29/2021 11:13 PM
88	The lake to watch the boats in the summer and the beach	5/28/2021 11:41 PM
89	Out of the city	5/28/2021 9:39 AM
90	Walk with the lake view. And dog park at sun field. But it needs maintenance.	5/28/2021 9:14 AM
91	Closest to home & great exercise to walk	5/25/2021 9:50 PM
92	The covered areas	5/25/2021 3:29 PM
93	It's lovely and cooler with the water running through it. Also, it is dog (on leash) friendly.	5/25/2021 9:00 AM
94	Location	5/24/2021 2:17 PM
95	Beautiful view, space to sit and enjoy a picnic	5/24/2021 2:06 PM

Q17 Do you have any concerns about safety or accessibility in any of our parks?

Answered: 121 Skipped: 102



ANSWER CHOICES	RESPONSES	
Yes	27.27%	33
No	72.73%	88
TOTAL		121

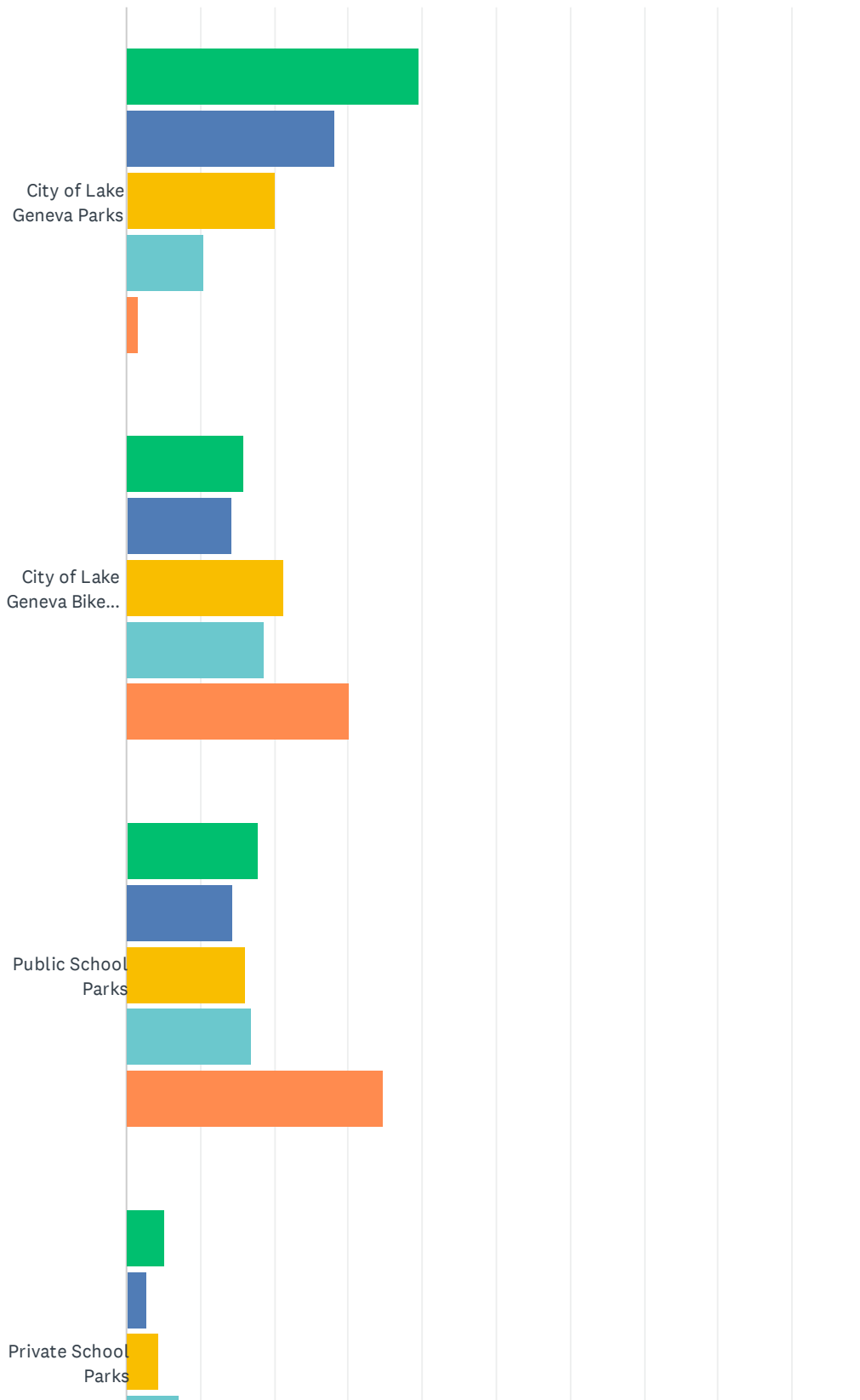
#	IF YES, PLEASE DESCRIBE THE NAME OF THE PARK AND THE CONCERN.	DATE
1	The ground materials are not soft. The equipment seems dated and often broken.	6/30/2021 8:34 AM
2	Unleashed dogs.	6/28/2021 9:17 PM
3	Crime is up all over the US, soon it will be up in Lake Geneva.	6/25/2021 6:26 AM
4	Where can you park close and sit in a peaceful park anywhere downtown?	6/21/2021 9:24 AM
5	But I was not aware of all of them.	6/20/2021 9:33 PM
6	Dog park at lake front park. West end park.	6/20/2021 6:21 PM
7	The nicest parks are the most crowded with tourists. It seems that the city prioritizes the non-citizens	6/20/2021 3:02 PM
8	Big Foot Beach next to road	6/17/2021 7:07 AM
9	bigfoot state park - the beach is non functional and unsafe.	6/17/2021 6:49 AM
10	Don't get me going!	6/13/2021 7:50 PM
11	Accessibility! Reading the list of parks on the preceding page - I've never even heard of most of these parks. Are they marked? How would anyone know to find them or that they are allowed to use these spaces and they're not just the edge of someone's lawn? I called the city several years ago and asked about one park I'd seen mention of online - something on Madison street but I don't recall the address. The man I spoke with told me a general idea of where it was and said "I guess you could throw a ball there" but there was literally nothing to mark the boundaries of said "park" and we gave up. Too bad, these properties seem close to a lot of residents that could be making good use of them!	6/13/2021 7:37 PM
12	Four Season boardwalk needs to be repaired. Signage needs updating also.	6/10/2021 8:30 PM
13	Bathrooms	6/6/2021 1:13 PM

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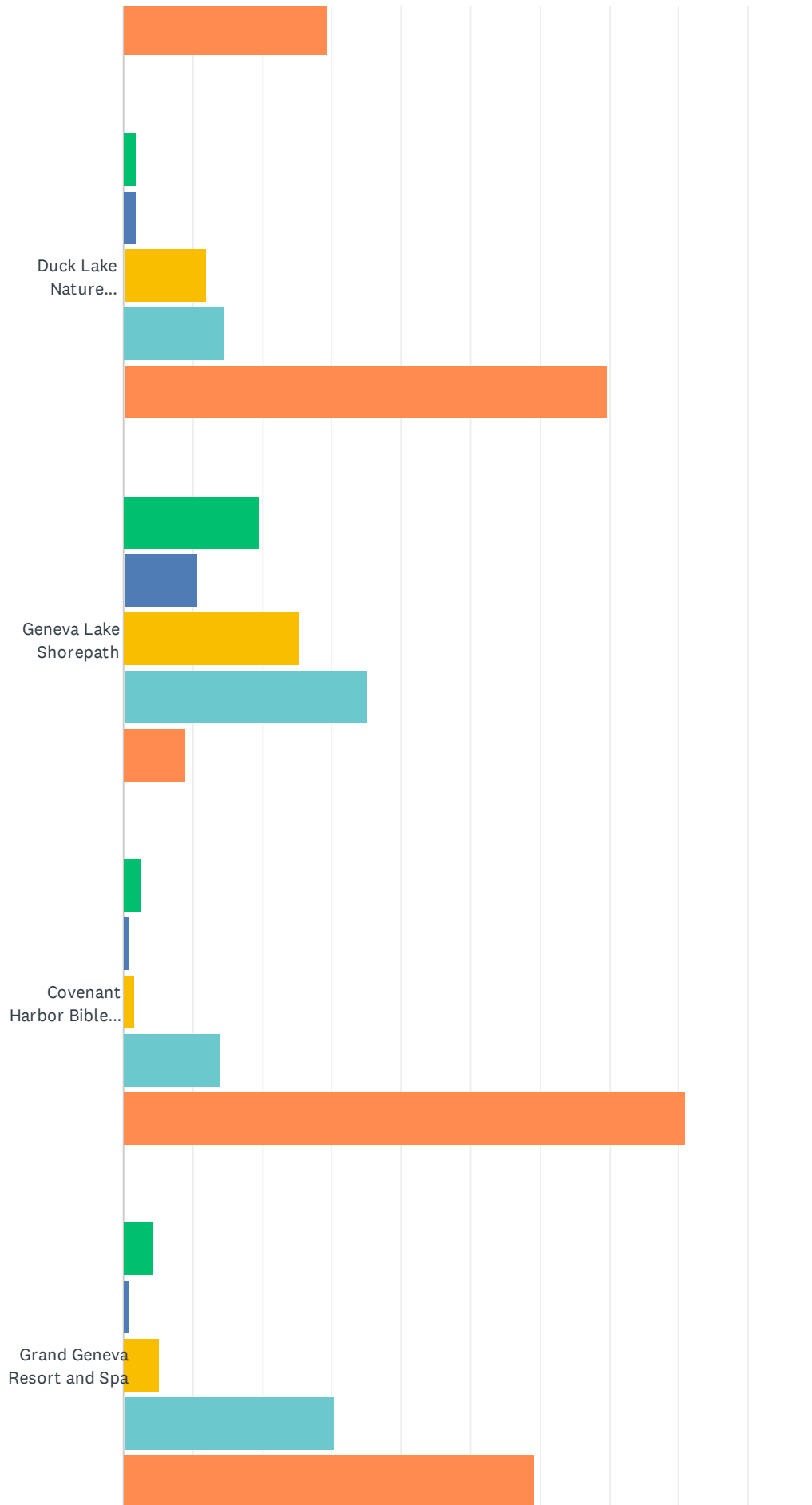
14	Too often you cater to tourists from out of town instead if the year-round residents. It's time to make coming into downtown easier for our residents. Making parking impossible with the strict 2 hour, or a couple of minutes if you need to run an errand, makes enjoying the larks hard. You should encourage locals to use our parks and area just as much as tourists. Because of the poor choices and attitudes that locals so that matter many locals just stay away. It's time you made locals important as they pay your property taxes, support businesses in the winter when tourism is down, and many have been in the community for years, and some for their lifetime!	6/6/2021 8:29 AM
15	Rushwood park REALLY needs to be updated and the very ugly cement tubes removed. All they attract is animals ! It really is NOT family oriented at all and needs attention !	6/5/2021 8:48 PM
16	They don't seem very well maintained. Everything for playground equipment is very old	6/5/2021 8:01 PM
17	Pioneer cemetery is beautiful, many people visit, but is in badly needed help with stones falling, broken.	6/5/2021 9:09 AM
18	Rushwood and Veteran's both have broken and unsafe play equipment. There are no accessible playgrounds in city of Lake Geneva parks. We often visit local school playgrounds as they have accessibility.	6/4/2021 9:53 PM
19	Surface Material better Not gravel or wood chips	6/4/2021 9:07 AM
20	Flat iron park parking	6/3/2021 10:22 PM
21	The playground on Townline is all rusty and in bad shape. Even though it is the closest playground to our home, we never go there for the playground.	6/3/2021 4:06 PM
22	Crossing 120 to get to veterans pa	6/3/2021 3:05 PM
23	Bathrooms need to be open before tourist seasons at all parks and cleaned more often as well as fencing parks in	6/3/2021 12:24 PM
24	Yes, all of them. Just take a look around any of them. You can easily see improvements that need to be made.	6/3/2021 12:06 PM
25	Dog park near Eastview school needs modifications, it would be really good if it was split into a smaller dog and big dog area.	6/3/2021 11:51 AM
26	Veterans Park: the equipment is run down and there seems to always be strange activity going on in the parking lot. The last time I took my children there, there was an older man in a car staring at us and as soon as we started walking towards the play equipment he followed. We continued back to our vehicle and called the police. Many friends have said they have had the same experience.	6/3/2021 11:24 AM
27	On road biking is not safe in LG. Need more off road options	6/3/2021 7:49 AM
28	See above as to fishing off the folks. In addition, the no smoking ban at the Riviera Beach is not enforced and all along the grassy area and in the parks; there are countless smokers and it is very unpleasant in peak times and the second hand smoke dangerous.	6/1/2021 5:24 PM
29	Parking	5/31/2021 7:42 PM
30	Bike trail behind the ridges is quite secluded	5/28/2021 9:19 AM
31	We need Sidewalks, or walking Path on North Side of Veterans Park. It is very dangerous to walk along Park Drive with all the traffic & Semi Traffic!!!	5/25/2021 9:56 PM
32	The playground equipment needs to be upgraded/replaced.	5/24/2021 2:19 PM
33	Skateboard park	5/24/2021 2:08 PM

Q18 Excluding winter months, on average how often do you or members of your household visit or use...?

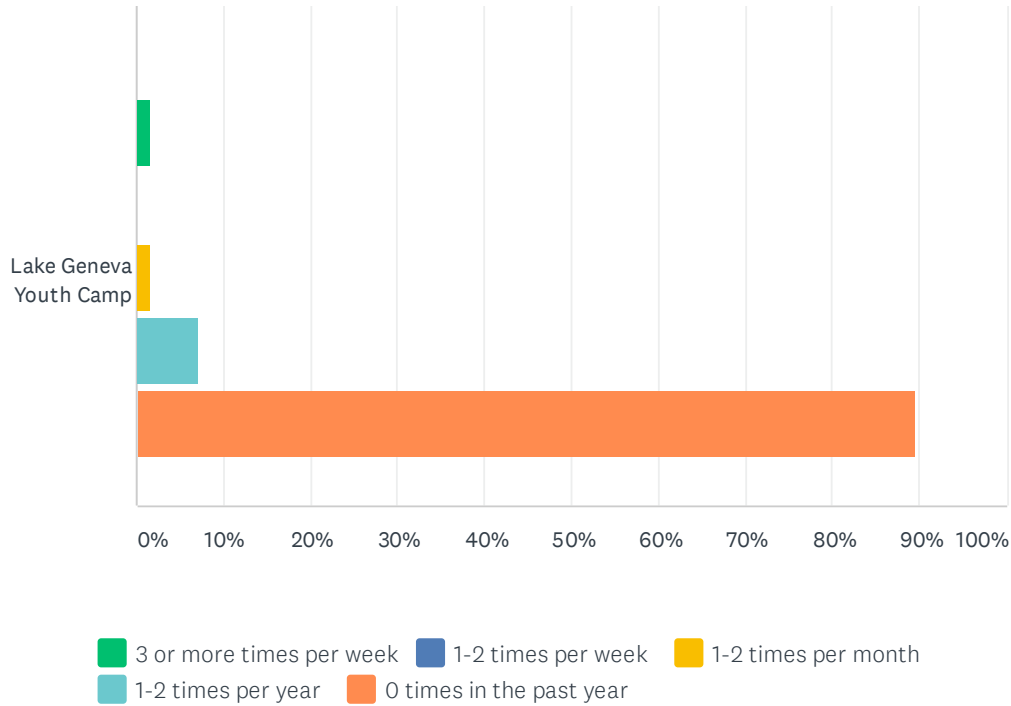
Answered: 126 Skipped: 97



Lake Geneva Comprehensive Outdoor Recreation Plan Survey



Lake Geneva Comprehensive Outdoor Recreation Plan Survey



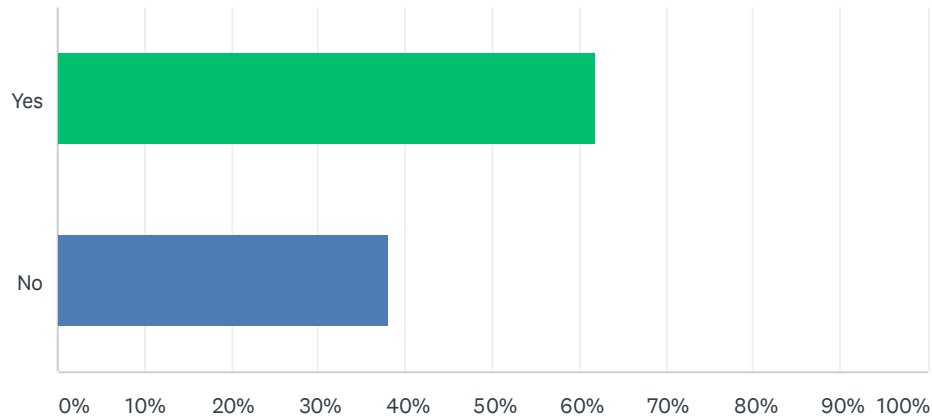
	3 OR MORE TIMES PER WEEK	1-2 TIMES PER WEEK	1-2 TIMES PER MONTH	1-2 TIMES PER YEAR	0 TIMES IN THE PAST YEAR	TOTAL	WEIGHTED AVERAGE
City of Lake Geneva Parks	39.52% 49	28.23% 35	20.16% 25	10.48% 13	1.61% 2	124	1.74
City of Lake Geneva Bike Routes	15.93% 18	14.16% 16	21.24% 24	18.58% 21	30.09% 34	113	2.63
Public School Parks	17.80% 21	14.41% 17	16.10% 19	16.95% 20	34.75% 41	118	2.69
Private School Parks	5.26% 6	2.63% 3	4.39% 5	7.02% 8	80.70% 92	114	3.63
Walworth County Parks	11.30% 13	12.17% 14	26.09% 30	27.83% 32	22.61% 26	115	2.62
State Parks, Forests or Natural Areas	9.40% 11	13.68% 16	29.06% 34	37.61% 44	10.26% 12	117	2.49
Town Parks	12.28% 14	13.16% 15	27.19% 31	25.44% 29	21.93% 25	114	2.57
Big Foot Beach State Park	13.04% 15	5.22% 6	20.00% 23	32.17% 37	29.57% 34	115	2.78
Duck Lake Nature Area/Trail	1.83% 2	1.83% 2	11.93% 13	14.68% 16	69.72% 76	109	3.52
Geneva Lake Shorepath	19.67% 24	10.66% 13	25.41% 31	35.25% 43	9.02% 11	122	2.34
Covenant Harbor Bible Camp	2.61% 3	0.87% 1	1.74% 2	13.91% 16	80.87% 93	115	3.73
Grand Geneva Resort and Spa	4.35% 5	0.87% 1	5.22% 6	30.43% 35	59.13% 68	115	3.44
Lake Geneva Youth Camp	1.75% 2	0.00% 0	1.75% 2	7.02% 8	89.47% 102	114	3.84

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	YMCA camps	6/30/2021 8:34 AM
2	none	6/20/2021 6:21 PM

Q19 Do you or members of your household commonly (an average of at least once per month) drive somewhere outside of the City of Lake Geneva to use specific recreational facilities?

Answered: 121 Skipped: 102



ANSWER CHOICES	RESPONSES
Yes	61.98% 75
No	38.02% 46
TOTAL	121

#	IF YES, PLEASE SPECIFY WHERE YOU GO AND FOR WHAT ACTIVITIES/FACILITIES.	DATE
1	Fontana parks. And Big Foot Rec programs include horseback riding and Kishatoe parks	6/30/2021 8:34 AM
2	But we bike to the white river trail and bike it end to end	6/28/2021 9:17 PM
3	Dance classes	6/27/2021 9:39 AM
4	Off road bike trails or walking trails.	6/21/2021 7:29 PM
5	Kettle Moraine bike/hike trails	6/21/2021 2:36 PM
6	Kenosha lake front park, beach and sculpture park. Music at the bandshell at Kennedy's park.	6/21/2021 9:24 AM
7	kayak from Williams Bay	6/20/2021 3:02 PM
8	Walking/jogging on nice maintained trails in Kenosha Co	6/17/2021 7:07 AM
9	white river bike trail	6/17/2021 6:49 AM
10	Elkhorn public pool	6/16/2021 10:32 PM
11	My parents live in Kenosha. They have an excellent play ground called Dream Playground. It's the best we've ever been to. Would love to see something like this in LG. We also travel out of the city to go to splash pads. That would be an amazing addition!	6/16/2021 3:52 PM
12	Golf	6/16/2021 3:24 PM
13	Elkhorn	6/15/2021 4:22 PM
14	Kettle Moraine	6/13/2021 7:50 PM
15	Walworth County nature parks - White River County Park- for hiking and enjoying the river and prairies. Sometimes other town's parks and state parks for hiking, nature activities,	6/13/2021 7:37 PM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

	playgrounds, etc.	
16	Dog parks	6/10/2021 8:30 PM
17	White River trails	6/7/2021 9:58 AM
18	Kettle moraine bike trails	6/6/2021 8:29 AM
19	Elk horn pool	6/5/2021 8:01 PM
20	To beaches, expensive when you have multiple children and you live in the area but not a Lake Geneva resident.	6/5/2021 12:00 PM
21	Kishwaukee,etoe,	6/5/2021 9:09 AM
22	Fontana-bike/walking trails and parks/playgrounds Elkhorn-parks/playgrounds, recreational programming through city, and pool Burlington-parks/playgrounds, Seno conservacy and pool Williams Bay-Kishwaukee and walking paths Delavan-Pheonix Park band shell/music	6/4/2021 9:53 PM
23	Powerslake Sportsmans Club for Trap Shooting and Pistol/Rifle Shooting	6/4/2021 3:40 PM
24	East Troy Fontana	6/4/2021 9:07 AM
25	Do Kettle Moraine and Alpine Valley count? Canopy Tours is great too	6/4/2021 9:01 AM
26	Genoa City for baseball	6/3/2021 9:35 PM
27	Richmond Illinois trail conservation on Keystone Rd	6/3/2021 8:28 PM
28	Recplex-pool	6/3/2021 7:06 PM
29	Milton splash pad, Burlington outdoor pool	6/3/2021 4:29 PM
30	Linn Township park across from Reek school for the walking paths, Veterans Park in Twin Lakes for walking path, Bong State park for camping and many more.	6/3/2021 4:06 PM
31	Eagle for hiking trails, northern communities.	6/3/2021 4:05 PM
32	Ice age trail	6/3/2021 3:05 PM
33	White River Park in Lyons	6/3/2021 2:26 PM
34	Ice skating rink	6/3/2021 12:45 PM
35	Elkhorn for the public pool	6/3/2021 12:43 PM
36	williams bay park	6/3/2021 12:41 PM
37	We go out of town to swim at public pools and splash pads	6/3/2021 12:24 PM
38	Genoa city park	6/3/2021 12:18 PM
39	Yes, my children are enrolled in the Elkhorn rec department sports because we have been so disappointed in lake Geneva rec. Elkhorn has great sports and Facilities.	6/3/2021 12:06 PM
40	Genoa City Parks - playground	6/3/2021 11:59 AM
41	Go to East Troy to price park.	6/3/2021 11:51 AM
42	Kishwaukee,etoe, walking, snowshoeing	6/2/2021 1:06 AM
43	Grand Geneva and Hawks View golf courses and Grand Geneva ski facilities and White River bike path	6/1/2021 5:24 PM
44	Kettle Moraine	6/1/2021 12:35 PM
45	Kishwaukee	5/31/2021 7:42 PM
46	kettle moraine for biking and CC skiing in winter	5/31/2021 12:01 PM
47	Kettle moraine	5/31/2021 7:15 AM
48	Rec plec Kenosha - basketball State Parks-hiking, running	5/31/2021 5:52 AM
49	Kettle Moraine State Park	5/30/2021 6:06 PM

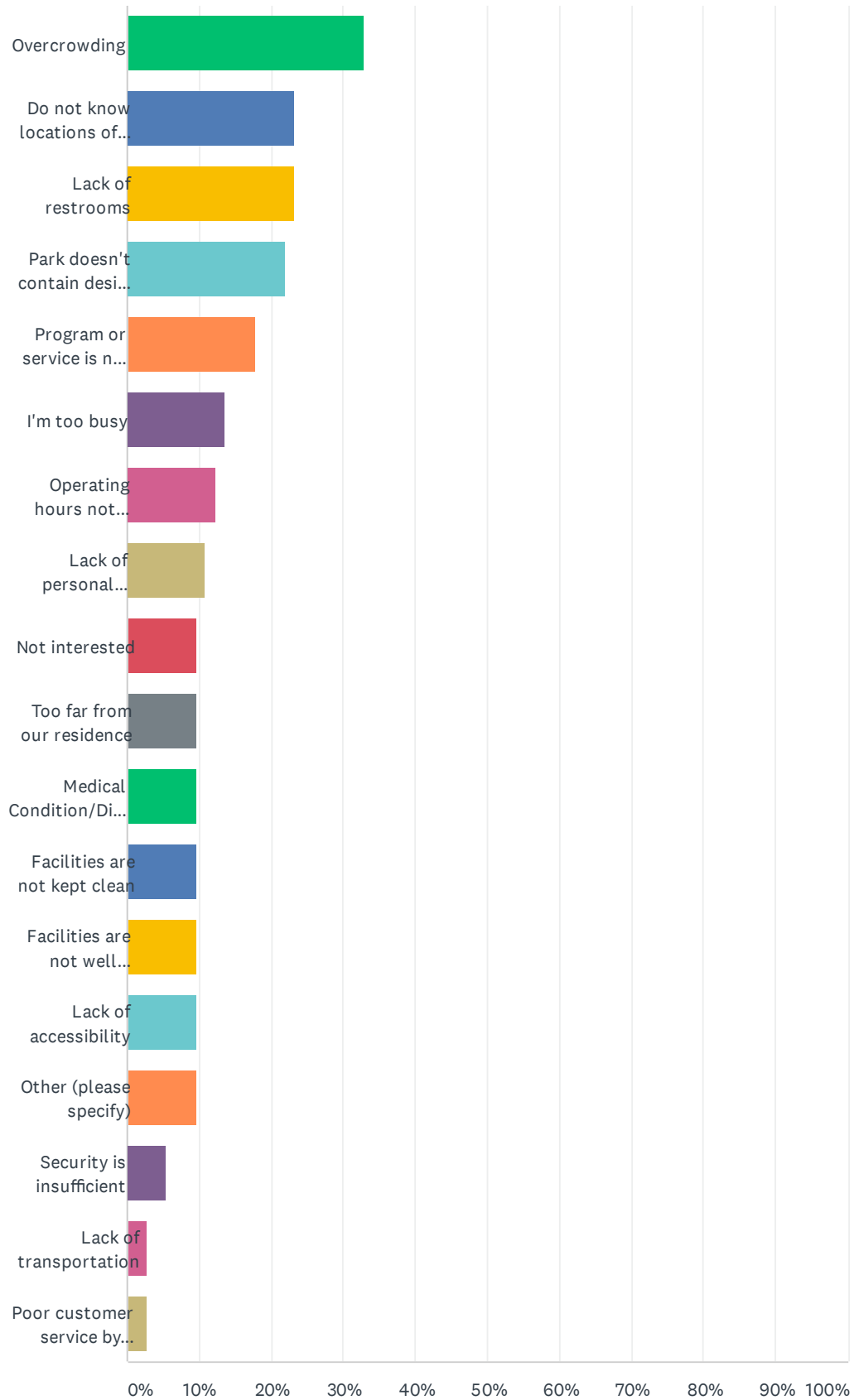
Lake Geneva Comprehensive Outdoor Recreation Plan Survey

50	Kettle moraine, alpine valley, stoughton	5/30/2021 8:37 AM
51	Genoa city to access bike trail	5/30/2021 8:20 AM
52	Spring lake for biking. Kettle moraine for hiking and biking	5/30/2021 6:58 AM
53	bike paths	5/30/2021 6:57 AM
54	Kenosha bike trails	5/29/2021 11:56 PM
55	Kenosha bike path	5/29/2021 11:54 PM
56	Silver Lake Park, Kettle Moraine (John Muir/Emma Carlin/Nordic)	5/29/2021 11:15 PM
57	Kettle marine	5/28/2021 11:45 PM
58	Downhill skiing	5/28/2021 9:41 AM
59	National parks, kettle moraine for hiking. Or other dog parks	5/28/2021 9:19 AM
60	Burlington, Elkhorn	5/24/2021 2:19 PM
61	Babe Mann Park in Elkhorn. In the summer we go to Sunset Pool in Elkhorn.	5/24/2021 2:08 PM

Q20 Are there any reasons that you or members of your household do not participate in recreational activities? If yes, check all that apply.

Answered: 73 Skipped: 150

Lake Geneva Comprehensive Outdoor Recreation Plan Survey



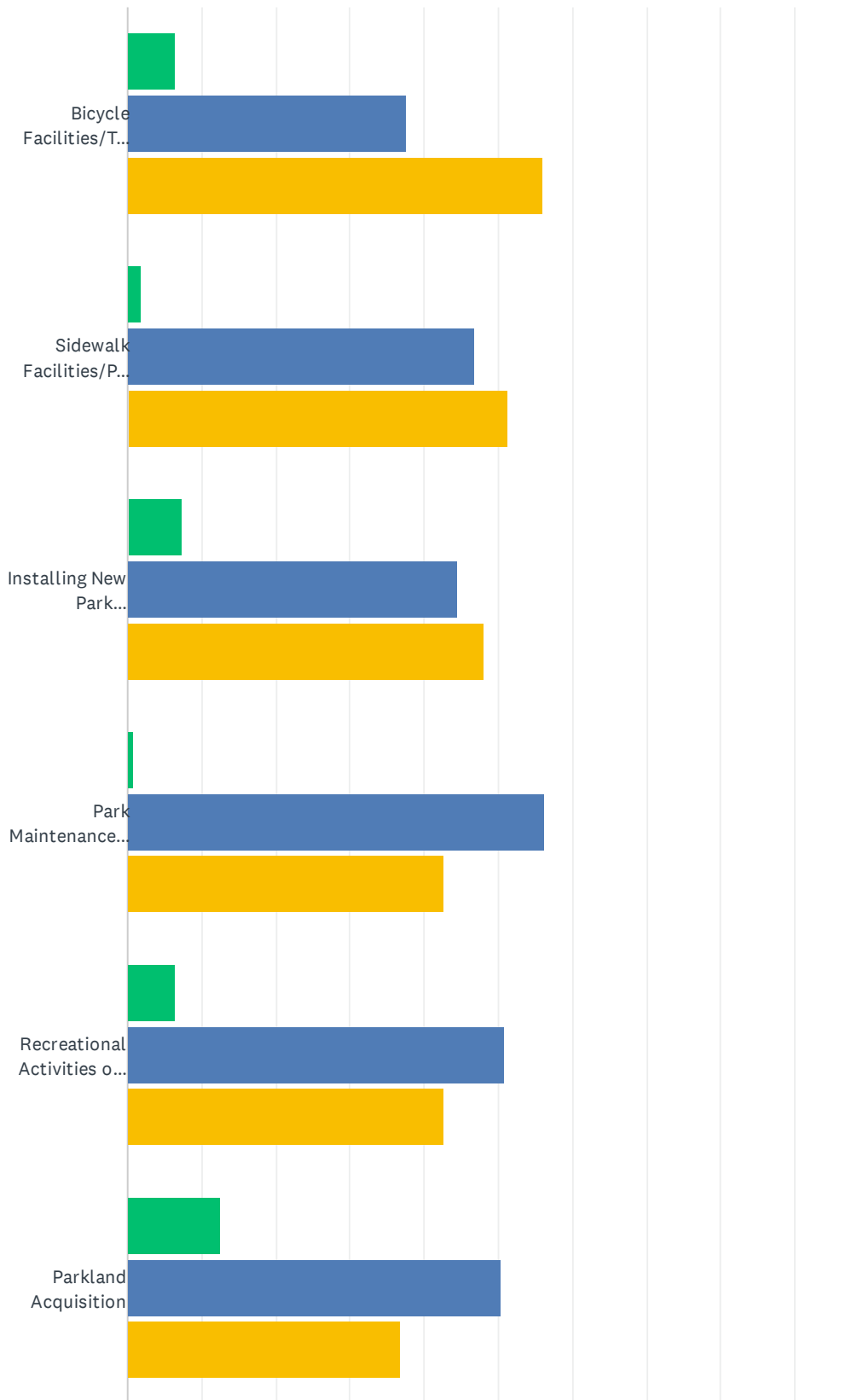
Lake Geneva Comprehensive Outdoor Recreation Plan Survey

ANSWER CHOICES	RESPONSES	
Overcrowding	32.88%	24
Do not know locations of facilities	23.29%	17
Lack of restrooms	23.29%	17
Park doesn't contain desired features or facilities	21.92%	16
Program or service is not available	17.81%	13
I'm too busy	13.70%	10
Operating hours not convenient	12.33%	9
Lack of personal resources (money, equipment, etc.)	10.96%	8
Not interested	9.59%	7
Too far from our residence	9.59%	7
Medical Condition/Disability	9.59%	7
Facilities are not kept clean	9.59%	7
Facilities are not well maintained	9.59%	7
Lack of accessibility	9.59%	7
Other (please specify)	9.59%	7
Security is insufficient	5.48%	4
Lack of transportation	2.74%	2
Poor customer service by staff	2.74%	2
Total Respondents: 73		

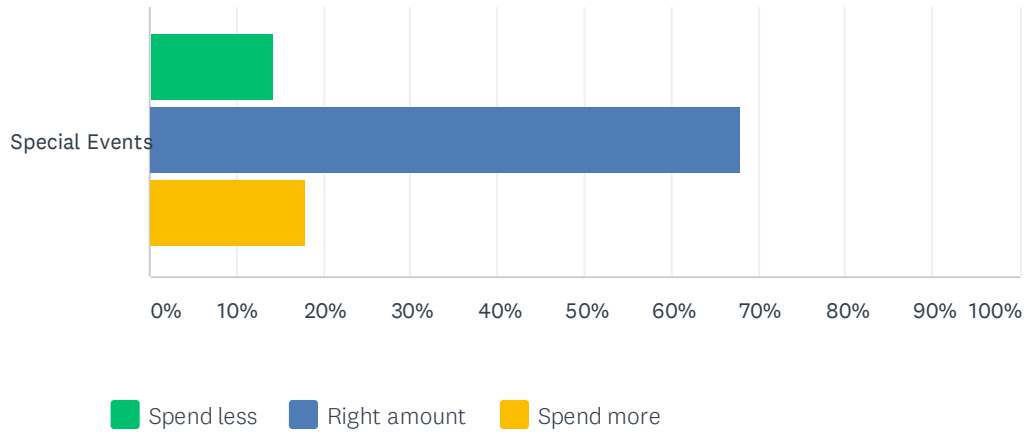
#	OTHER (PLEASE SPECIFY)	DATE
1	Poor sidewalks or no sidewalks when walking to the downtown	6/21/2021 9:24 AM
2	There just aren't many offerings here in town. Lake Geneva needs a Parks and Recreations department. Elkhorn would provide a good model for the sort of offerings that residents and youth would benefit from. The beach here is great but swimming lessons are only during the day on weekdays (though we are grateful for the water safety patrol, they offer a great program!) Some of the parks and the sledding hill are really nice too BUT there's no way to reserve a shelter without going through a lengthy permit process! Again, similar small towns like Elkhorn and Burlington provide a nice model for ease and affordability in reserving picnic shelters and nice indoor facilities as well. No one could afford to rent the Riviera for say, a family picnic or baby shower and Lake Geneva is sorely lacking in this. And again, other than the schools community education programs (great but at difficult times and impossible for someone with no car to get to at LGMS) the city offers literally NO recreational programs or classes. I do not consider any YMCA offerings to be be City of Lake Geneva programs provided for its residents and I hope there are plans to separate from the YMCA and whatever (hopefully small) city funding has been given to the YMCA	6/13/2021 7:37 PM
3	Knees hurt	6/4/2021 10:32 PM
4	These are all reasons we go to other communities often for recreation vs staying solely in LG.	6/4/2021 9:53 PM
5	Lack of free parking	6/4/2021 2:37 PM
6	Covid	6/3/2021 7:08 PM

Q21 Please indicate whether you think the City should spend less, spend more, or if current funding is the right amount for the following:

Answered: 115 Skipped: 108



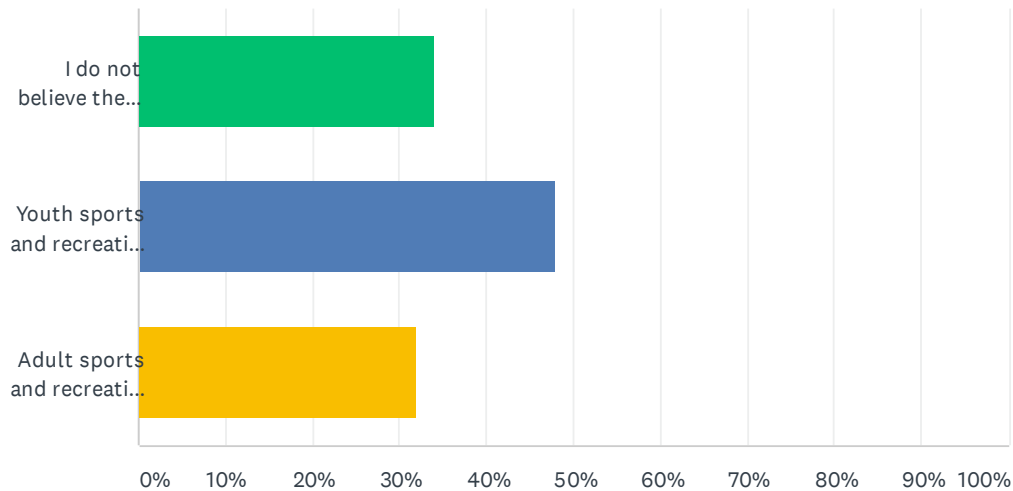
Lake Geneva Comprehensive Outdoor Recreation Plan Survey



	SPEND LESS	RIGHT AMOUNT	SPEND MORE	TOTAL
Bicycle Facilities/Trails	6.42% 7	37.61% 41	55.96% 61	109
Sidewalk Facilities/Pedestrian Enhancements	1.80% 2	46.85% 52	51.35% 57	111
Installing New Park Facilities/Equipment	7.27% 8	44.55% 49	48.18% 53	110
Park Maintenance (maintain existing grounds/facilities)	0.91% 1	56.36% 62	42.73% 47	110
Recreational Activities or Programs	6.48% 7	50.93% 55	42.59% 46	108
Parkland Acquisition	12.62% 13	50.49% 52	36.89% 38	103
Special Events	14.15% 15	67.92% 72	17.92% 19	106

Q22 If you would like the City to spend more on recreational programming, which programs should be subsidized? (select all that apply)

Answered: 94 Skipped: 129



ANSWER CHOICES	RESPONSES	
I do not believe the City should spend more on recreational programming	34.04%	32
Youth sports and recreation (e.g. volleyball, dance, karate, baseball, softball)	47.87%	45
Adult sports and recreation (e.g. karate, racquetball, softball)	31.91%	30
Total Respondents: 94		

Q23 Please use the space provided below to identify a type of new recreation program or service that the City should consider offering.

Answered: 46 Skipped: 177

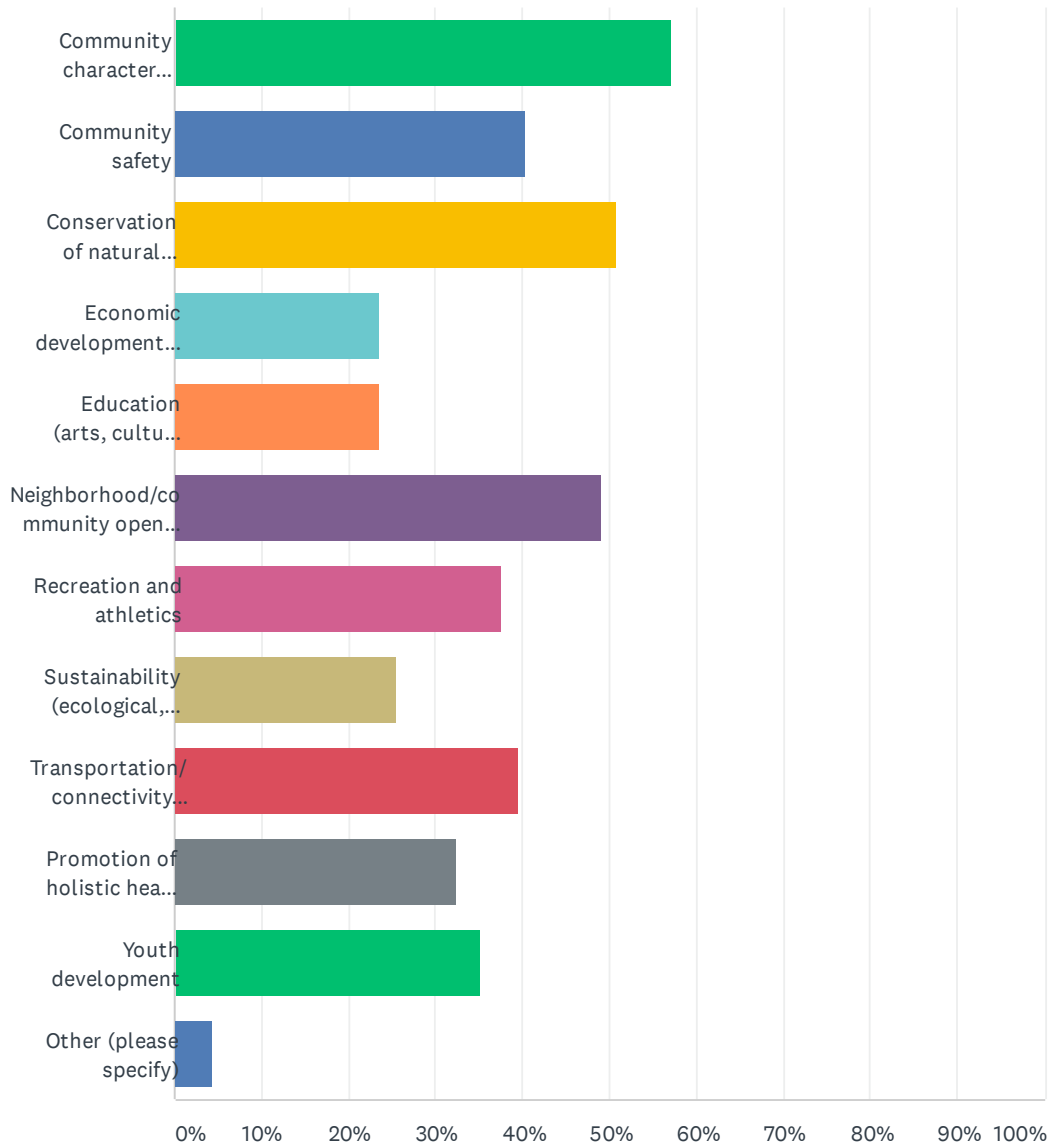
#	RESPONSES	DATE
1	Check of Big Foot Rec plan.	6/30/2021 8:37 AM
2	None. Bike paths should not be expanded until existing paths are repaired and maintained. Path next to the YMCA is in desperate need of reconstruction.	6/22/2021 11:12 AM
3	Any adult league offerings or taking over from the YMCA.	6/21/2021 9:10 PM
4	Developing Hillmoor into the Central Park of Lake Geneva. Something that would get better with time and geared for local use.	6/21/2021 2:41 PM
5	Outdoor pool, splash park, walking trails, picnic areas for residents, neighborhood focused park areas. Too much emphasis on the downtown. Let's strengthen the local people's needs. Take a look at the parks in Savanna Georgia or Chicago's Millennial Park.	6/21/2021 9:40 AM
6	I'd like to see the equivalent to the Kishwaukee Nature Preserve in Hillmoor. Plantings, identification walks, gatherings at sunset for bird watches, etc.	6/20/2021 3:07 PM
7	Community outdoor pools	6/17/2021 10:06 AM
8	ice skating outdoors - flat iron park rink was a good try but too small and did not have a warming shelter. if riviera were open during the winter with coffee and hot chocolate, a rink on the lake would be perfect.	6/17/2021 6:50 AM
9	Splash pad, inclusive playground	6/16/2021 3:55 PM
10	Pickleball. Popularity is high for all ages	6/16/2021 12:59 PM
11	Par courses	6/15/2021 8:06 AM
12	The city should be focusing on educational and recreational programs other than just sports. Classes, arts, social programs for older adults, families, and youth. Please see my previous answer regarding facilities.	6/13/2021 7:52 PM
13	Soccer	6/9/2021 12:32 PM
14	Pickle Ball	6/6/2021 7:24 PM
15	The YMCA is doing a great job.	6/6/2021 3:13 PM
16	A time for the Riviera to be reserved for locals only. Give some perks to those who support your town year-round.	6/6/2021 8:35 AM
17	Community outdoor pool or splash pad	6/5/2021 8:04 PM
18	An outdoor pool, aquatic center	6/5/2021 12:08 PM
19	I think Pioneer Cemetery needs some help!! It is a historical attraction, and the headstones could use some propping up, etc. we see lots of tourists going there.	6/5/2021 8:50 AM
20	Pickle ball courts and more for seniors	6/5/2021 5:29 AM
21	Create a campus like setting for recreational activities that have both public and private facilities and that you can walk or ride your bike to downtown and the lakefront.	6/4/2021 2:41 PM
22	More walking trails, gymnastics program/gym, lake geneva's own soccer club for youth	6/3/2021 9:38 PM
23	Pickleball	6/3/2021 7:14 PM
24	Free beach passes once again to residents.	6/3/2021 7:11 PM

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25	More opportunities to take a course or class that uses the many recreational facilities our city has access to.	6/3/2021 5:01 PM
26	Splash pad and outdoor pool	6/3/2021 4:30 PM
27	Nature and art based programs. Concerts in an amphitheater	6/3/2021 4:27 PM
28	Soccer fields for hosting tournaments. Lake Geneva would be a draw for these youth teams to come to. Indoor facility for football, baseball and soccer training and availability.	6/3/2021 4:08 PM
29	utilize Hillmore property for something other than frisby golf. Walking trails, ampitheatre?	6/3/2021 2:38 PM
30	Ice hockey.	6/3/2021 12:46 PM
31	Public Pool would be nice and maybe more tennis courts and or public work out areas like they have in janesville	6/3/2021 12:45 PM
32	We should have multiple splash pads, pools and more youth programs, dance, soccer, karate, softball, archery, more summer camps spots more kids workshops more options like other park districts for classes and recreation for children so we don't have to go to other cities once the ymca fills up immediately upon opening sign up	6/3/2021 12:31 PM
33	pool or splash pad!	6/3/2021 12:00 PM
34	I believe playground equipment, similar to Manning Way & Stoneridge should be considered for the Meadowland Subdivision (Joshua Lane, Andria Drive, Heather Court) in the open circle at the entrance of Subdivision	6/3/2021 11:30 AM
35	ice rinks and hockey facilities	6/1/2021 5:27 PM
36	Perhaps use hillmoor property for public rec use	6/1/2021 6:31 AM
37	golf course at hiilmoor	5/31/2021 9:48 PM
38	Off road cying	5/30/2021 1:06 PM
39	Improve bike and pedestrian lanes. Make this a walkable/bikeable community.	5/30/2021 8:38 AM
40	Walking trails	5/30/2021 8:32 AM
41	Outdoor mountain biking or paved bike paths	5/30/2021 7:01 AM
42	More like trails	5/29/2021 11:58 PM
43	Not sure/no opinion.	5/29/2021 11:21 PM
44	Outdoor pool	5/28/2021 9:42 AM
45	No comment at this time	5/25/2021 9:59 PM
46	Outdoor Pool	5/24/2021 2:10 PM

Q24 Parks, recreation and open spaces provide a multitude of benefits. From the following list, please select up to FIVE benefits that are MOST IMPORTANT to you and your household.

Answered: 114 Skipped: 109



Lake Geneva Comprehensive Outdoor Recreation Plan Survey

ANSWER CHOICES	RESPONSES	
Community character (quality of the built environment, neighborhoods, streetscapes, etc.)	57.02%	65
Community safety	40.35%	46
Conservation of natural areas	50.88%	58
Economic development (helping the City become more vibrant, attracting businesses and people)	23.68%	27
Education (arts, culture, science, etc.)	23.68%	27
Neighborhood/community open space for social interactions and play (creating a sense of community/brining people together)	49.12%	56
Recreation and athletics	37.72%	43
Sustainability (ecological, fiscal and social equity)	25.44%	29
Transportation/connectivity (e.g., bike lanes, greenways)	39.47%	45
Promotion of holistic health (physical, social engagement, psychological), wellness, and fitness	32.46%	37
Youth development	35.09%	40
Other (please specify)	4.39%	5
Total Respondents: 114		

#	OTHER (PLEASE SPECIFY)	DATE
1	senior accomodation	6/17/2021 6:15 PM
2	A	6/17/2021 6:58 AM
3	We really need a Parks and Recreation department please	6/13/2021 7:52 PM
4	Every one of these are so important I can't pick just 5	6/5/2021 5:29 AM
5	Save Hillmoor for our residents of the city	5/31/2021 11:45 AM

Q25 Please use this space to provide any other comments relating to pedestrian, bicycle, park and recreation services or facilities in the City of Lake Geneva.

Answered: 27 Skipped: 196

#	RESPONSES	DATE
1	Please take back the Hillmore Course. That area is needed for park and rec And maybe even a botanic garden	6/30/2021 8:37 AM
2	We are a resort city advertising bike paths, frisbee golf and bocce ball. Most residents don't even know about the bocce ball courts, the frisbee golf course is sorely in need of a good cleanup and a regular maintenance schedule, and the bike paths lack signage, lead to nowhere with no warning, and are dangerous in spots. The city needs a budget that will allow maintenance of what we have before we add more. Every alderperson need to view the Y to Curtis Street bike path first hand. It's a lawsuit waiting to happen!	6/28/2021 9:23 PM
3	This survey is too long and is designed for zero meaningful feedback.	6/21/2021 9:10 PM
4	Stop overdeveloping our small town. It is becoming more crowded due to covid and overdevelopment. There will be a breaking point where it loses its small town feel and appeal traffic is getting worse all the time and its outpacing the infrastructure	6/21/2021 2:41 PM
5	I am very disappointed in the overall park planning that exist for the city. Where could I walk to within a mile and sit on a bench and relax? Where can I take my grandchildren to swim without a huge crowd? Where is the emphasis on neighborhoods? Each area/ neighborhood should have its own park. I can't go to the school parks during school hours so please don't list them as city parks. The downtown area has parks for the visitors. So please don't count them on your list of parks either. Think ahead and be ambitious about the future of this town's parks. Think land acquisition for the future generations.	6/21/2021 9:40 AM
6	It is hard to walk and bike in Lake Geneva. It would be good to increase sidewalks and biking lanes.	6/20/2021 3:07 PM
7	we have hundreds of acres of parks currently. some need improvement (Bigfoot), some need to be free to residents (paid for with our property taxes-beach). before we spend millions to add more (buying hillmoor) let's take care of what we have currently. let's collaborate with the state to make Bigfoot the best in the state.	6/17/2021 6:50 AM
8	Please see my previous answers, but a Parks And Recreation Department would be the correct first step. We don't have any recreation, social, or course offerings provided by the City of Lake Geneva at this time. I see mentioned a "partnership" with the YMCA which is concerning because of their membership fees and that non members pay more for things- also being a religious / private organization is VERY concerning. City Parks and Recreation should be provided for and available to everyone equally! I hope this is being addressed. Youth and older adults need classes, clubs, lessons, etc. Residents should have access to public facilities such as reservable picnic shelters and parks buildings with bathrooms etc year round. Bike and pedestrian safety are a big concern, it's just not safe to cross most of the busy streets. Enforcement at the crosswalks would help as would dedicated bike lanes and adding in sidewalks where they are missing for example, Wells St.	6/13/2021 7:52 PM
9	Two lights post for tennis courts at Maple Park do not turn on as they seem to be broken.	6/6/2021 7:24 PM
10	Lets make our city as pedestrian and bike friendly and safe as possible! too many drivers don't watch or pay any attention!	6/6/2021 4:57 PM
11	We need to keep adding and spend money on maintenance. We need to make RESIDENTS aware of the parks.	6/6/2021 3:13 PM
12	Pioneer Cemetery, where we have Veterans from all wars could use an expert in gravestone installation to upright fallen stones, gravesights.	6/5/2021 9:14 AM

Lake Geneva Comprehensive Outdoor Recreation Plan Survey

13	More organized activities for seniors. A community building for education, card games, music, plays, etc	6/5/2021 5:29 AM
14	When our tax money is used for these services, then we are further charged, we end up not using at all and spend money elsewhere. When we had the opportunity for free beach passes, we spent money on enrolling kids in swim lessons with WSP, then would frequent downtown businesses on lesson days and beach days. Now, we stay away from beach and downtown-alienated as citizens in our town.	6/3/2021 7:11 PM
15	We have many areas in our city that are well traveled by local citizens but do not have paved areas for better access. There are very few sidewalks outside of the downtown area.	6/3/2021 5:01 PM
16	I wish the Never Say Never Playground would receive more donations from the city so that it can finally be built. I feel like it is an embarrassment that Lake Geneva does not have an accessible playground.	6/3/2021 4:11 PM
17	The roads/allies in the subdivision by East view are terrible. They started re-paving last year and have done some curb work, but never finished...Spring street in particular. Makes you not want to bike around or walk around at least not at all in the dark. You could roll and ankle in some of the pot holes.	6/3/2021 2:38 PM
18	The ymca fills fast and there is not many other options for smaller children to participate in summer time activities and with the beach being so expensive and no pools or splash pads we often go to other towns to participate in their activities and use their pools or splash pads	6/3/2021 12:31 PM
19	I believe playground equipment, similar to Manning Way & Stoneridge should be considered for the Meadowland Subdivision (Joshua Lane, Andria Drive, Heather Court) in the open circle at the entrance of Subdivision. There are roughly 40 houses in our subdivision with roughly 45 kids (and growing) in our subdivision. Majority of those kids being under the age of 16. Playground equipment would benefit our subdivision kids immensely.	6/3/2021 11:30 AM
20	Need more and safer cycling to all communities around the lake	6/2/2021 1:09 AM
21	Please plant more parkway and park trees to continue to replace all the ash that have died and other species that have been removed, eaten by beavers, etc.	6/1/2021 5:27 PM
22	acquire the hillmoor property	5/31/2021 9:48 PM
23	Fort Atkinson has a nice bike path Riverwalk that goes through the town	5/31/2021 5:55 AM
24	Pedestrian and bicycle paths need attention in Lake Geneva. Residents need outdoor space to safely walk and bike. Long connected safe paved dedicated walk and bike paths/trails are necessary	5/30/2021 7:01 AM
25	Lake Geneva is missing out on a huge opportunity in regards to bike infrastructure. The Heart of Vilas trail network should be a blueprint for the area. Imagine trails going from LG to Williams Bay, Elkhorn, Walworth, etc. A lake loop would be a huge selling point. Biking would provide a great benefit to the area especially in the spring/fall when the lake tourism is down. The amount/condition of the current trails is shameful.	5/29/2021 11:21 PM
26	Although I do not use the bike paths, I have acquaintances that feel the bike paths and the frisbee golf park areas are very run down and disappointing for a City of our caliber.	5/27/2021 12:41 PM
27	Our sidewalks are in major need of fixing	5/24/2021 2:21 PM

Appendix B

PARK & OPEN SPACE CLASSIFICATIONS

PARK & OPEN SPACE CLASSIFICATIONS

Park & Open Space Classifications are used in this CORP to classify the existing parks and recreation system and to guide plans for its future development. Definitions for the classification of parks and facilities are generally based upon National Recreation and Park Association (NRPA) guidelines.

B.1 PARK & OPEN SPACE CLASSIFICATIONS

Mini-Park

Also sometimes referred to as a "Tot Lot" or "Pocket Park" typically located on a small lot, generally a ¼ acre or less, within a residential neighborhood or commercial business district. Often these sites were originally intended for residential use, but due to various factors (e.g. poor lot design, environmental concerns, etc.), have been converted to a park. Mini-parks generally lack any active recreational facilities and may be limited to gardens, benches, gazebos, fountains, or other small social gathering facilities. Mini-parks typically do not have off-street parking or restroom facilities. Over time they may develop into neighborhood playgrounds.

Desirable size: 1.5 acres or less
Service Area: 1/4 mile radius

Neighborhood Parks

A neighborhood park mainly serves the active recreational needs of children from 5 to 15 years of age, and it may offer passive recreation opportunities to adults. Neighborhood parks typically consist of one or more playground apparatus, small green space/general purpose fields, shelter facilities, grills, basketball courts, ball diamonds and associated benches.

Desirable size: 3 to 10 acres
Service Area: 1/2 mile radius

Community Parks

The community park is intended to serve the active and passive recreational needs of a number of neighborhoods or a medium-sized municipality. It provides more unique facilities than a neighborhood park. Examples include parks designed specifically for court games (tennis, basketball, pickleball, etc.), field games (soccer, football, ultimate frisbee) or ball games (softball,

baseball). However, community parks usually also offer areas for passive recreation use such as wood areas and walking trails, scenic lookouts, botanical gardens, multiple shelters, grills, and picnic areas. Unique active use facilities may include band shells and aquatic facilities. Off-street parking areas for vehicles and bicycles, permanent restroom facilities, shower facilities, and lighting are common.

Desirable size: 25 or more acres
Service Area: 1.5 mile radius

Special Use Parks

A special use park is often designed as a revenue-generating enterprise created to satisfy demand for a particular sport, recreational activity, or special event. A special use park may also be a sports park combined with enterprise activities and administered as a community recreation resource. Certain recreational facilities such as disc golf courses, golf courses, race tracks, municipal pools and waterparks, fishing areas and marinas might be considered special purpose parks. Less active uses may include community gardens or veteran memorials. Special use parks may be combined with community parks. Supporting facilities (off-street parking, restrooms, etc.) will vary based on the user needs.

Desirable size: Varies - depends on function
Service Area: Varies - depends on function

Nature Preserves

Nature preserves may be established to conserve forest lands, marshlands, floodplains, prairies, wildlife habitats, and other areas having cultural, scenic, or natural values. Such areas are usually provided by county, state, or federal governments and have the primary function of wildlife and resource protection. Nature preserves usually include large tracts of land that are undeveloped or have limited development, although some improvements may be provided which are incidental to the enjoyment of the property. Improvements are usually located in one section on the property so that the area remains largely undeveloped. Improvements may include parking areas, interpretive centers, and restrooms. Hunting may be a primary recreational activity in such areas. Other recreational uses might include backpacking, camping, trail use, picnicking, and bird watching.

Desirable size: Varies - depends on function
Service Area: Varies - depends on function

Greenbelts

The greenbelt has basically the same characteristics and functions as the reservation or preserve; however, a greenbelt may be used to shape urban development. It may be a buffer between an urban area and surrounding rural areas and may connect parks within an urban area.

Desirable size: Varies - depends on function
Service Area: Varies - depends on function

Appendix C

PARKS & RECREATION MAPS

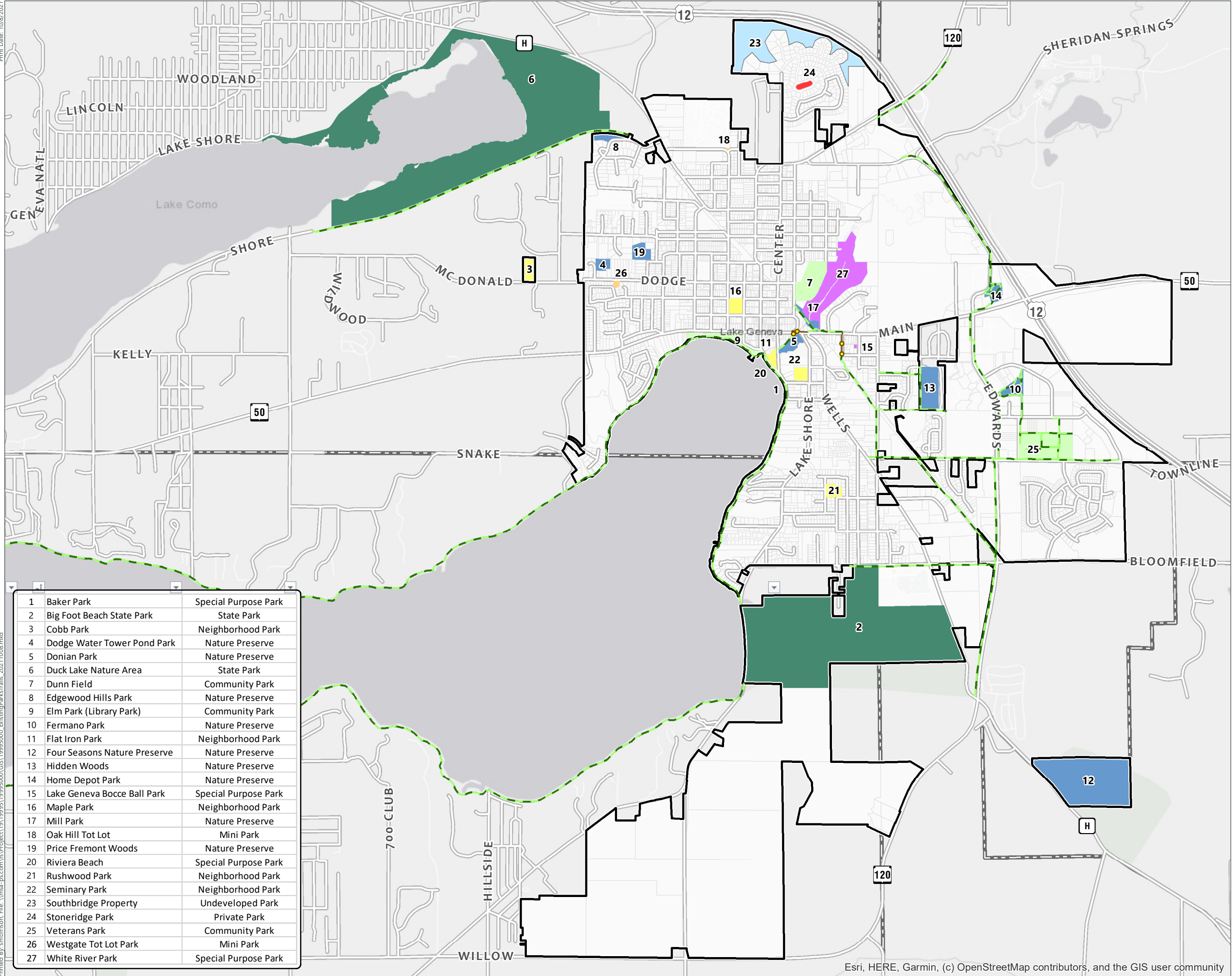
Existing Parks and Trails

Lake Geneva CORP Study

City of Lake Geneva
Walworth County, WI

- Existing Path
- Future Path
- On Street Bike Trail
- Streets
- Parcel Boundary
- City of Lake Geneva
- Municipal Boundary
- Park Class MSA**
 - Community Park
 - Mini Park
 - Nature Preserve
 - Neighborhood Park
 - Private Park
 - Special Purpose Park
 - State Park
 - Undeveloped Park

Data Sources:
Walworth County GIS (2021)
Parks and Trails: Verbicher/Kapur and Associates (2021)
Basemap: ESRI



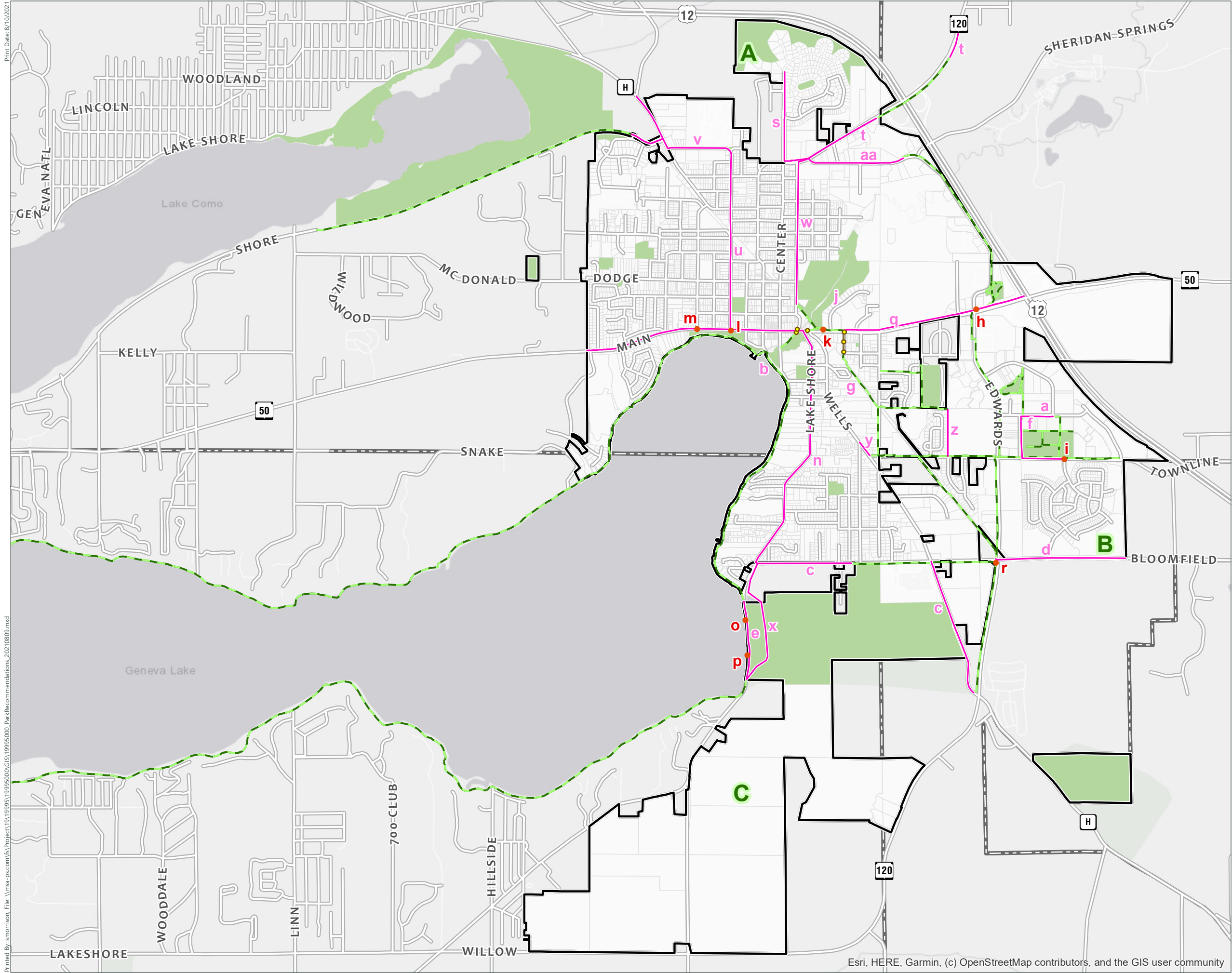
Park Service Areas

Lake Geneva CORP Study

City of Lake Geneva
Walworth County, WI

- Existing Path
- Future Path
- On Street Bike Trail
- Streets
- Half Mile Park Service Area
- Parcel Boundary
- City of Lake Geneva
- Municipal Boundary
- Park Class MSA**
 - Community & Neighborhood Park, or Nature Preserve
 - Mini, Special Purpose, & State Park
- Zoning Description**
 - Two-family Residential
 - Single-family Residential
 - Multi-family Residential
 - Estate Residential
 - Countryside Residential

Data Sources:
Walworth County GIS (2021)
Parks and Trails: Verbicher/Kapur and Associates (2021)
Basemap: ESRI



Park & Trail Recommendations

Lake Geneva CORP Study

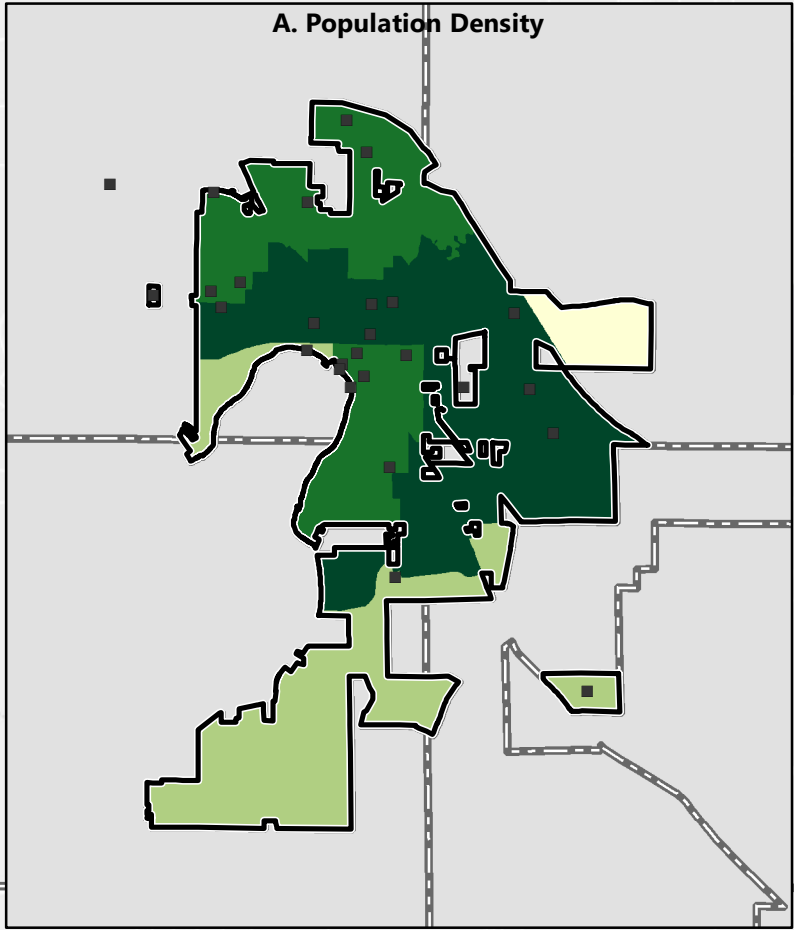
City of Lake Geneva
Walworth County, WI

- Streets
- Existing Path
- On Street Bike Trail
- Lake Geneva Park
- Parcel Boundary
- City of Lake Geneva
- Municipal Boundary

Park & Trail Recommendations

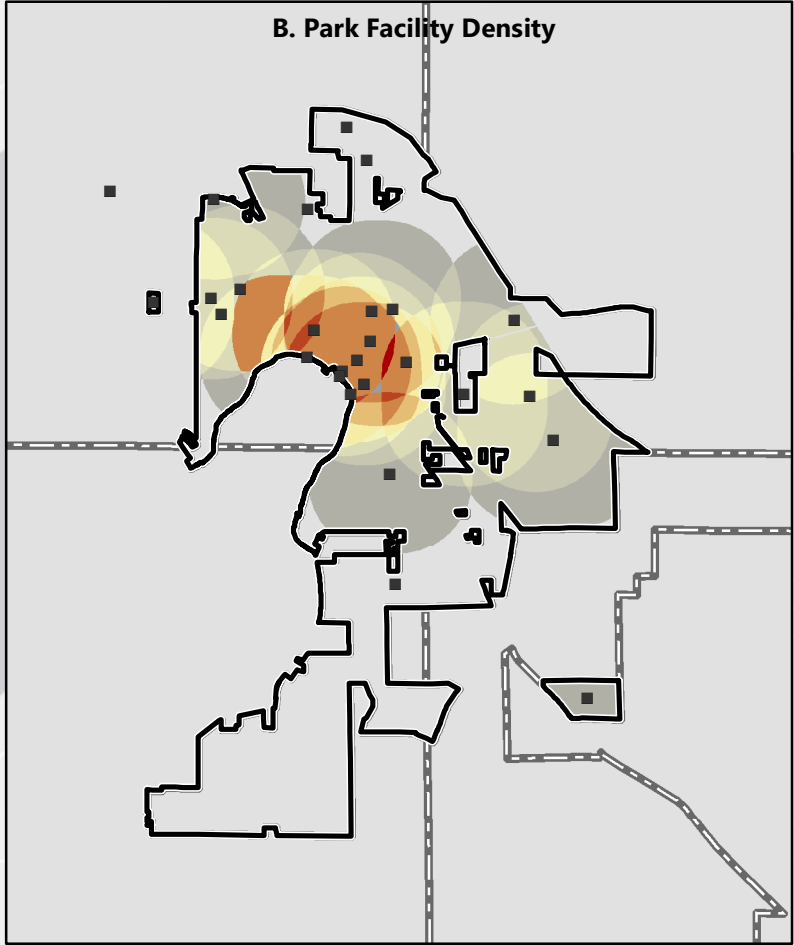
- Proposed Park
- Proposed Trail Safety Improvement
- Proposed Safety Improvement Location
- Proposed Trail
- Proposed Trail Location

Data Sources:
Walworth County GIS (2021)
Parks and Trails: Verbicher/Kapur and Associates (2021)
Basemap: ESRI



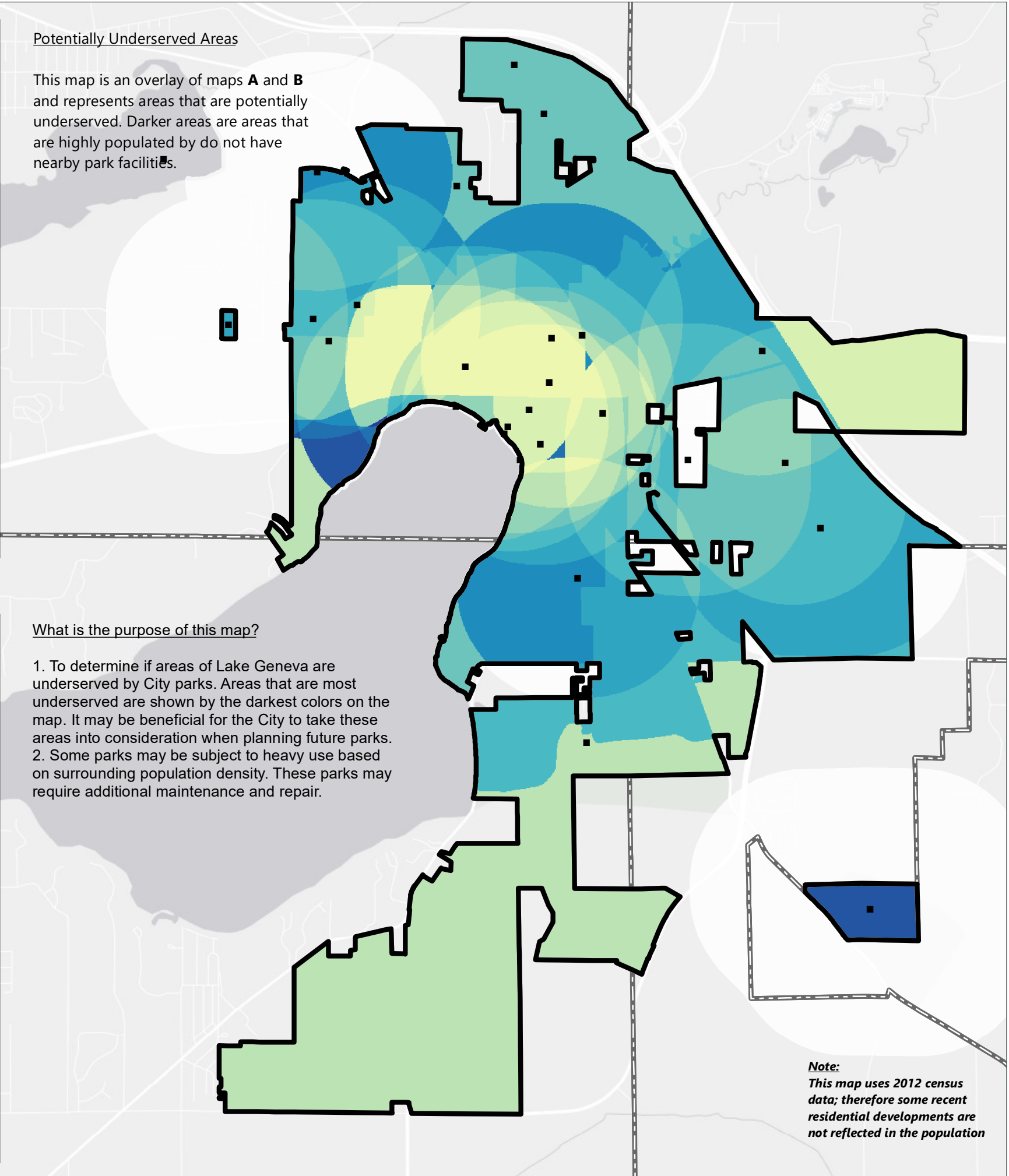
Potentially Underserved Areas

This map is an overlay of maps **A** and **B** and represents areas that are potentially underserved. Darker areas are areas that are highly populated by do not have nearby park facilities.



What is the purpose of this map?

1. To determine if areas of Lake Geneva are underserved by City parks. Areas that are most underserved are shown by the darkest colors on the map. It may be beneficial for the City to take these areas into consideration when planning future parks.
2. Some parks may be subject to heavy use based on surrounding population density. These parks may require additional maintenance and repair.



Note:
This map uses 2012 census data; therefore some recent residential developments are not reflected in the population

Potentially Underserved Areas

Lake Geneva CORP Study

City of Lake Geneva
Walworth County, WI

- Park
- City of Lake Geneva
- Value**
- Areas well served by parks
- Areas underserved by parks

Data Sources:
Walworth County GIS (2021)
Parks and Trails: Verbicher/Kapur and Associates (2021)
Basemap: ESRI



MEMORANDUM

TO: Parks Superintendent and Park Board

FROM: City Attorney, Daniel S. Draper

DATE: August 16, 2024

RE: Impact Fees

You have asked me to provide you with an opinion regarding the use of Park Impact Fees. The use of Park Impact Fees is governed by Wis. Stat. 66.0617, commonly referred to as the Impact Fee statute. The statute regulates how municipalities can impose impact fees on developers for the impact that development has on various public services.

To adopt an impact fee ordinance, the municipality is required to adopt a needs assessment for public facilities. That needs assessment provides the basis upon which an impact fee is established for various public services impacted by development.

The current impact fee ordinance was adopted by the City of Lake Geneva on June 12, 2023, as Ordinance 23-03 and is found in Chapter 39 of the Municipal Code for the City of Lake Geneva. A fee of \$1407 is imposed on each new residential housing unit to pay for the development of new park facilities. In other words, a fee is imposed to allow for more park facilities to accommodate the impact of new residential housing construction on available park facilities.

The use of those funds is controlled by statute and the desired facilities outlined in the needs assessment prepared on March 2, 2023, by Ruekert – Mielke, the City's consultant used to adopt the new impact fee ordinance.

Sec. 66.0617 defines the type of costs that can be paid with impact fees. These are called capital costs which are defined as follows: “ ‘Capital costs’ means the **capital costs to construct, expand or improve public facilities, including the cost of land**, and including legal, engineering and design costs to construct, expand or improve public facilities, except that not more than 10 percent of capital costs may consist of legal, engineering and design costs unless the municipality can demonstrate that its legal, engineering and design costs which relate directly to the public improvement for which the impact fees were imposed exceed 10 percent of capital costs. “Capital costs” does not include other noncapital costs to construct, expand or improve public facilities, vehicles; or the costs of equipment to construct, expand or improve public facilities.” §66.0617(1)(a), *Wis. Stats.* An important qualifier is that “...Impact fees imposed by an ordinance enacted under this section... **May not include expenses for operation or maintenance of a public facility.**” §66.0617(6) (fm), *Wis. Stats.*

The needs assessment, which is the basis for adopting the impact fee ordinance, outlines the uses for which the impact fees are to be spent. The needs assessment for park facilities adopts portions of the Comprehensive Outdoor Recreation Plan (CORP.) The needs assessment specifically states “The CORP does recommend funding the development of parkland facilities through impact fees, and this study incorporates that recommendation. Facilities for parks include the buildings, parking lots, contouring, landscaping, and structures such as playgrounds and sports fields needed to provide residents with amenities that are comparable to ones at the existing parks.” (Public Facilities Needs Assessment and Impact Fee Study, P. 4, ¶5) The needs assessment goes on to state “Using the current population of 8,304 and the current inventory of 209.4 acres produces a service standard of 25.2 acres per 1,000 residents. Applying that standard to the forecast population produces a Future Goal of 229.3 acres, which indicates a need for approximately 20 acres of new parkland.” A strict reading of the needs assessment would lead to the conclusion that the impact fees are to be used to acquire and develop an additional 20 acres of parkland. Further, the CORP and needs assessment would seem to indicate that the new park be developed at Site C referenced in the CORP. “The CORP also identifies other specific areas where parkland is needed to meet the needs of future growth. One is referred to as Site C, an area where residential growth is expected to occur. The CORP recommends a community park being developed there, one that includes a cricket field.” (Public Facilities Needs Assessment and Impact Fee Study, P. 4, ¶4.) However, the needs assessment also states, “Developing parkland does include adding facilities at the recently purchased Hillmoor Golf Course.” It would therefore be fair to state that park impact fees can be used to develop park facilities at Hillmoor. However, what is not clear is whether other parks could be improved with additional facilities utilizing park impact fees. It is safe to say that the use of the fees could be used by the city to develop an additional park on Site C described in the CORP. It is also safe to say that additional facilities could be constructed in Hillmoor. Using the impact fees for other purposes would require a close analysis of the language in the needs assessment.

To include more uses for park impact fees, a new needs assessment would need to be prepared. Unfortunately, because of restrictive language in the state statute, use of impact fees is limited to the uses outlined in the needs assessment. Court cases have arisen concerning the specific use of impact fees. For instance, in one case the use of an impact fee was challenged because the community had prepared a needs assessment for the construction of an additional community pool. Instead of using the impact fees for that purpose, the community used the park impact fees to construct a splash pad. Fortunately for the community, the court reasoned that there was a reasonable similarity between a pool and a splash pad and permitted the use of the impact fees for a splash pad. However, the case illustrates a crucial point. It demonstrates the close nexus that must exist between the use of the impact fees and the purposes of the impact fee set forth in the needs assessment. What is also clear is that impact fees cannot be used for maintenance or operation of a park. It also cannot be used to replace existing facilities because that would be addressing a deficiency which is an impermissible use of impact fees.

If you have any further questions, please do not hesitate to contact me.

Public Facilities Needs Assessment and Impact Fee Study



PREPARED FOR:

City of Lake Geneva

626 Geneva St

Lake Geneva, WI 53147

PREPARED BY:

Ruekert & Mielke, Inc.

4630 S. Biltmore Lane

Madison, WI 53718

Public Facilities Needs Assessment and Impact Fee Study

March 2, 2023



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PUBLIC FACILITIES NEEDS ASSESSMENT AND IMPACT FEE STUDY

PURPOSE AND BACKGROUND

Impact fees are designed to recover the costs of public facilities needed to serve new growth. The city of Lake Geneva (Lake Geneva) enacted impact fees in 2004, and since then, it has met some of the needs created by new growth.

This study by Ruekert & Mielke, Inc. (R/M) and Lake Geneva updates the existing fees for the parks and recreation facilities, the water system facilities, and the sanitary sewer system facilities. It proposes adding fees for department of public works facilities and library facilities.

This study is a public facility needs assessment under Wisconsin Statutes § 66.0617(4). This study develops and recommends impact fees that comply with the impact fee standards in Wis. Stat. § 66.0617(6).

State statutes grant much latitude to municipalities in how they spend impact fee funds. As the footnotes to Wis. Stat. § 66.0617 explain, the law “allows a municipality to impose impact fees for a general type of facility without committing itself to any particular proposal before charging the fees.”

Therefore, the level of detail provided in prior studies is not needed in this current study and may even give the impression that Lake Geneva does not have flexibility in its spending of impact fee funds. The footnotes to the statutes make explicit that a “municipality must be allowed flexibility to deal with the contingencies inherent in planning.” The project details in this study represent Lake Geneva’s best planning at this time, but Lake Geneva reserves its statutory right to alter its planning to best suit evolving needs after this study is finished.

As required by the Wisconsin statutes, each section contains an inventory of existing facilities, a list of future projects, the service standards, existing deficiencies, and the calculation of the impact fee. The study also contains the required analysis on the effect of the impact fees on housing affordability.

Before this impact fee study was created, a feasibility analysis was conducted to determine whether to conduct a full impact fee study for facilities that currently do not have impact fees. This analysis includes detailed explanations of impact fees, examples, and best practices. This analysis can be found in Appendix A.

GENERAL

The growth forecast and service area give a common framework for developing impact fees for specific facility types.

Growth Forecast

Lake Geneva’s comprehensive plan based its residential forecast on the Wisconsin Department of Administration’s (DOA) forecast. The table below starts with 2020 population because of the

reliability of US Census data, and then it applies the same annual growth rate as the DOA's 2020 to 2040 forecast for the period of 2022 to 2042. Since the 20-year growth remains the same, the net increase is also the same with 790 people in this forecast.

Table 1 - Population Forecast		
Year	Residential Population	Change Since 2022
2020	8,227	
2022	8,304	
2027	8,502	198
2032	8,699	395
2037	8,897	593
2042	9,094	790

The 2020 number of residential units below comes from US Census data divided by the average number of people per household per the US Census (2.13), rounded to the nearest whole number. To determine the total number of future housing units, the comprehensive plan included a forecast of seasonal residences. Since those units require infrastructure to serve them, they are included in the forecast numbers below. This forecast for 2022 to 2042 assumes the same net change in housing units as the comprehensive plan does for 2020 to 2040.

Table 2 - Residential Unit Forecast		
Year	Residences	Change Since 2020
2020	3,862	
2022	3,975	
2027	4,257	282
2032	4,496	521
2037	4,594	619
2042	4,622	647

This forecast assumes an annual growth rate for residential units of approximately 0.8 percent. If Lake Geneva grows at a significantly higher or lower rate, especially over the course of several years, Lake Geneva should update its impact fees to reflect this change.

The housing-unit forecast is used to calculate fees that are charged to residential development. To divide new-growth costs between residential and nonresidential development, equalized values have been used. The equalized values from the 2021 Statement of Changes in Equalized Values from the Wisconsin Department of Revenue determine the allocation of costs between residential and non-residential development.

Table 3 - Growth Share		
Type of Development	2021 Equalized Value	Share of Total
Residential	\$ 1,219,585,800	75.2%
Nonresidential *	\$ 401,599,200	24.8%
	\$ 1,621,185,000	100.0%

* Nonresidential = Commercial + Manufacturing

Since residential development is approximately three-quarters of the equalized value, approximately three-quarters of the cost of new-growth projects are allocated to residential housing units, with the remainder allocated to nonresidential development. (This cost allocation between residential and nonresidential development pertains only to facilities that serve both kinds of development. This cost allocation would not apply to facilities that serve only residential development, such as libraries.)

To allocate certain costs among the industrial, institutional, and commercial developments, a forecast of incremental building space was created. Nonresidential development would be charged a cost per square foot of gross building area. First, total nonresidential development was taken from row F in Figure 5.7 of the City's comprehensive plan, which shows a net increase of 106 nonresidential acres from 2020 to 2040. The 106 acres is then converted to square footage by multiplying it by 43,560, which yields approximately 4.6 million square feet. To convert total square footage to gross floor area, the 4.6 million square feet is multiplied by the gross-floor-area-to-total-area ratio, which is 0.25. This ratio comes from the City's zoning ordinance and is called the Max Floor Surface Ratio there. Applying this ratio yields a total forecast of building floor area of approximately 1.15 million square feet for the next 20 years.

Table 4: Forecast Incremental Building Floor Area				
Land Use	Development (Acres)	Development (sq ft)	Gross-Floor-Area-to-Total-Area Ratio	Forecast Incremental Building Floor Area (sq ft)
Nonresidential	106	4,617,360	0.25	1,154,340

This square footage will be used in later sections to determine a cost per square foot for nonresidential development.

Service Area

Wis. Stat. § 66.0617(4)(a)2 requires Lake Geneva to base impact fees on an explicitly identified service area. The service area for this study is the entire city of Lake Geneva. This area includes any areas that Lake Geneva annexes within the forecast period.

PARKS AND RECREATION FACILITIES

Lake Geneva plans to continue to impose impact fees to fund parks and recreation facilities described in the 2004 impact fee study.

The inventory of city-owned parks in the table below comes from Section 2.7 of Lake Geneva's Comprehensive Outdoor Recreation Plan (CORP).

Table 5 - Parks Inventory			
Nature Preserves	Area (Acres)	Mini Parks	Area (Acres)
Fermano Park	6.4	Oak Hill Tot Lot	0.1
Dodge Water Tower Pond Park	2.7	Westgate Tot Lot	0.7
Donian Wetland Preserve	4.1	Subtotal	0.8
Edgewood Hills Park	3.2		
Mary Koutsky Four Season Nature Preserve	66.7	Special Use Parks	Area (Acres)
Hidden Woods	12.0	Lake Geneva Bocce Ball Park	0.5
Home Depot Park	4.4	Riviera Beach and Plaza	2.1
Mill Park	3.0	White River Park	39.7
Price-Fremont Park	4.6	Subtotal	42.3
Subtotal	107.1		
		Community Parks	Area (Acres)
		Dunn Field	14.1
Neighborhood Parks	Area (Acres)	Library/Elm Park	7.1
Cobb Park	4.9	Veterans Park	25.0
Flat Iron Park	1.8	Subtotal	46.2
Rushwood Park	3.3		
Seminary Park	3.0		
Subtotal	13.0	Grand Total (Acres)	209.4

Lake Geneva recently purchased the 190.4-acre Hillmoor Golf Course. It is also included in Lake Geneva's park inventory, although it is undeveloped; i.e., facilities will need to be added to develop it into parkland.

The CORP identifies two regional existing deficiencies in Section 5.2, which are features that need to be added to specific areas in Lake Geneva underserved by parks. One is identified as Site A, parcel ZSR 0169, a 43.4-acre forested site owned by Lake Geneva. The CORP recommends adding public access, a multi-use path, and perhaps mountain-biking trails or a pump track to Site A. Another area is identified as Site B, an area that is underserved by all the park types. The plan recommends adding a neighborhood park. Since they are existing deficiencies, neither of these can be funded with impact fees.

The CORP also identifies other specific areas where parkland is needed to meet the needs of future growth. One is referred to as Site C, an area where residential growth is expected to occur. The CORP recommends a community park being developed there, one that includes a cricket field. The CORP also recommends that Lake Geneva purchases more land "adjacent to existing parks" and that "could be used to expand recreational opportunities" as the population grows. However, the CORP recommends that Lake Geneva gains new land for parks through its parkland dedication policy (Section 66-97(a)(1) of Lake Geneva's subdivision ordinance) and through fees in lieu of land dedication.

The CORP does recommend funding the development of parkland facilities through impact fees, and this study incorporates that recommendation. Facilities for parks include the buildings, parking lots, contouring, landscaping, and structures such as playgrounds and sports fields needed to provide residents with amenities that are comparable to ones at the existing parks.

Developing parkland does include adding facilities at the recently purchased Hillmoor Golf Course. Section 6.1 of the CORP identifies a cost of \$1,437 per housing unit to meet the future parkland-development needs. Since this plan was created a year ago, this amount was adjusted based on the Consumer Price Index (CPI) to capture the effect of inflation, which has been significant recently, topping 9 percent per year. The adjusted cost per housing unit is approximately \$1,567. The adjusted cost per housing unit was multiplied by the number of forecast dwelling units from Table 2 to produce the cost below.

Table 7 - Future Parks Projects	
Project	Cost
Develop Parkland (approx. 20 acres)	\$ 1,014,256

Table 6.3 from the CORP includes costs for recommended park improvements. Most of these are to rectify existing deficiencies such as providing ADA-compliant facilities while others are identified as likely to be funded from other sources such as Knowles-Nelson Stewardship grants, so their costs are not included in the amount to be recovered through impact fees.

Section 4.1 of the CORP defines Lake Geneva's standard for parkland as the ratio of population to parkland. Using the current population of 8,304 and the current inventory of 209.4 acres produces a service standard of 25.2 acres per 1,000 residents. Applying that standard to the forecast population produces a Future Goal of 229.3 acres, which indicates a need for approximately 20 acres of new parkland. Since there are no existing deficiencies on a city-wide basis, and the projected future parkland purchases and development do not exceed the total forecast need, the entire cost of these projects can be attributed to new growth. The standard for developing parkland uses all the preceding assumptions in this paragraph.

Table 8 - Service Standards for New Parks Projects					
Category	Service Standard (acres per 1,000 Population)	Current Population	Current Goal (acres)	Future Population Estimate	Future Goal (acres)
Developed Parkland (acres)	25.2	8,304	209.4	9,094	229.3
Category	Current Inventory (acres)	Current Deficiency (acres)	Additions (acres)	New Growth Additions (acres)	Portion Eligible for Impact Fees
Developed Parkland (acres)	209.4	-	19.9	19.9	100.0%

The existing park impact fee fund balance of approximately \$100,000 must be subtracted from the costs eligible for impact fees because Lake Geneva has already collected funds to be spent on parks for new growth but not spent those dollars. The net cost of approximately \$900,000 can then be divided by the forecast number of residential unit growth to determine a fee per new residential unit. (The costs for parks can be recovered only from residential development because nonresidential development does not directly benefit from parks.) See table below.

Table 9 - Parks Impact Fees		
Residential Unit Growth *		647
Costs Eligible for Impact Fees **	\$	1,014,256
Less Existing Park Fund Balance ***		103,751
Costs to be Charged through Impact Fees	\$	910,504
Recommended Fee per Residential Unit	\$	1,407

* Source: Table 2

** Source: Table 7

*** Source: City staff

Despite reducing projected costs for new parks by approximately \$4 million from the 2004 study, the new fee would be a substantial increase over the current fee of \$230. That is because the forecast for residential equivalent units was set at over 23,000 in the prior study. In other words, while the net cost has declined substantially, it would be spread out among far fewer residential units. However, R/M believes the residential forecast in this study is more accurate given the development possibilities within Lake Geneva.

DEPARTMENT OF PUBLIC WORKS FACILITIES

Lake Geneva does not have impact fees for its Department of Public Works (DPW) facilities, but it has several needs for which it could impose impact fees to meet the needs of new growth. The table below provides the inventory for the DPW.

Table 10 - DPW Facilities Inventory

45 Miles of Roadways
Street Lighting
Traffic Signals located Downtown, Edwards Blvd, Hwy 12 ramps, and Interchange North
City Storm Sewer System
City Owned Sidewalks
City Bike Trail System
Riviera Ballroom
Riviera Beach
Boat Launch
Oak Hill Cemetery
Pioneer Cemetery
21 City Parks and Natural Areas
22 Public Restrooms
230+ Garbage Receptacles
Geneva Lake Lakefront
Approximately 7,000 trees
DPW Main Shop & Office Building Space (18,000 square feet)
DPW Repair Shop Building Space (5,000 square feet)
Building 3 -- off-season equipment storage, paint booth, & sign shop (17,000 square feet)
Salt Shed (1,575 square feet)

The DPW has several impending projects that will be used to meet the needs of new growth. These future projects are listed below, along with their estimated costs.

Table 11 - Proposed DPW Projects

Project	Size (square feet)	Cost Estimates
Traffic Signal at Williams and George Streets		\$ 200,000
Traffic Signal at Broad and Geneva Streets		200,000
Traffic Signal at Center and Geneva Streets		200,000
DPW Main Shop Expansion (10,000 square feet addition)	10,000	1,552,500
DPW Repair Shop Expansion (5,000 square feet addition)	5,000	776,250
DPW Office Expansion (1,500 square feet addition)	1,500	388,125
Salt Shed Expansion (2,500 square feet addition)	2,500	300,000
Purchases of Land Adjacent to Current Facilities for Expansions		900,000
Total		\$ 4,516,875

The cost estimates are based on industry sources and DPW experience.

The basis for the service standards depends on the type of project. For traffic signals, the standard is based on what is referred to as Warrant #1 in a manual produced by Wisconsin's Department of Transportation (WisDOT), the Wisconsin Manual on Uniform Traffic Control Devices. This warrant lays out minimum traffic volumes to determine whether a signal is needed. In the case of a main street, at least 600 vehicles per hour for at least 8 hours is the threshold, whereas for side streets, at least 200 vehicles per hour is the threshold. The warrant also provides criteria for a signal if high traffic volume on the major street does not allow enough gaps for side-street traffic. The minimum thresholds for at least 8 hours are 900 vehicles per hour for main streets and 100 vehicles per hour for side streets. According to the traffic counts

from WisDOT's Traffic Counts website, none of these thresholds has been met for any of the streets at the intersections where a traffic light is being proposed, but the DPW anticipates that development will increase traffic above these thresholds within the next 20 years at these three intersections. Therefore, this cost is eligible for impact fees.

The standards for both the DPW facility space and the salt shed are based on the expertise of Lake Geneva staff, expressed in a ratio of square feet of facility space to population. The DPW facility space for the main shop, the repair shop, and the office are grouped together into one standard. The analysis that uses these standards shows that there are no Existing Deficiencies with the current facilities, but only some of the proposed Additions can be attributed to new growth during the forecast period. The share of each project that can be recovered through impact fees is the New Growth Share percentage in the lower right of the table.

Table 12 - DPW and Salt Shed Facility Service Standards					
Category	Standard for per 1,000				
	Residences	Current Residences	Current Goal		
DPW Facility Space (sq ft)	10,063	3,975	40,000		
Salt Shed (sq ft)	396	3,975	1,575		
Facility	Inventory	Existing Deficiency	Additions	Additions to Meet	
				Future Needs *	New Growth Share
DPW Facility Space (sq ft)	40,000	-	16,500	6,511	39.5%
Salt Shed (sq ft)	1,575	-	2,500	256	10.3%

* Excludes portion of projects that exceeds standards

The next table provides the calculation of the impact fees. It draws the estimated costs from the table above on the proposed projects. The New Growth Share is one hundred percent for the traffic signals. The New Growth Share for the DPW facility and salt shed come from the table above. Since the land will be used for the DPW facility space, the same standard was applied to determine what percent of the land is eligible for impact fees, which is approximately 39.5 percent. The estimated cost is multiplied by the New Growth Share for each project to produce the New Growth Cost, which is then totaled for all the projects. This total is the cost to be recovered through impact fees. Unlike park and library fees, fees for the DPW can be recovered from nonresidential development, so the total recoverable cost is split between residential and nonresidential growth. This percentage split comes from Table 3. Then for residences, the total to be recovered from each residence is determined by dividing the residential share of costs by the forecast number of residential units, which comes from Table 2. For nonresidential development, the charge per 1,000 square feet of building floor area comes from dividing the nonresidential share of costs by the total forecast incremental building floor area, which comes from Table 4 above.

Public Facilities Needs Assessment and Impact Fee Study

Table 13 - DPW Impact Fees			
	Estimated Cost	New Growth Share	New Growth Cost
Traffic Signal at Williams and George Streets	\$ 200,000	100.0%	\$ 200,000
Traffic Signal at Broad and Geneva Streets	200,000	100.0%	200,000
Traffic Signal at Center and Geneva Streets	200,000	100.0%	200,000
DPW Facility Expansion	2,716,875	39.5%	1,072,099
Salt Shed Expansion	300,000	10.3%	30,765
Purchases of Land Adjacent to Current Facilities for Expansions	900,000	39.5%	355,147
Costs to be Charged through Impact Fees	\$ 4,516,875		\$ 2,058,010
Share of Costs	%	\$	
Residential	75.2%	\$ 1,548,200	
Nonresidential	24.8%	509,809	
Total	100.0%	\$ 2,058,010	
Residential Forecast			
New Residential Units	647		
Recommended Fee per Residence	\$ 2,393		
Subtotal Forecast Residential Fees	\$ 1,548,200		
Nonresidential Forecast			
	Recommended Fee per		
Forecast Incremental Building Floor Area (sq ft)	1,000 Sq Ft		
1,154,340	\$ 442		
Subtotal Forecast Nonresidential Fees	\$ 509,809		
Total Forecast Fees	\$ 2,058,010		

If Lake Geneva proceeds with these fees, it will need to fund part of the costs for the DPW facility expansion, salt shed expansion, and land acquisition from other sources.

LIBRARY FACILITIES

The library serves thousands of people inside Lake Geneva and thousands more outside the city. In fact, most registered borrowers live outside the city limits. The table below shows circulation for the library split by city versus non-city use. 2019 data was used due to the pandemic.

Table 14 - Library Use		
Circulation		
City resident circulation	72,233	51%
Non-city resident circulation	69,261	49%
Total circulation	141,494	100%

The 2004 report noted that the library may expand at some future date but did not provide further analysis. The table below provides an inventory of the library at present.

Table 15 - Library Facility Inventory	
	Area (Square Feet)
Library Facility Space	15,400

The standards that are explained later in this section were used to size the future facility, which is assumed to be a smaller, satellite location used to supplement the current facility. The cost is based on average industry costs per foot.

Table 16 - Library Facility Capital Projects		
Project: Library Satellite Location	Area (Square Feet)	Cost
Facility Space	4,616	\$ 984,844

The Wisconsin Department of Public Instruction's (DPI's) Public Library Space Needs document is typically used as the standard for library facility space. This document provides detailed information to determine how much space is needed based on the total need from books, periodicals, reader seating, staff workspace, general meeting room space, special-use space, and more.

The following table uses the DPI standards to determine the total facility space needed, both now and at the end of the forecast period. The total facility space needed is based on the total population served. The standards first look at how many holdings the facility should have, and then how much space is needed because of those holdings. Then the standards are used to determine how much general space, special-use space, and non-assignable space is needed. These subtotals are added together as Total Gross Area Needed. Then it is compared to the existing Inventory. Since more space is needed than what the facility currently has, there is an Existing Deficiency of approximately 2,376 square feet. The Existing Deficiency is subtracted from the Future Project to determine Future Need. The New Growth Share is the Future Need divided by Future Project. The City Share of New Growth is the New Growth Share multiplied by the percentage of the facility that will serve Lake Geneva's population (approximately 56 percent).

Public Facilities Needs Assessment and Impact Fee Study

Table 17 - Library Service Standards				
		City	Outside City	Total
Current Population Served		8,304	6,610	14,914
Future Population Served *		9,094	7,256	16,350
Type of Holding	Holding Standard **	Standard Unit	Recommended Current Holdings	Recommended Future Holdings
Book Volumes	3.5	per person	52,199	57,225
Periodicals	9.3	per 1,000 people	139	152
Audio Recordings	0.22	per person	3,281	3,597
Video Recordings	0.48	per person	7,159	7,848
Collection	Standard ***	Standard Unit	Recommended Current Space (sq ft)	Recommended Future Space (sq ft)
Books	0.1	sq ft / volume	5,220	5,723
Periodicals (display)	1	sq ft / title	139	152
Audio and Video	0.1	sq ft / item	328	360
Subtotal Collection Space			5,687	6,234
General Space				
Reader Seating	0.086	sq ft / seat (2.87 seats per 1,000 pop)	1,284	1,408
Staff Work Space	125	sq ft / workstation	1,000	1,500
General Meeting Room Space	0.086	sq ft / seat (2.87 seats per 1,000 pop)	1,284	1,408
Subtotal General Space			7,971	9,142
Special Use	0.17	1 sq ft / 6 sq ft of general space	1,328	1,524
Total Assignable Space			9,299	10,666
Subtotal Non-assignable Space	0.30	3 sq ft / 10 sq ft of assignable space	2,790	3,200
Total Gross Area Needed		sq ft	17,776	20,100
Inventory		sq ft	15,400	
Existing Deficiency		sq ft	2,376	
Future Project		sq ft	4,700	
Future Need		sq ft	2,324	
New Growth Share			49%	
City Share of New Growth			56%	
New Growth Share for City Only			27.5%	

* Future population outside of City grown at same rate as rate within City (appr. 10%)

** Based on Public Library Space Needs: A Planning Outline, Wisconsin Department of Public Instruction, 2009.

*** Based on Public Library Space Needs: A Planning Outline, Wisconsin Department of Public Instruction, 2018.

To create an impact fee, the portion of the new facility eligible for being charged to new growth within the city – approximately 28 percent of the total cost – is divided by the number of new residential units in the forecast period, which comes from Table 2.

Table 18 - Library Impact Fees		
Residential Unit Growth		647
New Project Costs	\$	1,002,779
New Growth Share for City Only		27.5%
Costs Eligible for Impact Fees *	\$	275,791
Recommended Fee per Residential Unit	\$	426

If Lake Geneva proceeds with these fees, it will need to fund the remaining 72 percent from other sources. If Lake Geneva were to proceed with a significantly different plan, then the fees should be updated to reflect those changes.

SANITARY SEWER SERVICE FACILITIES

Lake Geneva plans to continue to impose impact fees to fund facilities improvements for the sanitary sewer utility. It began charging these fees in 2004.

The inventory for the sanitary sewer utility includes the pumping stations and interceptors listed below. The interceptors range in size from 8 to 21 inches in diameter, and they are made of a variety of materials, including PVC, clay, reinforced concrete pipe, and vitrified clay pipe.

Table 19 - Sanitary Sewer Inventory	
Pumping Station	Firm Capacity (gallons/minute)
LaGrange Drive	100
Country Club Drive	143
Covenant Harbor	105
Edgewood Hills	150
Geneva Bay	108
Mariane Terrace	100
Maxwell Street	50
Bigfoot	325
Pioneer Estates	198
Location of Existing Interceptors	
Dodge Street	
East	
George Street	
Lake North Central	
Lake North	
Lake Shore Drive	
North	
Wastewater Treatment Facility	
Parameter	Design Capacity
Ave. Monthly Flow Rate (Million Gallons/Day)	2.5
Peak Hourly Flow Rate (Million Gallons/Day)	5.2
Ave. Daily Biochemical Oxygen Demand (BOD) loading (pounds)	3,900
Ave. Daily Total Suspended Solids (TSS) loading (pounds)	4,100
Ave. Daily Total Kjeldahl Nitrogen (TKN) (pounds)	400

The utility owns and operates all the collector mains throughout Lake Geneva that feed into the interceptor mains listed above. These collector mains are typically 8 inches in diameter. The utility owns and operates the wastewater treatment facility (WWTF) at the east end of Haskins Street. The WWTF contains influent screening, a grit removal system, influent submersible pumping, organic treatment in an oxidation ditch, two 65-foot diameter suction header type clarifiers, a 20-inch force main, and seepage cells in the far eastern section of Lake Geneva. Appendix B, the Utilities Impact Fee Technical Memorandum, provides more detail on the existing sanitary sewer system facilities.

The utility will have to undertake several projects to meet the needs of new growth due to increased flow and pollutants. These projects include numerous changes at the WWTF additional interceptor sewers and force mains, upgrades to existing pump stations, and the addition of 9 new pumping stations. Figure 6 in Appendix B shows the locations of the proposed projects. The list below comes from Table 25 of the technical memo. The design parameters for each of the

Public Facilities Needs Assessment and Impact Fee Study

items are used as the standards, and these parameters come from the text in Section 5 of the technical memo.

Number	Item	Standard	Unit	Quantity	Unit Price	Total
WWTF						
1	Screen Equipment Mechanical and Electrical	Peak Hourly Flow Rate	EA	1	\$325,000	\$325,000
2	Screenings Washer and Compactor Equipment Mechanical and Electrical	Peak Hourly Flow Rate	EA	1	\$130,000	\$130,000
3	Grit Removal Paddle, Motor, VFD and Controls	Peak Hourly Flow Rate	LS	1	\$35,000	\$35,000
4	Influent Pumping - Replace End Pumps With 25 Hp, 1,200 GPM Pumps at 51 Ft. TDH. Update	Peak Hourly Flow Rate	EA	2	\$65,000	\$130,000
5	Influent Pumping - Replace End Pump Discharge Piping From 6-Inch to 10-Inch	Peak Hourly Flow Rate	LS	1	\$13,000	\$13,000
6	Influent Pumping - Replace End Pump Discharge Piping Tees at Main Header	Peak Hourly Flow Rate	EA	2	\$5,000	\$10,000
7	Influent Pumping - Replace Middle Pump Impeller To Get 900 GPM Pumps at 51 Ft. TDH.	Peak Hourly Flow Rate	EA	1	\$6,000	\$6,000
8	Influent Pumping - Replace Middle Pump To Get 900 GPM Pumps at 51 Ft. TDH.	Peak Hourly Flow Rate	EA	1	\$38,000	\$38,000
9	FOG Tank - Excavation and Backfill	TSS Treatment Capacity	LS	1	\$18,000	\$18,000
10	FOG Tank - Concrete	TSS Treatment Capacity	CY	60	\$1,200	\$72,000
11	FOG Tank - Skimmer	TSS Treatment Capacity	LS	1	\$80,000	\$80,000
12	FOG Tank - Electrical and Controls	TSS Treatment Capacity	LS	1	\$40,000	\$40,000
13	FOG Tank - Mechanical Connections and Valves	TSS Treatment Capacity	LS	1	\$30,000	\$30,000
14	FOG Tank - Misc. Metals and Grating	TSS Treatment Capacity	LS	1	\$45,000	\$45,000
15	Oxidation Ditch - New Aerators	BOD Treatment Capacity	LS	1	\$405,000	\$405,000
16	Splitter Box Weir Replacement	Peak Hourly Flow Rate	EA	2	\$8,000	\$16,000
17	Final Clarifier - Stamford Baffles	TSS Treatment Capacity	EA	2	\$42,000	\$84,000
18	Final Clarifier - Baffle System at Feedwell	TSS Treatment Capacity	EA	2	\$62,000	\$124,000
19	Effluent Pumps - Replace Bowl Assembly to Increase Pump Output to 2,400 GPM. Increase Motor Size to 100 Hp. Add VFDs and Update Controls	Peak Hourly Flow Rate	LS	3	\$68,100	\$204,300
20	Biosolids Volute Press and Dryer - Demolition, Equipment, and Mechanical	BOD Treatment Capacity	LS	1	\$3,224,000	\$3,224,000
21	Biosolids Volute Press and Dryer - Electrical and Controls	BOD Treatment Capacity	LS	1	\$170,000	\$170,000
22	Biosolids Volute Press and Dryer - Building Updates (Internal Walls, Lighting, HVAC)	BOD Treatment Capacity	LS	1	\$130,000	\$130,000
SUBTOTAL						\$5,329,300
SUBTOTAL PRORATED						\$4,976,220
Interceptors Gravity Sewers						
23	Lake Shore Drive Interceptor Sewer - 12" Sewer Main	Peak Hourly Flow Rate	LF	2,800	\$275	\$770,000
24	East Interceptor Sewer - 24" Sewer Main	Peak Hourly Flow Rate	LF	11,200	\$400	\$4,480,000
25	East Interceptor Sewer - 30" Sewer Main	Peak Hourly Flow Rate	LF	6,700	\$450	\$3,015,000
26	Dodge St Interceptor Sewer - 12" Sewer Main	Peak Hourly Flow Rate	LF	8,300	\$275	\$2,282,500
SUBTOTAL						\$10,547,500
Pumping Stations and Force Mains						
27	S Lakeshore Dr Lift Station (468 gpm)	Peak Hourly Flow Rate	LS	1	\$730,000	\$730,000
28	S Lakeshore Dr - 6" Force Main	Peak Hourly Flow Rate	LF	3,400	\$130	\$442,000
29	Townline Rd Lift Station (268 gpm)	Peak Hourly Flow Rate	LS	1	\$630,000	\$630,000
30	Townline Rd - 6" Force Main	Peak Hourly Flow Rate	LF	1,300	\$130	\$169,000
31	McDonald Rd Lift Station (122 gpm)	Peak Hourly Flow Rate	LS	1	\$550,000	\$550,000
32	Grandview Dr Lift Station (108 gpm)	Peak Hourly Flow Rate	LS	1	\$550,000	\$550,000
33	Lake Forest Cir Lift Station (99 gpm)	Peak Hourly Flow Rate	LS	1	\$550,000	\$550,000
34	Sheridan Springs Rd Lift Station (67 gpm)	Peak Hourly Flow Rate	LS	1	\$500,000	\$500,000
35	North State Rd 120 - Lift Station (675 gpm)	Peak Hourly Flow Rate	LS	1	\$790,000	\$790,000
36	North State Rd 120 - 8" Force Main	Peak Hourly Flow Rate	LF	2,700	\$150	\$405,000
37	Park Dr Lift Station (152 gpm)	Peak Hourly Flow Rate	LS	1	\$560,000	\$560,000
38	South State Rd 120 - Lift Station (756 gpm)	Peak Hourly Flow Rate	LS	1	\$800,000	\$800,000
39	South State Rd 120 - 8" Force Main	Peak Hourly Flow Rate	LF	2,200	\$150	\$330,000
40	Bigfoot Lift Station Lift Station - Upgrade to 516 gpm	Peak Hourly Flow Rate	LS	1	\$730,000	\$730,000
41	Pioneer Estates Lift Station - Upgrade to 1,072 gpm	Peak Hourly Flow Rate	LS	1	\$920,000	\$920,000
42	Pioneer Estates Lift Station - 10" Force Main	Peak Hourly Flow Rate	LF	3,300	\$170	\$561,000
SUBTOTAL						\$9,217,000
ALL PROJECTS SUBTOTAL						\$24,740,720
ENGINEERING, ADMINISTRATIVE, LEGAL AND CONTINGENCIES (35%)						\$8,660,000
TOTAL PROJECT COSTS						\$33,400,720
ALL PROJECTS SUBTOTAL PRORATED						\$24,387,640
ENGINEERING, ADMINISTRATIVE, LEGAL AND CONTINGENCIES (35%)						\$8,660,000
TOTAL PROJECT COSTS PRORATED						\$33,047,640

The technical memo projects future flow and pollutant loadings based on Lake Geneva's comprehensive plan for land development. In Table 27 of the technical memo, 27 different areas are analyzed to develop a total forecast that was then used to develop the list of recommended projects. Section 2.6 of the technical memo analyzes the current capacity of the wastewater treatment system, and it identified one existing deficiency. Most of the capacity for a second identical screen in the treatment facility provides needed redundancy, so only approximately 22 percent of the cost for items 1 and 2 are included in the prorated subtotal. This prorated subtotal is used to calculate the total eligible cost that can be recovered through impact fees. The rest of

the proposed projects have been sized to accommodate the demand projected to occur during the forecast period, so the full amount of these project costs is eligible for impact fees.

To calculate the impact fee, the number of residential equivalent units (REUs) must be determined. Since sewer use generally parallels water use, and the average residential water demand is known due to metering, the water forecast is used to determine the number of sanitary-sewer REUs during the forecast period. The increase of over 800,000 gallons of water demand per day needs to be compared to current residential consumption. Dividing the annual residential demand by the number of customers and then by the number of days in the year yields the current average residential daily demand. Dividing the forecast incremental demand by the residential daily demand yields the number of new REUs. The impact fee can then be calculated by dividing the total eligible sanitary sewer project costs by the number of new REUs. The balance in the sanitary sewer impact fee fund must first be deducted from the project costs, however, because this amount is money Lake Geneva has collected but not yet spent on sanitary sewer projects to serve new growth.

Table 21 - Sanitary Sewer Impact Fees		
Residential Demand (gallons) *		159,873,000
Residential Customers *		4,150
Average Daily Demand (gallons)		106
Forecast Incremental Daily Increase (gallons) **		831,104
New REUs		7,874
Total Project Costs	\$	33,400,720
Less Existing Sanitary Sewer Impact Fee Fund Balance ***		1,092,393
	\$	32,308,327
Impact Fee per REU	\$	4,103

* Source: 2021 PSC Annual Report, Schedule W-2

** Source: Appendix B, Table 11

*** Source: City Staff

The proposed fee is a substantial increase over the current fee per REU of \$1,865, which was adopted in 2004. Although project costs for new growth are approximately \$10 million less than what they were estimated to be in 2004, the forecast for REUs has declined from approximately 23,000 to approximately 7,900 as shown in Table 21. R/M believes this new forecast is more accurate given the types and quantities of land development that are projected in Lake Geneva's comprehensive plan.

Lake Geneva has imposed sanitary sewer impact fees based on the size of the meter. The table below provides a breakdown of fees based on meter equivalencies calculated using the maximum operating range of the water meters within Lake Geneva's system. These

equivalencies resemble the ones calculated off actual average water use at each meter size. The proposed equivalencies are in some cases higher than the current equivalencies, but the proposed equivalencies are most reflective of both actual use and potential use for each meter size.

Table 22 - Sanitary Sewer Impact Fees by Meter Size		
Meter Size	Meter Equivalency	Impact Fee
5/8"	1.0	\$ 4,103
3/4"	1.0	\$ 4,103
1"	1.6	\$ 6,565
1.5"	5.7	\$ 23,387
2"	5.7	\$ 23,387
3"	14.3	\$ 58,672
4"	28.6	\$ 117,344
6"	57.1	\$ 234,277
8"	77.1	\$ 316,335
10"	114.3	\$ 468,964

WATER SUPPLY FACILITIES

Lake Geneva plans to continue to impose impact fees to fund facilities improvements for the water utility. It began charging these fees in 2004.

The inventory for the water utility includes the four wells, the booster pumps, the storage facilities, and treatment facilities listed below. The water distribution system has three pressure zones. Water from each well is treated through chlorination and pumped to one of three reservoirs at the treatment site. The water utility's inventory also includes approximately 330,000 feet of main varying in diameter size from 4 inches to 16 inches made of unlined cast iron, PVC, and other materials. Appendix B and the water utility's annual reports to the Public Service Commission both contain more detail on the system.

Public Facilities Needs Assessment and Impact Fee Study

Table 23 - Water Inventory				
Well and Booster Station Pump Capacity				
SUPPLY SOURCE	Supply Capacity		Booster Pump Capacity	
SUPPLY SOURCE	Gallons per minute (gpm)	Millions of gallons per day (MGD)	Gallons per minute (gpm)	Millions of gallons per day (MGD)
HOST PRESSURE ZONE				
Wells				
Well 2	1,000	1.44		
Well 3	1,180	1.70		
Well 4	1,350	1.94		
Well 5	1,400	2.02		
Booster Pumps				
Plant A 1-A			1,800	2.59
Plant A 2-A			1,125	1.62
Plant A 3-A			1,200	1.73
Plant B 1-B			1,000	1.44
Plant B 2-B			1,300	1.87
Total Pumping Supply Capacity	4,930	7.10	6,425	9.25
Less: Largest Supply Unit	1,400	2.02	1,800	2.59
Reliable Supply: Host Pressure Zone	3,530	5.08	4,625	6.66
DODGE PRESSURE ZONE				
Booster Pumps				
Dodge St. Booster Station #1			910	1.31
Dodge St. Booster Station #2			910	1.31
Total Pumping Supply Capacity			1,820	2.62
Less: Largest Supply Unit			910	1.31
Reliable Supply: Dodge Pressure Zone			910	1.31
CENTER PRESSURE ZONE				
Booster Pumps				
Fire Pump ¹			500	0.72
Booster Pump #1			120	0.17
Booster Pump #2			120	0.17
Total Pumping Supply Capacity			240	0.35
Less: Largest Supply Unit			120	0.17
Reliable Supply: Center Pressure Zone			120	0.17
¹ The fire pump is not considered as part of the reliable supply				
Water Storage Capacity				
Storage Facility Name	Description	Capacity (gal)	Year Constructed	Pressure Zone
Tower #1 – Dodge Tower	Elevated Storage Tank	200,000	1970	Dodge
Tower #2 – Host Tower	Elevated Storage Tank	1,500,000	1996	Host
Tower #3 – Center Tower	Elevated Storage Tank	200,000	2006	Center
Reservoir #1	Ground Reservoir	98,750	1917	-
Reservoir #2	Ground Reservoir	160,500	1917	-
Reservoir #3	Ground Reservoir	300,000	1970	-
Water Treatment Capacity				
Treatment Facility	Capacity (gpm)	Capacity (MGD)		
Treatment Plant A				
Filter #1-B	600	0.86		
Filter #2-B	600	0.86		
Filter #3-B	600	0.86		
Treatment Plant B				
Filter #1-A	1,000	1.44		
Total Treatment Capacity	2,800	4.03		
Less: Largest Filter Unit	1,000	1.44		
Reliable Treatment Capacity	1,800	2.59		
Existing Maximum Day Demand	1,660	2.39		
Reliable Treatment Capacity Excess or (Deficit)	140	0.20		

The design parameters, which are here used as service standards, are maximum day demand for supply facilities and treatment facilities while maximum hour demand is used for the distribution facilities that are proposed to meet new growth. The service standard for supply facilities is the total need for equalizing storage, fire storage, and reserve storage. The technical analysis in Appendix B indicates the water main for the Host Tower is undersized for current needs, so this main is an existing deficiency.

With average daily demand projected to increase by over 800,000 gallons, Lake Geneva will need to undertake several projects to meet the needs of new growth. With much growth anticipated in the south and northwest, Lake Geneva needs to create two new pressure zones, which will each require a new booster station. The northwest area will not need additional storage because hydropneumatic tanks could be used to sustain pressure on the system, but it will require pressure reducing vaults to avoid excessive pressures throughout the distribution system. The south area will need a storage tank of 240,000 gallons. New mains will also be required to accommodate the needs of new growth. Figure 5 in Appendix B shows the locations of the proposed projects. These projects have been sized to accommodate the demand projected to occur during the forecast period, so the full amount of the project costs is eligible for impact fees. The exception is the portion of the proposed water main at the Host Tower that is to remedy an existing deficiency; this cost is excluded from the prorated subtotals below. Since mains are sized and priced based on standard increments, the full cost for the Host Tower main is excluded. The cost for one of the pressure reducing vaults is also excluded, not because it is an existing deficiency but because it is assumed that it will be paid for by a developer who elects to develop that particular small region.

Public Facilities Needs Assessment and Impact Fee Study

Table 24 - Water Facility Capital Projects						
Number	Item	Unit	Quantity	Unit Price	Total	
Water Mains and Distribution						
1	10" Water Main - Northwest Area	LF	18,300	\$180	\$3,294,000	
2	14" Water Main - Northeast Area	LF	5,600	\$230	\$1,288,000	
3	10" Water Main - South Area	LF	16,600	\$180	\$2,988,000	
4	12" Water Main - South Area	LF	8,500	\$200	\$1,700,000	
5	14" Water Main - South Area	LF	6,500	\$250	\$1,625,000	
6	18" water mains from the Host Tower	LF	1,400	\$280	\$392,000	
7	12" water mains from the Dodge Booster Station	LF	2,100	\$200	\$420,000	
SUBTOTAL			SUBTOTAL		\$11,707,000	
SUBTOTAL PRORATED			SUBTOTAL PRORATED		\$11,315,000	
Booster Stations and Storage						
7	500 gpm Fire Pump - Dodge Booster Station	EA	1	\$40,000	\$40,000	
8	230,000 gal Elevated Storage Tank - South Pressure Zone	LS	1	\$1,830,000	\$1,830,000	
9	60 gpm Booster Station - South Pressure Zone	LS	1	\$600,000	\$600,000	
10	210 gpm Booster Station - Northwest Pressure Zone	LS	1	\$700,000	\$700,000	
11	Pressure Reducing Vaults - Northwest Area (PRV Zones)	LS	1	\$125,000	\$125,000	
			SUBTOTAL		\$3,295,000	
			SUBTOTAL PRORATED		\$3,170,000	
Treatment System						
12	Filters For Plant B (1,000 gpm)	LS	1	\$430,000	\$430,000	
13	Extra Installation Effort (Knock Out Wall)	LS	1	\$20,000	\$20,000	
14	Process Piping	LS	1	\$115,000	\$115,000	
15	BW Tank	LS	1	\$70,000	\$70,000	
16	BW Pump	LS	1	\$10,000	\$10,000	
17	Vertical Turbine Pumps	EA	2	\$96,000	\$192,000	
18	Suction Piping To Vertical Turbine Pumps	LS	1	\$165,000	\$165,000	
19	Electrical and MCC	LS	1	\$120,000	\$120,000	
20	Chemical Feed Equipment	LS	1	\$18,000	\$18,000	
			SUBTOTAL		\$1,140,000	
			SUBTOTAL PRORATED		\$1,140,000	
ALL PROJECTS SUBTOTAL						\$15,625,000
ENGINEERING, ADMINISTRATIVE, LEGAL AND CONTINGENCIES (35%)						\$5,469,000
TOTAL PROJECT COSTS						\$ 21,094,000
ALL PROJECTS SUBTOTAL PRORATED						\$15,108,000
ENGINEERING, ADMINISTRATIVE, LEGAL AND CONTINGENCIES (35%)						\$5,288,000
TOTAL PROJECT COSTS PRORATED						\$ 20,396,000

The forecast for demand and REUs is the same as in the sanitary sewer section. The total project cost comes from the table above.

Public Facilities Needs Assessment and Impact Fee Study

Table 25 - Water Impact Fees		
Residential Demand (gallons) *		159,873,000
Residential Customers *		4,150
Average Daily Demand (gallons)		106
Forecast Daily Increase (gallons) **		831,104
New REUs		7,874
Total Project Costs	\$	20,396,000
Less Existing Water Impact Fee Fund Balance ***		475,145
	\$	19,920,855
Impact Fee per REU	\$	2,530

* Source: 2021 PSC Annual Report, Schedule W-2

** Source: Appendix B, Table 11

*** Source: City Staff

The proposed fee is a substantial increase over the current fee of \$1,690, which was adopted in 2004. Although project costs are approximately \$20 million less than what they were estimated to be in 2004, the forecast for REUs has declined from approximately 23,000 to approximately 7,900.

The table below applies the same meter equivalencies as the sewer impact fees to develop impact fees at each meter size.

Table 26 - Water Impact Fees by Meter Size		
Meter Size	Meter Equivalency	Impact Fee
5/8"	1.0	\$ 2,530
3/4"	1.0	\$ 2,530
1"	1.6	\$ 4,048
1.5"	5.7	\$ 14,420
2"	5.7	\$ 14,420
3"	14.3	\$ 36,176
4"	28.6	\$ 72,352
6"	57.1	\$ 144,452
8"	77.1	\$ 195,048
10"	114.3	\$ 289,157

HOUSING AFFORDABILITY

Most households in Lake Geneva find housing affordable. Lake Geneva's median household income of \$59,162 falls below Wisconsin's median household income of \$67,080.

The information above provides context for evaluating the effect of impact fees on housing affordability. The table below shows the annual cost of a \$232,000 home, the estimated average value of a house in Lake Geneva.

Table 27 - Availability of Affordable Housing			
	Without Impact Fees		With Proposed Impact Fees
Home Price	\$	232,000	\$ 242,859
Principal and Interest *	\$	18,509	\$ 19,375
Taxes **	\$	3,967	\$ 4,153
Annual Housing Cost	\$	22,476	\$ 23,528
Annual Income Required ***	\$	74,919	\$ 78,426
Additional Annual Income Required			\$ 3,507
Required Percent Increase			4.7%

* Assumes a 30-year fixed mortgage at 6.9% annual interest

** Assumes the following tax rate: 1.71%

*** Assumes debt payments are no more than 30% of income

SUMMARY AND NEXT STEPS

To fund the facilities needed by growth soon, we recommend revising the City's impact fees. The table below summarizes the proposed fees.

Public Facilities Needs Assessment and Impact Fee Study

Table 28 - Summary of Impact Fees		
Type of Impact Fee	Residential Dwelling Unit	Nonresidential Development (per 1,000 sq ft)
Proposed Fees		
Parks	\$1,407	N/A
DPW	\$2,393	\$442
Library	\$426	N/A
Sanitary Sewer (per REU)	\$4,103	\$4,103
Water (per REU)	\$2,530	\$2,530
Total of Proposed Fees	\$10,859	\$7,074
Existing Fees		
Water (per REU)	\$1,690	\$1,690
Sewer (per REU)	\$1,865	\$1,865
Parks	\$230	N/A
Total Existing Fees	\$3,785	\$3,555
Increase from Existing Fees	\$7,074	\$3,519
Increase from Existing Fees	187%	99%

According to state statute, municipalities must now provide developers with explanations of how the impact fees being collected will be spent. R/M recommends that Lake Geneva provides a written or electronic copy of this study to satisfy this statutory requirement.

To move forward with new impact fees, the following steps need to take place:

- 1) This study is presented to Lake Geneva's City Council.
- 2) The City Council directs that a public hearing be held to hear public comment on this public facilities needs assessment and the proposed impact fees.
- 3) An ordinance is drafted to implement the recommended impact fees.
- 4) A Class 1 notice is published in the newspaper to provide the public 20 days' notice prior to the public hearing as required under Wisconsin Statutes 66.0617(4)(3)(b). The needs assessment must be available 20 days prior to the public hearing to allow the public sufficient time to review.
- 5) A public hearing is held to hear public comment on the needs assessment and the proposed ordinance to impose public facilities impact fees.
- 6) After the public hearing, the City Council may adopt the proposed ordinance as recommended or adopt the ordinance with amendments.

R/M encourages Lake Geneva to periodically update its impact fees to ensure they reflect the best growth forecasts, as well as the best capital cost and project estimates. Revisiting the fees every 3 to 5 years can help a community adjust its plans for new growth to provide the correct level of funding and avoid changing rates as drastically as would be the case if the community waited longer to update its fees.

APPENDIX A: IMPACT FEE FEASIBILITY ANALYSIS

August 30, 2022

To: Lake Geneva City Council
From: Ed Maxwell, M.B.A, and Bridgot Gysbers of Ruekert & Mielke, Inc.
Re: Impact Fee Feasibility Analysis

IMPACT FEES

The following sections explain impact fees, including their purpose, requirements and restrictions on them, a simplified example, and best practices.

Purpose of Impact Fees

Impact fees can provide a needed source of funding for infrastructure. These fees are designed to enact the adage “growth pays for growth.” Their purpose is to charge new development for the infrastructure needed to serve that development. State statutes dictate their use while best practices can help municipalities make the most of these fees and avoid common pitfalls.

Requirements and Restrictions

Requirements to impose impact fees in Wisconsin Statutes § 66.0617 include the following:

- Conduct a public needs assessment that
 - o Defines the service area
 - o Provides service standards to determine the infrastructure needs
 - o Includes an inventory of existing public facilities
 - o Identifies existing deficiencies (lack of facilities for the current population)
 - o Lists facilities needed to serve new growth, along with cost estimates
 - o Estimates the effect of the impact fees on the availability of affordable housing
- Make the public needs assessment available to the public for at least 20 days before the public hearing
- Issue a Class 1 notice about the new public needs assessment
- Hold a public hearing.

To keep imposing impact fees, Wis. Stat. § 66.0617 require the following:

- Explain to developers what the fees will be used for when the fees are collected
- Segregate the funds
- Spend the money only on the capital costs for which the fees were imposed
- Refund the money to the original payer if the money is not spent within 8 years (10 years for sewer infrastructure)
- Specify a procedure within the municipal ordinances for developers to contest the fees.

Impact fees cannot be used for

- Vehicles
- Operation and maintenance expenses
- Infrastructure to serve the needs of the current population (existing deficiencies)
- Infrastructure to serve needs beyond the forecast period
- Infrastructure to comply with current law (e.g. American with Disabilities Act)
- Infrastructure that will serve new growth outside of the municipality
- Facilities that are not listed in Wis. Stat. § 66.017(1)(f)1 such as cemeteries, community centers, and electric utilities.

Other Items of Note

- The cost for land can be included, as can legal, engineering, and design costs for the new public facilities.
- Fees must be reduced proportionate to new funding sources for the same projects. For instance, if the municipality wins a grant or levies a special assessment on a project for which impact fees are being charged, the impact fees should be reduced proportionate to the amount of this new funding.
- Fees must also bear a “rational relationship” to the need for the new public facilities required to serve new development.
- Municipalities can pay debt for new-growth projects with impact fees. That means that the fees can go toward debt payments for the life of the loan.

Example

To illustrate how impact fees are formed, let's look at a simple example. Happyville anticipates a lot of residential growth. To figure out how much developers might pay for parks to serve the new growth, Happyville puts together an impact fee study. Let's say the National Recreation and Park Association recommends 1 acre of parkland per 100 residents. Happyville has 700 residents. That means Happyville should have 7 acres. However, its current inventory for parks is 3 acres. This means Happyville has an existing deficiency of 4 acres.

The growth forecast shows that Happyville will add 300 more residents. Therefore, the future need for the community is a total of 10 acres. Happyville plans to buy 8 acres of land and develop it into parkland. After the land purchase, Happyville will have a total of 11 acres of parks, which is 1 more than what the standard says it needs. The 1 “excess” acre that will serve needs beyond the forecast period cannot be paid for with impact fees. Nor can the 4 acres that will meet an existing deficiency. That means of the 8 acres being purchased, only 3 are eligible to be paid for with impact fees. (8 acres minus 4 acres for an existing deficiency minus 1 “excess” acre = 3 acres.)

Of the total project cost, 37.5 percent is eligible to be paid for with impact fees (3 divided by 8 = 37.5 percent). Each acre is estimated to cost \$100,000 for a total of \$800,000, so \$300,000 can be collected in impact fees.

The impact fee for parks is the eligible project cost divided by the forecast number of new residential units. Happyville anticipates each new home will be occupied by 2 people each. Therefore, there will be 150 new homes in the forecast period. (300 new residents divided by 2 people/home = 150 new homes.) \$300,000 divided by 150 new homes equals an impact fee of \$2,000.

Takeaways and Best Practices

- Impact fees seldom pay for entire projects.
- Thus, municipalities should develop a plan for how to pay for the rest of the projects.
- Otherwise, they may end up not following through on the projects and refunding the money. Issuing refunds may prove very challenging.
- Municipalities should follow through on their plans for serving new growth.
- Debt provides a way for municipalities to spread out the cost recovery for new growth beyond 8 years.
- Certain kinds of impact fees (parks, library) can be charged only to residential development. The rest can be charged to all kinds of development.

FEASIBILITY ANALYSIS

Each section that follows looks at a particular service the City offers, estimates the potential for impact fees, recommends whether to perform a full impact fee study for this service, and explains the recommendation. A full impact fee study would calculate the exact fee that could be charged using a growth forecast, applicable service standard, precise current inventory, and project cost values. The feasibility analysis uses high-level estimates for each of the preceding items to provide an opinion on whether it may be appropriate to implement impact fees, and if so, why and for what facilities.

The last instance that impact fees were evaluated for City services was the January 26, 2004 Impact Fee Needs Assessment and Feasibility Report. The statutes governing impact fees have added numerous requirements since that report was completed.

LIBRARY

The library occupies approximately 14,000 square feet and serves thousands of people inside the City and thousands more outside the City. In fact, most registered borrowers live outside the City limits. The table below shows both circulation and borrowing for the library. 2019 data was used due to the pandemic.

Table 1 - Library Use		
Circulation		
City resident circulation	72,233	51%
Non-city resident circulation	69,261	49%
Total circulation	141,494	100%
Registered borrowers		
City residents	4,626	41%
Non-city residents	6,610	59%
Total borrowers	11,236	100%

The 2004 report noted that the library may expand at some unspecified future date but did not provide further analysis.

The library can offer little in terms of parking, given that it has only 5 30-minute stalls in front of the building. All other parking along Main and Wrigley Streets are paid parking spaces. During the summer, the issue is even worse – sometimes those going to the library cannot find open spaces near the building. For regular daily use, 50 parking spots would be closer to adequate, especially when the library offers programs that draw 100 or more people.

Parking stands out as a significant need. However, it is an existing deficiency. While future growth will likely generate more need, much of this need will not be eligible for impact fees since it will come from people outside the City. At best, a tiny fraction of the cost of parking stalls would be eligible for impact fees. Therefore, Ruekert & Mielke, Inc. (R/M) does not recommend the City explore impact fees for library parking. The City can consider other ways to provide more parking for the library.

Library space itself may merit further investigation. A smaller satellite location could allow the library to grow and offer service in a different part of the City. Another possibility is that the library could include its satellite location in a new public safety

building being considered by the fire and police departments. Such an arrangement may provide significant cost savings. The library is undertaking review and revision of its strategic plan this fall to further explore its facility needs.

The Wisconsin Department of Public Instruction's (DPI's) Public Library Space Needs document is typically used as the standard for library facility space. This document provides detailed information to determine how much space is needed based on the total need from books, periodicals, reader seating, staff workspace, general meeting room space, special-use space, and more. The table below shows some of the standards from the DPI's document and the holdings recommended based on these standards.

Table 2 - Select Library Service Standards and Recommended Holdings				
Type of Holding	Holdings Standard	Standard Unit	Recommended Current Holdings	Recommended Future Holdings
Book Volumes	4.2	per person	47,191	53,839
Periodicals	10.9	per 1,000 people	122	140
Audio Recordings	0.35	per person	3,933	4,487
Video Recordings	0.5	per person	5,618	6,409

Preliminary application of the DPI standards indicates the current facility comes close to matching the standards' recommendation for space. That means there are little if any existing deficiencies. This in turn means that a significant portion of any new facility would be to serve new growth. However, some of that new growth is outside the City, so that portion would not be eligible for impact fees. Depending on the assumptions made about growth outside the City, likely at least half of the facility would not be eligible.

If the City understands and accepts that half or more of a new satellite facility would probably need to be funded some other way, then R/M recommends that it moves ahead with a full impact fee study for that facility.

FIRE DEPARTMENT

The fire department serves the entire City, as well as approximately half of the Town of Geneva, or about 2,000 people outside the City throughout an area almost twice as large as the City. The department provides fire suppression, emergency medical services, public education, and various rescue services.

The 2004 report recommended implementing fees to pay for either expanding the current fire station or building a second satellite station, which was "anticipated to be necessary in either 2008 or 2009." These fees were implemented, but the building project was not undertaken within time limits established by the state statutes, so the money was refunded, and the fees were eliminated.

The current space of approximately 10,800 square feet was remodeled. Space used for meeting and training was reduced to about a quarter of its prior size to create a dorm bunk room to sleep 4 personnel and a dayroom approximately 455 square feet large. Offices were rearranged to create shared workspace for 3 personnel in 1 office and 2 in another. A records room, storage room, uniform room, and gym were constructed in the existing basement. A storage building approximately 2,400 square feet was constructed to house out-of-season and large apparatuses that do not fit elsewhere.

The fire department currently rents space at two other locations. Station 2, located in the water tower, houses a few vehicles. The annex building, which is shared with the police department, houses other vehicles and equipment. The table below lists the fire-department facilities and which equipment and vehicles are stored in each of them.

Table 3 - Fire Department Inventory	
Station 1 (730 Marshall St) ~ 10,800 square feet	Station 2 (Water Tower 1003 Host Dr) ~ 1,600 square feet
Inside garage:	1 engine
3 ambulances	1 pull behind rescue snow sled
2 engines	1 john boat
1 tower ladder	
1 ford explorer	Annex Building (1065 Carey St) ~ 2,800 square feet
1 boat	1 command vehicle
1 rehab vehicle	1 UTV
1 brush truck	Outside storage:
Outside storage:	1 30' trailer
2 staff vehicles	
1 utility pickup truck	
1 chief vehicle while on duty	

The most applicable standard for fire departments relates population to facility square footage. Like the library, the fire department serves a significant portion of the population outside the City limits. Any facility space to serve new growth for that population would be excluded from impact fees.

However, the department has expressed that it will need more facility space to serve new growth, and it is conducting a study on a public safety building with the police department. Impact fees would likely be able to pay for a portion of a new public safety building. If this building were to replace the existing facility, fees could not pay for the portion of the building that would replace the building. In other words, the fees could pay

only for the incremental size increase, and then only a portion of that cost, depending on the assumptions regarding growth outside the City limits and how large the overall building is.

If the City understands and accepts that a significant portion of a new facility would need to be funded some other way, then R/M recommends that it moves ahead with a full impact fee study for that facility.

POLICE

The police department serves the entire City, enforcing the law, as well as fostering safety awareness and civic responsibility. Additionally, the department's communications center dispatches fire and emergency medical services to the portion of the Town of Geneva served by the fire department.

The 2004 report does not mention the police department.

The current facilities include space in City Hall. This space is used for offices, locker rooms, cold storage, training, and more. The department has 3 places for storage and vehicles, including a garage at City Hall and 2 barns at 1065 Carey Street. The Carey Street space is rented and is shared with the fire department. See the table below.

Table 4 - Police Department Inventory	
Garage/Storage ~ 10,800 sq ft	PD Building (626 Geneva St) ~ 17,300 sq ft
Garage at main facility ~ 6,570 sq ft Old property barn ~ 2,400 sq ft New property barn ~ 1,840 sq ft	Includes locker rooms, cold storage, & training rooms
Total Space	~ 28,100 square feet

The facility space at City Hall does not suffice for current needs. The department could use approximately 15 percent more space. This existing deficiency needs to be addressed through means other than impact fees. Additionally, future growth will need to be addressed as well. The department expects to add 4 officers in the next 2 years to fill the void created by lack of part-time staff.

The department would like to consolidate its operations under one roof for efficiency and effectiveness. To explore this option, as well as to explore adding space for existing deficiencies and for future growth, the department is conducting a study on a public safety building with the fire department.

The most appropriate standard relates population served to facility square footage. As explained in the prior section, the fees would not be able to pay for any portion of a new public safety building that would be replacing an existing facility. They also would not be able to pay for existing deficiencies, which the department does have. Despite those two facts, a portion of new facilities for the department could likely be funded by impact fees.

If the City understands and accepts that a substantial part of the cost of a new facility would need to be funded by other means, then R/M recommends that it authorizes a full impact fee study for that facility.

DEPARTMENT OF PUBLIC WORKS

The Department of Public Works (DPW) maintains much of the City's infrastructure. The department also handles snow plowing, street sweeping, brush and leaf pickup, the City's recycling program that composts organic materials; assists with festivals and parades; and cares for nearly 7,000 trees.

The 2004 study provides a paragraph listing inventory and notes that there are no existing deficiencies. No analysis is provided, and no future growth projects are listed.

The following feasibility analysis focuses only on the DPW facilities that are both eligible for impact fees and that will be paid for through municipal funding. For instance, tourist centers, organic-waste facilities, and cemeteries are not eligible according to the state statutes. Although eligible, storm water infrastructure was not included because developers pay for it and then donate it to the City. While parks are included in the DPW's responsibilities, parks already have established impact fees and will be addressed in the full impact fee study. The table below inventories the facilities the DPW maintains.

Table 5 - DPW Facilities Inventory

45 Miles of Roadways
Street Lighting
Traffic Signals located Downtown, Edwards Blvd, Hwy 12 ramps, and Interchange North
City Storm Sewer System
City Owned Sidewalks
City Bike Trail System
Riviera Ballroom
Riviera Beach
Boat Launch
Oak Hill Cemetery
Pioneer Cemetery
21 City Parks and Natural Areas
22 Public Restrooms
230+ Garbage Receptacles
Geneva Lake Lakefront
Approximately 7,000 trees
DPW Main Shop Building Space (18,000 square feet)
DPW Repair Shop Building Space (5,000 square feet)
DPW Office Building Space (450 square feet)
Salt Shed Expansion (1,575 square feet)

Conversations with the department have revealed that several facilities are near or at capacity. Growth will require expansions for these facilities, which will in turn require land purchases. Additionally, meeting the needs of future growth will require facilities that currently do not exist in certain locations, such as traffic signals at several intersections. The table below lists the new facilities and the facility expansions needed to meet the needs generated by new growth.

Table 6 - Proposed DPW Projects

Traffic Signal at Williams and George Streets
Traffic Signal at Broad and Geneva Streets
Traffic Signal at Center and Geneva Streets
Bloomfield Road Improvements
Edwards Street Lighting from Main Street to Bloomfield Road
Relocation of City Boat Launch
Lean-to on North Side of 1070 Carey Street Facility for Equipment Storage
DPW Main Shop Expansion (5,000 square feet addition)
DPW Repair Shop Expansion (5,000 square feet addition)
DPW Office Expansion (1,500 square feet addition)
Salt Shed Expansion (2,500 square feet addition)
Purchases of Land Adjacent to Current Facilities for Expansions

The standard for the building facilities and land would relate population to square footage. Given that the 20-year Department of Administration forecast for the City indicates growth above 15 percent, a significant portion but not all these project costs would be eligible for impact fees. The other projects could be evaluated using threshold standards, which attribute 100 percent of costs to new growth once a certain point on a measure is surpassed. For instance, once traffic reaches a certain level on a road, exceeding a certain threshold, then a threshold standard would indicate that a project is needed for new growth, and all the costs could be attributed to the new growth. However, some projects may need to be evaluated using a population-based standard. Each project would be evaluated individually.

Because there are so many projects needed to accommodate new growth, R/M recommends that the City continue to explore impact fees for the DPW, although a portion of the costs for these projects will not be eligible for impact fees.

SUMMARY

R/M recommends pursuing impact fees for the areas described above. If the Council authorizes a full impact fee study for these areas, it should do so understanding that impact fees will not pay for the full amount of all the new-growth projects. However, authorizing an impact fee study does not commit the City to enacting those fees, nor to do following through on these projects within a given timeframe. The Council would have to adopt the fees after the study is finished before any obligations are taken on.

March 1, 2023

To: Mr. Josh Gajewski
City of Lake Geneva
Utility Commission Director
626 Geneva Street
Lake Geneva, WI 53147

From: Dave Arnott, P.E. (WI, IL)
Team Leader / Senior Project Manager
Ruekert & Mielke, Inc.
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Re: Utilities Impact Fee Technical Memorandum

1 Introduction

The City of Lake Geneva is undertaking a comprehensive effort to update its impact fees. Impact fees can provide a needed source of funding for infrastructure. These fees are designed to enact the adage "growth pays for growth." Their purpose is to charge new development for the infrastructure needed to serve that development. State statutes dictate their use while best practices can help municipalities make the most of these fees and avoid common pitfalls.

The previous impact fee assessment was conducted in 2004 and included consideration of public works, library, fire protection, parks and recreation, and utilities. The City has changed considerably since the 2004 impact assessment was conducted. Even in the past 5 years, the City has changed significantly with more than 400 homes being constructed. The purpose of this memorandum is to provide a basis for impact fees the City will implement for capacity expansions of the water and wastewater infrastructure to accommodate growth. This includes but is not limited to the following types of water infrastructure: wells, well pumps, well chemical addition, water mains, reservoir capacity, water treatment capacity, booster pumps at the treatment facility, booster stations for the high-pressure zones, and elevated storage tank storage volume. For wastewater, it includes trunk sewers, pumping stations, force mains, and wastewater treatment capacity. Water mains greater than or equal to 10-inches in diameter are included in this study. It is assumed that smaller diameter mains would be paid for by developers. For wastewater for gravity flow, it is assumed that interceptor sewers are 10 to 21-inches in diameter. There are some spans of interceptor sewers that are 8-inches in diameter. It is assumed that smaller diameter sewers (8-inch and smaller) would be paid for by developers. For force mains, it is assumed that this study covers pipes that are equal to or greater than 6-inches in diameter and that smaller diameter force mains would be paid for by developers.

This assessment includes the planning year 2042. Existing and planned land use for the City was obtained from its Comprehensive Plan last updated in 2017.

2 Background

2.1 City Background

The City of Lake Geneva is located in southeastern Walworth County. The City is located on the eastern shore of Geneva Lake. The City's 2020 population was 8,340 according to City estimates. The City owns and operates water treatment and distribution infrastructure and wastewater collection and treatment infrastructure. The City's existing water service areas extend to the Town of Lyon for the Grand Geneva Resort and Spa. Water is also provided to the Pioneer Estates Mobile Home Park in the Town of

Bloomfield and part of the Town of Lyons for the Golf Hills subdivision, and parts of the Town of Lyons for the Lake Geneva Youth Camp and Wilmot Boulevard. The City's wastewater service area also includes part of the Town of Bloomfield for the Pioneer Estates Mobile Home Park, part of the Town of Geneva for Coachmann's Terrace, and parts of the Town of Linn for the Lake Geneva Youth Camp and the Geneva Inn.

The predominant existing land uses in and around the City are Single Family Residential, Neighborhood Mixed Use, Central Business District, with some Multi-Family Residential. Public parks and recreational use of land are important as the City surrounds the eastern and northern parts of the east end of Geneva Lake. The City emphasizes high quality commercial and residential architecture making it an attractive city. In the summer months, the area in and around the City is a prime location for tourism. The City values high quality and long-term planning. Green space and environmental protection are principles for planning and development in and around the City.

The main transportation arterials are STH 12 in the northwest-southeast direction, CTH 120 in the north-south directions, and STH 50 in the east-west direction.

The City's predominant businesses are tourism and resort based. However, there are other areas that make up the economic base such as manufacturing, construction, professional services, and small-scale retail. The Lake Geneva Public School District is also a key employer in the area. According to the City's Comprehensive Plan updated in 2017, the top occupational groups are manufacturing at 23.1 %, education, health, and social services at 17.4%, and arts, entertainment, recreation, accommodation and food services at 15.7%.

2.2 Recent Development

There are several large residential developments that are in preliminary or intermediate construction stages. The Stoneridge development is on the north side of the City in an area with increased elevation. The Vistas of Lake Geneva development is on the west side of the City and consists of residential growth. The Symphony Bay development is in the southeast part of the City. This development will consist of the Planned Neighborhood land use of which residential development will be a large part. The City has completed some planning for this development already. At full build out, this development will likely require an expansion of the East Interceptor trunk sewer. This development along with other planned development in the south part of the planning area may require replacing the existing private Pioneer Estates pumping station with a larger, City-owned sanitary pumping station. All three developments are platted but not dedicated to the City yet.

There may be plans for a large commercial development northeast of STH 12 and east of CTH 120. A formal proposal for this development has not been brought forward to the City.

2.3 Water System

The City's water system is supplied by four wells. The wells are enumerated as Wells Nos. 2, 3, 4, and 5. The total reliable supply capacity, with the largest source out of service, is 3,530 gallons per minute (gpm) or 5.1 million gallons per day (MGD). The water distribution system has three pressure zones: the Dodge pressure zone, the Host pressure zone, and the Center pressure zone. The Dodge and Host Zones are separated by main valves. The Center Zone is separated by a pressure reducing valve. The Dodge and Center pressure zones are supplied by booster stations that are fed from the Host pressure zone. The wells and treatment facilities are located within the Host pressure zone.

Water from each well is chlorinated and then pumped to one of three reinforced concrete reservoirs at the water treatment site. The reservoirs have slat tray aerators at the top. There are two redundant treatment plants – Plant A and Plant B. The plants operate in parallel staggered mode. Each plant can draw water from any of the three reservoirs. At each treatment plant, iron removal is performed using chlorination with

sodium hypochlorite and rapid sand filtration. Sodium hypochlorite is injected at each well site, allowing the iron oxidation process to start. Plant A was constructed in 1957 and consists of three pressure filter vessels which operate together. Plant B was constructed in 1975 and includes one large pressure filter vessel. After filtration, the water is then chlorinated using gas chlorine for disinfection, fluoridated, and treated with polyphosphate for corrosion inhibition. Each water plant has its own set of vertical turbine booster pumps for distribution to the City's system. The booster pumps draw from the reservoir system, pump water through the pressure filter(s), and to the distribution system. Plant A and Plant B each have three booster pumps.

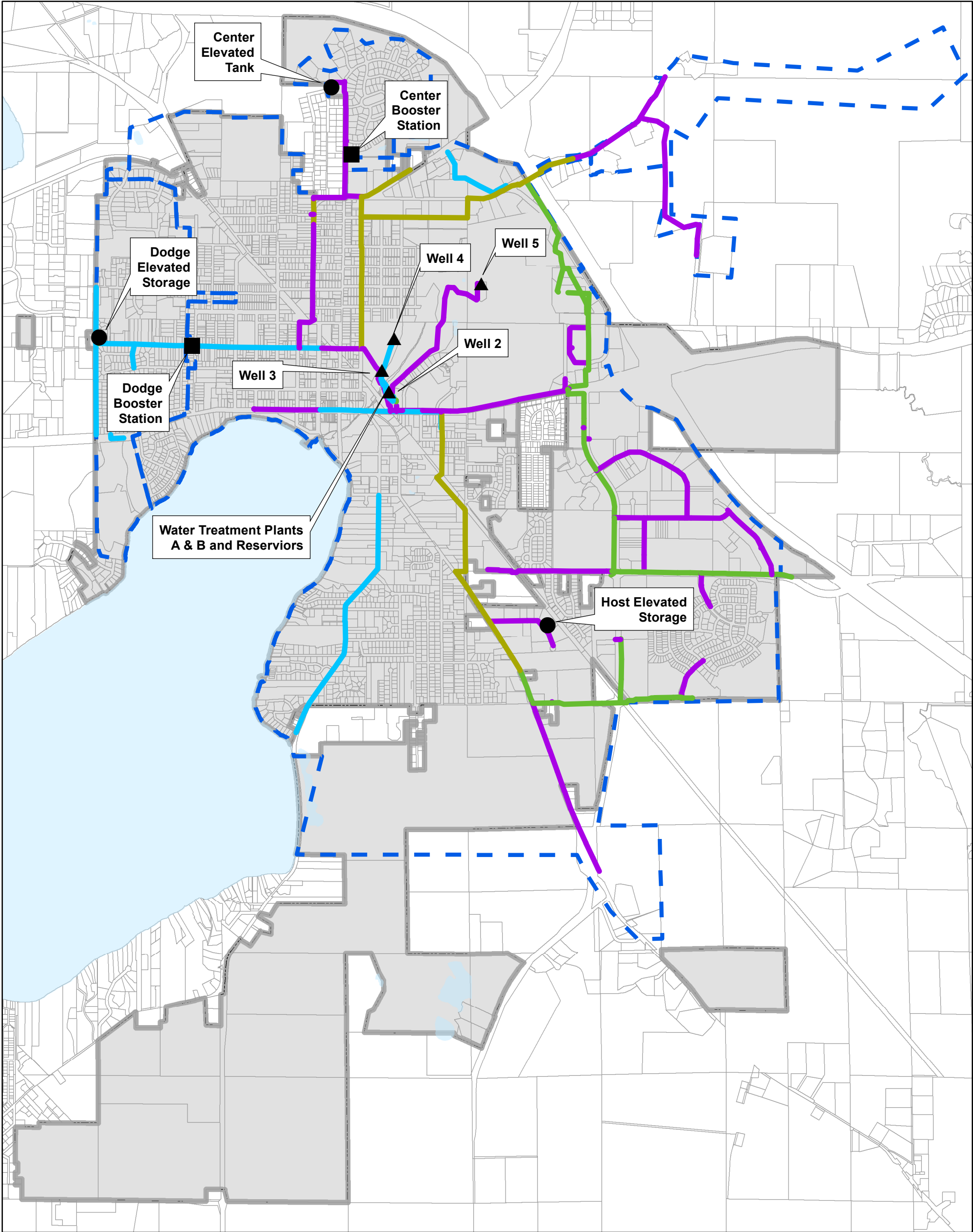
Booster stations are used to pump water from the Host pressure zone to the Dodge and the Center pressure zones which are higher in elevation. Three elevated storage tanks are used throughout the distribution system, one in each pressure zone. The Host zone elevated storage tank is a composite-type and has a volume of 1.5 million gallons (MG). The Center High Pressure zone has a spheroid type elevated storage tank with a volume of 0.2 MG. It is supplied by a booster station off Center Street with three end suction pumps. The Dodge High Pressure zone is a spheroid-type elevated storage tank with a volume of 0.2 MG. This storage tank was raised by 30 feet in 2020 to provide the required pressure for the Vistas development in the northwest corner of the City. The increased pressure will also accommodate planned development west of the City. It is supplied by a booster station on Dodge Street with two end suction pumps.

Figure 1 shows the existing water system with mains greater than or equal to 10-inches in diameter, wells, reservoirs, treatment plants A and B, booster stations, elevated storage tanks, pressure zones, and the overall water service area.

2.4 Water System Existing Capacities

Table 1 shows the well and booster pump station capacity at the wells and in each pressure zone with the reliable supply flow rates. Table 2 shows the water storage capacity in each pressure zone. Table 3 shows the reliable supply analysis with the supply pumps in the Host Zone and the booster pumps in the Dodge and Center zones. There is an excess of supply in each pressure zone. Table 4 shows the existing treatment capacity analysis. Table 5 shows the existing storage analysis. Under existing demand conditions, all three storage reservoirs have excess storage. There are a number of footnotes at the bottom of Table 5 with the assumptions of the analysis.

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Date: November 2022

Water Facilities

- Booster Station
- Water Tower
- ▲ Well

Main Size

- 10"
- 12"
- 14"
- 16"
- Water Pressure Zones
- City Limits

Figure 1

**Existing Water Distribution
System Mains and Facilities**
Water and Wastewater Utilities Impact Fee Study

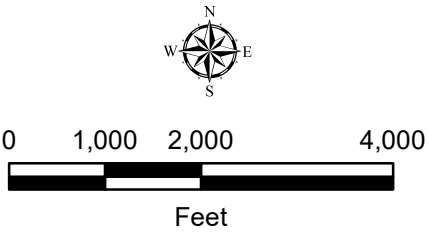


Table 1: Well and Booster Station Pump Capacity Summary

SUPPLY SOURCE	Supply Capacity		Booster Pump Capacity	
	(gpm)	(MGD)	(gpm)	(MGD)
HOST PRESSURE ZONE				
Wells				
Well 2	1,000	1.44		
Well 3	1,180	1.70		
Well 4	1,350	1.94		
Well 5	1,400	2.02		
Booster Pumps				
Plant A 1-A			1,800	2.59
Plant A 2-A			1,125	1.62
Plant A 3-A			1,200	1.73
Plant B 1-B			1,000	1.44
Plant B 2-B			1,300	1.87
Total Pumping Supply Capacity	4,930	7.10	6,425	9.25
Less: Largest Supply Unit	1,400	2.02	1,800	2.59
Reliable Supply: Host Pressure Zone	3,530	5.08	4,625	6.66
DODGE PRESSURE ZONE				
Booster Pumps				
Dodge St. Booster Station #1			910	1.31
Dodge St. Booster Station #2			910	1.31
Total Pumping Supply Capacity			1,820	2.62
Less: Largest Supply Unit			910	1.31
Reliable Supply: Dodge Pressure Zone			910	1.31
CENTER PRESSURE ZONE				
Booster Pumps				
Fire Pump ¹			500	0.72
Booster Pump #1			120	0.17
Booster Pump #2			120	0.17
Total Pumping Supply Capacity			240	0.35
Less: Largest Supply Unit			120	0.17
Reliable Supply: Center Pressure Zone			120	0.17

¹The fire pump is included when considering fire storage, but it is not considered as part of the reliable supply capacity.

Table 2: Water Storage Capacity Summary

Storage Facility Name	Description	Capacity (gal)	Year Constructed	Pressure Zone
Tower #1 – Dodge Tower	Elevated Storage Tank	200,000	1970	Dodge
Tower #2 – Host Tower	Elevated Storage Tank	1,500,000	1996	Host
Tower #3 – Center Tower	Elevated Storage Tank	200,000	2006	Center
Reservoir #1	Ground Reservoir	98,750	1917	-
Reservoir #2	Ground Reservoir	160,500	1917	-
Reservoir #3	Ground Reservoir	300,000	1970	-

Table 3: Supply Analysis

Supply Requirements	Capacity	
	(gpm)	(MGD)
<u>HOST PRESSURE ZONE</u>		
Existing Average Day Demand	1,040	1.50
Existing Maximum Day Demand	1,660	2.39
Existing Reliable Supply Capacity	3,530	5.08
Reliable Supply Capacity Excess or (Deficit)	1,870	2.69
Utilization of Reliable Capacity in Existing Demands	47%	
<u>DODGE PRESSURE ZONE</u>		
Existing Average Day Demand ¹	63	0.09
Existing Maximum Day Demand ¹	214	0.31
Existing Reliable Supply Capacity	910	1.31
Reliable Booster Capacity Excess or (Deficit)	696	1.00
Utilization of Reliable Capacity in Existing Demands	24%	
<u>CENTER PRESSURE ZONE</u>		
Existing Average Day Demand ²	4	0.01
Existing Maximum Day Demand ²	18	0.03
Existing Reliable Supply Capacity	120	0.17
Reliable Booster Capacity Excess or (Deficit)	102	0.15
Utilization of Reliable Capacity in Existing Demands	15%	

¹ Average and Maximum Day Demands for the Dodge Pressure Zone are taken from 2018 pumping records

² Average and Maximum Day Demands for the Center Pressure Zone are estimated based on pressure zone acreage and existing land use

Table 4: Treatment Capacity Analysis

Treatment Facility	Capacity	
	(gpm)	(MGD)
Treatment Plant A		
Filter #1-A	600	0.86
Filter #2-A	600	0.86
Filter #3-A	600	0.86
Treatment Plant B		
Filter #1-B	1,000	1.44
Total Treatment Capacity	2,800	4.03
Less: Largest Filter Unit	1,000	1.44
Reliable Treatment Capacity	1,800	2.59
Existing Maximum Day Demand	1,660	2.39
Reliable Treatment Capacity Excess or (Deficit)	140	0.20
Utilization of Reliable Treatment in Existing Demands	92%	

Table 5: Storage Analysis

Storage Requirements	Dodge Storage Tank ⁴	Center Storage Tank	Host Storage Tank
Pressure Zone	Dodge	Center	Host
Total Available Storage (gallons)	200,000	200,000	1,500,000
Population Equivalent	1,189	98	19,586
Average Use (gpd)	90,954	7,492	1,497,732
Peaking Factor (Average Day: Maximum Day)	3.4	2.7	1.6
Maximum Day Demand (gpd)	308,000	19,881	2,390,000
Equalizing Storage (gallons) ¹	47,000	3,000	359,000
Required Fire Storage (gallons) ²	180,000	180,000	630,000
Reserve Storage (gallons) ³	41,000	33,000	175,000
Subtotal Capacity Recommended (gallons)	268,000	216,000	1,164,000
Less: Excess Available for pumping for Fire Flow	83,533	71,903	336,650
Total Recommended Storage (gallons)	184,467	144,097	827,350
Percent Storage Utilization:	92.2%	72.0%	55.2%
Storage Excess or (Deficit):	15,533	55,903	672,650

¹ Equalizing Storage Volume estimated at 15% of maximum day demand (Peak Hour estimated at 1.6 times Maximum Day Demand).

² Assumes a fire flow of 3,500 gpm with a duration of 3 hours for commercial areas, and a flow of 1,500 gpm with a duration of 2 hours for residential areas.

³ Reserve storage provides start/stop range for pump operation and an emergency reserve storage supply. Assumed to be 15% of total storage volume.

⁴ Average use, maximum day use, and the peaking factor for the Dodge pressure zone are taken from 2018 pumping records

2.5 Wastewater System

The wastewater system is comprised of the collection system and the treatment system.

In the collection system, there are seven interceptors ranging in size from 8-inch to 21-inch. The interceptor sewers have a variety of pipe materials including PVC, clay, reinforced concrete pipe, and vitrified clay pipe. The sewers the City considers interceptors are: Dodge Street, East, George Street, Lake North Central, Lake North, Lake Shore Drive, and North. Collector sewers, typically sized at 8-inch diameter, feed into the interceptors. There are nine pumping stations in the collection system. The privately owned Pioneer Estates pumping station is in the Town of Bloomfield and serves the Pioneer Estates Mobile Home Park southeast of the City. The pumping stations are the submersible duplex type with an exterior control panel and disconnects. Most pump stations do not have a permanent standby generator. The City uses several portable trailer-mounted generators for standby power. The electrical control panel at the stations has a plug-in receptacle for the portable generators. The pump station firm capacities are shown in Table 6 below.

Table 6 Summary of Existing Pumping Stations

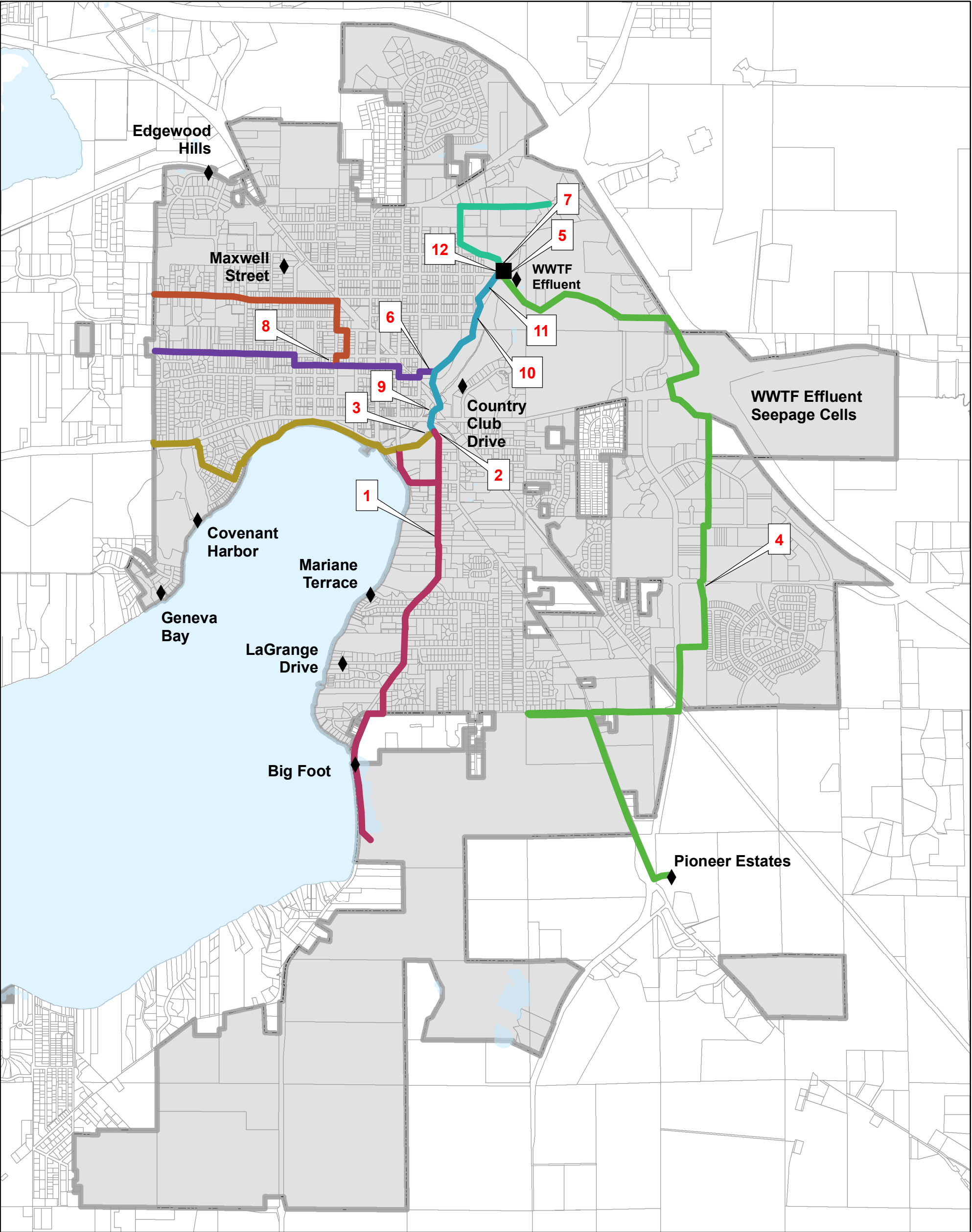
Pumping Station	Firm Capacity / Pressure
LaGrange Drive	100 gpm at 114 ft. TDH
Country Club Drive	143 gpm at 37 ft. TDH
Covenant Harbor	105 gpm at 21.3 ft. TDH
Edgewood Hills	150 gpm at 71 ft. TDH
Geneva Bay	108 gpm at 21 ft. TDH
Mariane Terrace	100 gpm at 31 ft. TDH
Maxwell Street	50 gpm at 40 ft. TDH
Bigfoot	325 gpm at 150 ft. TDH
Pioneer Estates	198 gpm

All wastewater is directed to the wastewater treatment facility (WWTF) located at the east end of Haskins Street. The WWTF processes consist of influent screening to remove rags and debris, a grit removal system with an induced vortex at the center of a spherical tank, influent submersible pumping, organic treatment in a three-channel oxidation ditch in the Orbal® configuration, and final clarification with two 65-foot diameter suction header type clarifiers. The final clarifier effluent is directed to a pumping station at the WWTF where it is pumped through a 20-inch diameter, approximate 5,500-foot long, force main to a series of seepage cells at the far east edge of the City. At the seepage cells, the effluent seeps into the ground and recharges the groundwater. The geologic formations at this location allow the water to seep deep under the ground surface.

The solids process consists of waste activated sludge (WAS) routed to a gravity thickener/aerobic digestion process. Here, the biosolids are further aerobically digested in four tanks. The supernatant is routed back the head end of the WWTF. Solids are thickened in the tanks from approximately 0.8 % solids by weight to 2.5% solids by weight. Solids are then pumped to a belt press where cake with approximately 17% solids by weight is formed. Filtrate from the press is routed back the head end of the WWTF. The belt press and biosolids cake is stored in a metal pole-building type storage building.

Figure 2 shows the interceptors sewers and pumping stations in the collection system along with the WWTF, the WWTF effluent force main, and the seepage cells. Private pumping stations, except for the Pioneer Estates station, are not shown in Figure 2.

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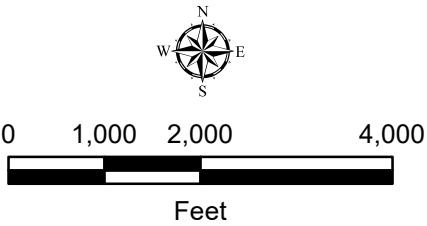
Date: November 2022

Figure 2

Existing Wastewater Collection System and Facilities

Water and Wastewater Utilities Impact Fee Study

- 12 Sewer Capacity Analysis Point
- Wastewater Treatment Facility
- Pumping Station
- Dodge Street Interceptor
- East Interceptor
- George Street Interceptor
- Lake North Central Interceptor
- Lake North Interceptor
- Lake Shore Drive Interceptor
- North Interceptor
- City Limits



2.6 Wastewater System Existing Capacities

An assessment was done for the remaining capacities for the wastewater flow rates and WWTF influent pollutant loadings. In this approach, the design capacities were first identified. The actual capacities were then derived. The difference between the two is the remaining capacity.

A representative storm on September 11th and 12th, 2022, was considered for peak hour flows at the WWTF. This storm is considered an approximate 25-year event with 4.96 inches of rain falling in approximately 24 hours reported on September 12th based on a National Weather Service rain gage at the WWTF. The recurrence interval was derived from the National Oceanic and Atmospheric Administration Point Precipitation Frequency Estimates. The recurrence interval is likely lower as the distribution of rainfall was more spread out (greater than 24 hours) than indicated by local reporting. WWTF influent flow meter records indicate a peak hour flow rate of 3.62 MGD took place on September 11th. The recurrence interval for this storm is likely between a 25-year and 10-year event.

Monthly Discharge Monitoring Reports and annual Compliance Maintenance Annual Report data was used to compile WWTF records of flow rates and pollutant loadings.

The WWTF flow rate and pollutant loading capacities are shown in Table 7 below. The table reflects the WWTF re-rating values implemented in 1997.

Table 7: WWTF Existing Capacity Summary

Parameter	Design Value	Present Value	Existing Capacity	Percent of Design Capacity
Ave. Monthly Flow Rate (MGD)	2.50	1.18	1.32	47
Peak Hourly Flow Rate (MGD)	5.20	3.62	1.58	70
Ave. Daily Biochemical Oxygen Demand (BOD) loading (pounds)	3,900	2,223	1,667	57
Ave. Daily Total Suspended Solids (TSS) loading (pounds)	4,100	2,709	1,391	66
Ave. Daily Total Kjeldahl Nitrogen (TKN) (pounds)	400	340	60	85

For estimated average day and peak hour flow rates at various points in the interceptor sewer system, existing land use and flow factors for land use were derived from an initial assumption of 80 gallons per capita per day (gpcd) of base flow, 2.13 people per home from the 2020 US Census, and other flow factor assumptions. For each land use, a flow factor per acre was identified and multiplied by the upstream acres and the flow factor for a particular land use type. Wisconsin Administrative Code (WAC) NR110.15 peak hour factors based on upstream population, were used to convert the wastewater base flow rates to peak hour flow rates. GIS information from the City was used to determine existing land use types and areas.

The flow factor results in Table 8 are the result of an iterative process of checking the predicated existing flow rates using the flow factors and land use areas from existing development, against the 2020 and 2021 monthly average flow rate value of 1.18 MGD. In this end, monthly average flow rates of the

predicted method and the actual data from 2020 and 2021 generally agree. In addition, the flow factors in this analysis generally agree with flow factors used in previous sanitary sewer studies the City has conducted.

The land uses, associated flow factors, and assumptions, are shown in Table 8 below.

Table 8: Land Use RECs per Acre and Flow Factors

Land Use	RECs/acre	Average Daily Flow		Assumptions/Notes
		(gpm/acre)	(gpd/acre)	
Agriculture & Vacant	0.5	0.06	85	Assumes 1 unit per 2 acres
Central Business District	5.9	0.69	1,000	Assumes 1000 gal per acre per day
Government/Institutional - Retreat Center	0.8	0.09	136	Assume 60 residents and 25 staff per table 3.4 of USEPA Onsite Wastewater Treatment Systems Manual
Government/Institutional - Other	1.2	0.14	200	Assumes 200 gal per acre per day. Includes churches, government offices, etc.
Government/Institutional - School	5.4	0.63	914	55 total acres per GIS, assumes 25 gallons per student per day
Industrial	2.6	0.31	450	Assumes 450 gal per acre per day
Multi-Family Residential	2.9	0.35	500	Assumes 500 gal per acre per day
Planned Business	2.9	0.35	500	Assumes 500 gal per acre per day
Planned Mixed Use	2.9	0.35	500	Assumes 500 gal per acre per day
Planned Mixed Use (Hotel)	7.0	0.83	1,200	Assumes 29 guests and 4 staff per acre, 40 and 10 gpd per guest and staff per table 3.4 of USEPA Onsite Wastewater Treatment Systems Manual
Planned Neighborhood	2.5	0.30	426	Assumes 2.5 units per acre
Planned Office	1.2	0.14	204	Assumes 20 employees per acre and 13 gallons per day per employee per table 3.4 of USEPA Onsite Wastewater Treatment Systems Manual
Single Family Exurban	1.0	0.12	170	Assumes 1 unit per acre
Single Family Residential	3.0	0.36	511	Assumes 3 units per acre
Two-family/Townhouse Residential	4.0	0.47	682	Assumes (2) 2-unit townhomes per acre
Planned Neighborhood (1 house/acre)	1.0	0.12	170	Assumes 1 unit per acre

The interceptor sewers were analyzed at the points as shown in Figure 2. Interceptor sewer capacities were calculated based on sewer size, pipe material, Mannings N values for an associated pipe material, and slopes. City data was used for the interceptor sewer sizes and inverts. Where missing City data was encountered between two known invert locations, interpolation was used to estimate a logical value. For the Lake Shore Drive Interceptor, there was very little invert elevation information. For this interceptor, an assumed minimum slope based on WAC for an associated pipe size was used per Table 1 of the DNR-NR 110 code.

The interceptor sewer capacities, estimated existing peak hour flow rates, and remaining capacities at various points are summarized in Table 9 below. The locations where the peak flow and pipe capacity were estimated are generally the endpoint of the interceptors before they join another interceptor. To give a more complete analysis of the collection system, up to ten upstream manhole spans were also considered for each interceptor. The minimum of the upstream manhole span capacity is included in Table 9.

Table 9: Interceptor Sewer Existing Capacity Summary

Pipe At Location					
Location	Interceptor Sewer	Diameter (in)	Existing Estimated Peak Hour Flow Rate (cfs)	Estimated Minimum Pipe Capacity (cfs)	Existing Remaining Capacity (cfs)
1	Lake Shore Drive	8	0.61	0.90	0.29
2	Lake Shore Drive	12	0.72	9.75	9.02
3	Lake North	14	0.99	2.50	1.51
4	East	18	1.25	6.33	5.08
5	East	21	2.52	5.01	2.49
6	Dodge Street	12	0.91	7.19	6.28
7	North	18	0.28	4.30	4.02
8	George Street	8	0.39	1.27	0.87
9	Lake North Central	18	1.66	6.20	4.53
10	Lake North Central	21	1.99	8.78	6.79
11	Lake North Central	21	2.17	32.31	30.14
12	Lake North Central	30	4.55	11.60	7.05

Pipe W/ Min Capacity Upstream of Location					
Location	Interceptor Sewer	Pipe Diameter (in)	Existing Estimated Peak Hour Flow Rate (cfs)	Estimated Pipe Capacity (cfs)	Existing Remaining Capacity (cfs)
1	Lake Shore Drive	8	0.61	0.90	0.29
2	Lake Shore Drive	8	0.72	2.2	1.52
3	Lake North	14	0.99	1.93	0.94
4	East	18	1.25	4.3	3.05
5	East	21	2.52	2.92	0.40
6	Dodge Street	8	0.91	0.6	(0.35)
7	North	10	0.28	2.50	2.22
8	George Street	8	0.39	0.8	0.41
9	Lake North Central	18	1.66	6.20	4.53
10	Lake North Central	18	1.99	3.6	1.65
11	Lake North Central	21	2.17	5.01	2.84
12	Lake North Central	30	4.55	11.6	7.05

Pump station runtimes during the September 11th and 12th storm were not available. For each pumping station, the average daily total pump runtime along with pumping rates from City records were used. A peaking factor of 5:1 was used to derive the existing peak hour flow rates at each pumping station. This value was then compared against the station firm pumping capacity.

For the force mains, the capacities were derived using a velocity of 6 feet per second. At this velocity, the water hammer phenomenon where water can separate in the pipeline upon a sudden stop in pumping caused by a pump failure or loss of normal utility power, is minimized. The relevant pumping station and force main information is included in Table 10. The results show that in general, there is a significant amount of remaining capacity at the pumping stations and force mains.

Table 10 Pumping Station and Force Main Capacity Summary

Pump Station (Firm Capacity) ¹	Average Pumping Rate (gpm)	Peak Hour Pumping Rate (gpm) ³	Remaining Peak Hour Capacity (gpm)	Percent of Firm Pump Capacity	Force main size (inch)/capacity (gpm)	Force Main Add'l Capacity (gpm)	Percent of Force Main Design Capacity
Bigfoot (325 gpm)	29.1	145.6	179	45%	6" / 530 gpm	384	27%
Country Club Drive (143 gpm)	20.8	104.2	39	73%	4" / 240 gpm	136	43%
Covenant Harbor (105 gpm)	6.4	32.2	73	31%	4" / 240 gpm	208	13%
Edgewood Hills (150 gpm)	6.8	33.8	116	23%	4" / 240 gpm	206	14%
Geneva Bay (108 gpm)	1.0	4.9	103	5%	4" / 240 gpm	235	2%
LaGrange Drive (100 gpm)	8.5	42.5	58	42%	4" / 240 gpm	198	18%
Mariane Terrace (100 gpm)	5.6	27.9	72	28%	4" / 240 gpm	212	12%
Maxwell Street (50 gpm)	0.4	1.8	48	4%	4" / 240 gpm	238	1%
Pioneer Estates (159 gpm) ²	31.7	158.6	0	100%	N/A	0	100%

¹ From 2018 lift station pumping records

² Lift station operation history is not available for Pioneer Estates Lift Station. The Pioneer Estates Lift Station serves approximately 268 homes, or 571 people and has a average flow of 45,680 gpd, assuming 80 gpcd, and has a peak hour demand of 159 gpm, assuming a peaking factor of 5. The firm capacity is assumed to be equal to the peak hour demand.

³ Assuming a peaking factor of 5:1

3 Study Areas

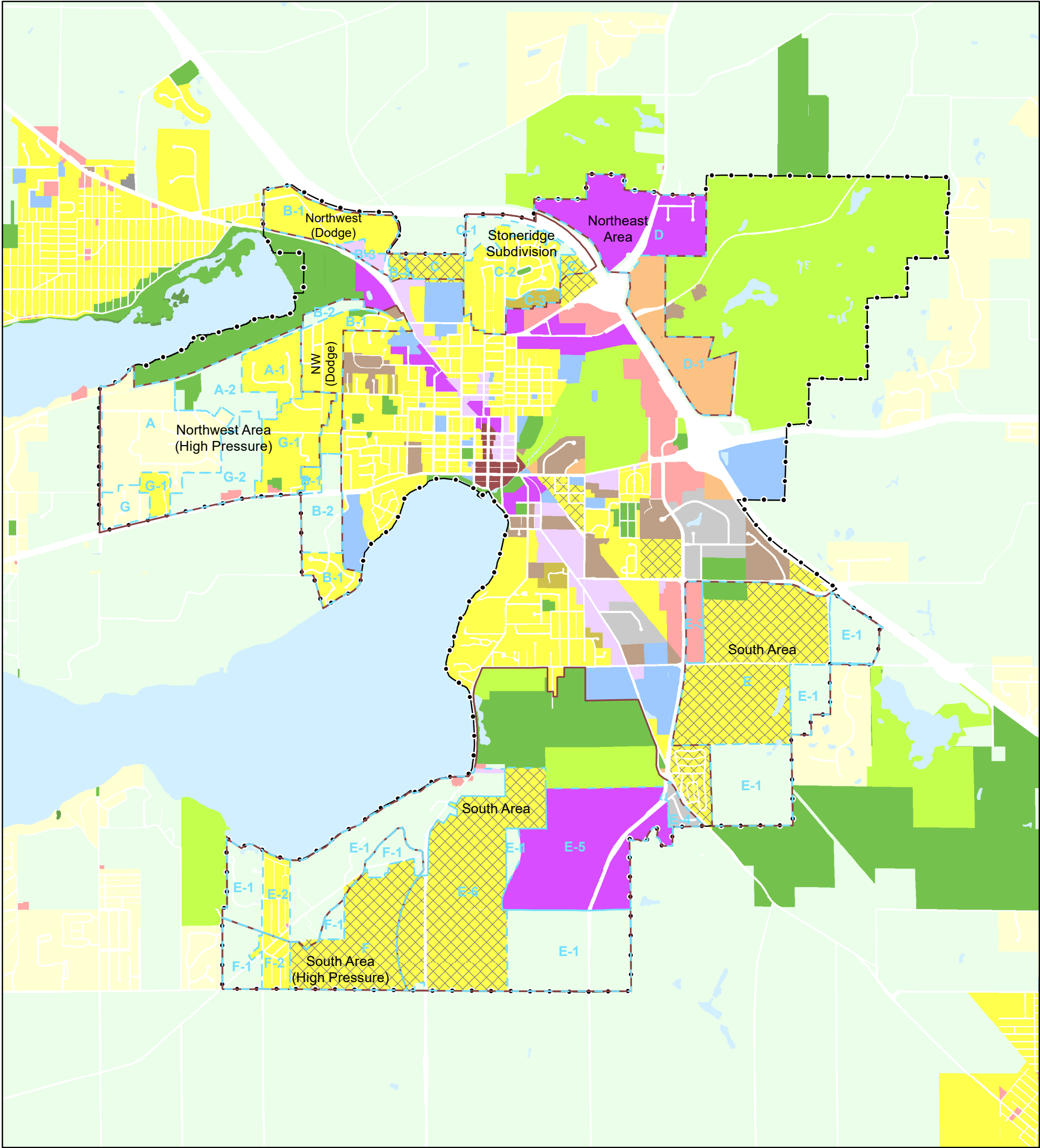
The study area was determined by the existing corporate boundary of the City, existing service areas for water and wastewater and considering what could be developed or served by water and sewer in the next 20 years. The same study area was used for water and wastewater. Areas already served by water and wastewater were included in the study area but were not included in the analysis. Areas that are unlikely for development (e.g., environmental corridors and wetlands) were included in the gross area but were not included in the growth analysis. The Grand Geneva resort was included in the overall study area since it is served by City water, but not included in the growth analysis since it is already served. For wastewater, this area is served by its own private on-site wastewater treatment system.

For water, the overall area was broken up into the existing and future likely pressure zones based on topography with the higher elevation areas requiring a high pressure zone. These were the Northwest High Pressure, the Stoneridge Subdivision High Pressure Zone, the Northeast Pressure Zone, the South Zone and the South High Pressure Zone. Each pressure zone was denoted with a letter. Within each pressure zone, the areas were further broken up by similar land use type and denoted with a number after the letter. Each area with similar land use type in each pressure zone were denoted with the same letter and number combination. Figure 3 shows the water pressure zones, subareas, and land uses.

For wastewater, the overall study area was broken up by sewershed with a unique letter identifier. Within each sewershed, areas of similar land use were grouped together and further denoted with a number after the letter. Figure 4 shows the wastewater sewersheds, subareas, and land uses.

The land uses considered in this study are consistent with the City's amended Comprehensive Plan completed in 2017. These are listed in the previous Table 8 along with the flow factors and assumptions.

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Date: February 2023

Figure 3

Water System Study Area

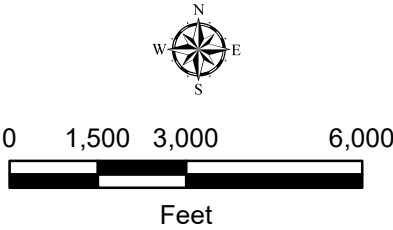
Water and Wastewater Utilities Impact Fee Study

Future Land Use

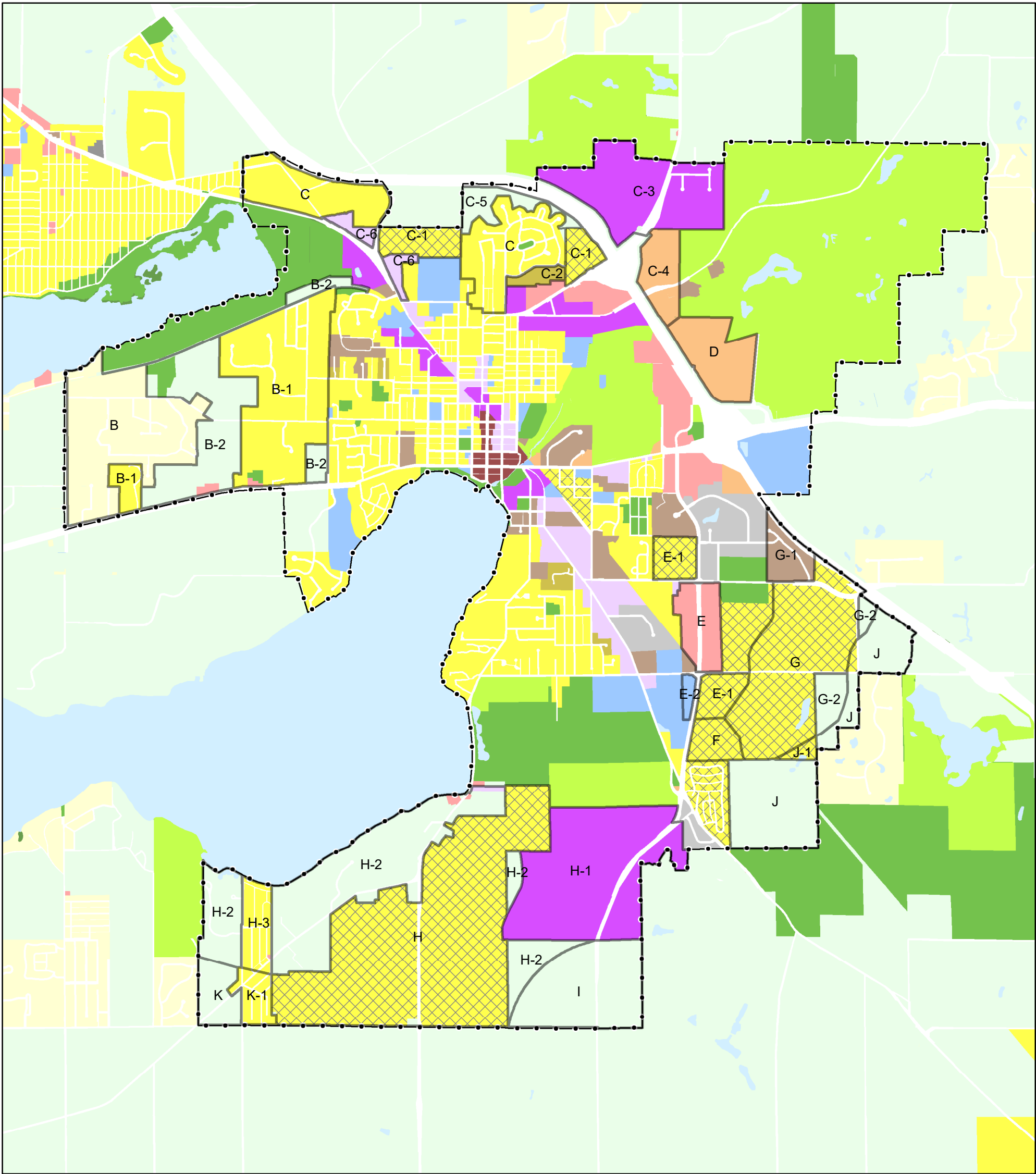
- Single Family Exurban
- Single Family Residential
- Two-Family/Townhouse Residential
- Multi-Family Residential
- Planned Neighborhood
- Planned Office

- Neighborhood Mixed Use
- Planned Mixed Use
- Planned Business
- Central Business District
- Government/Institutional
- Industrial

- Planned Industrial
- Public Park & Recreation
- Private Recreation
- Agriculture & Vacant
- Wetland
- Water
- Study Area
- Sub-Basins



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Date: November 2022

Figure 4

Wastewater System Study Area

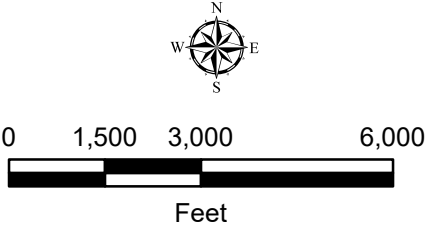
Water and Wastewater Utilities Impact Fee Study

Future Land Use

- Single Family Exurban
- Single Family Residential
- Two-Family/Townhouse Residential
- Multi-Family Residential
- Planned Neighborhood
- Planned Office

- Neighborhood Mixed Use
- Planned Mixed Use
- Planned Business
- Central Business District
- Government/Institutional
- Industrial

- Planned Industrial
- Public Park & Recreation
- Private Recreation
- Agriculture & Vacant
- Wetland
- Water
- Study Area
- Wastewater SubBasins



4 Water System Expansion

In Section 2.3, the water system was analyzed to determine the capacity of the existing water system. This section analyzes how much more system capacity is needed to accommodate future developments. The water demands, supply and storage capacities, and treatment capacity are analyzed in the following subsections.

4.1 Water System Demands

The City's water consumption was estimated using the utility's WEGS (Water, Electric, Gas, and Sewer) reports as published by the PSC (Public Service Commission). The total pumped volume of water pumped from all sources for 2021 was 546.7 MG, or 1.498 MGD. The 2021 WEGS shows that the total water sold to residential customers in the year 2021 was 159,873,000 gallons. With 4,150 residential customers, it was found that the average residential customer uses 106 gallons per day (gpd). Per the 2020 US Census, each household contains approximately 2.13 people, therefore, the average resident is estimated to use 50 gpd of water. However, to account for the fact that a considerable number of residences in the City are occupied only part of the year, the per capita daily water demand was increased to 65 gpd for the planning and sizing of future facilities. This level is consistent with per capita water usage levels from other similar communities in Wisconsin. This is the water demand that was used to project future incremental demand from future developments.

For all land use types, approximations were made to estimate the number of Residential Equivalent Connections (RECs) per acre. For example, based on the total water sold to multifamily customers, it was estimated that multifamily land use is equal to 2.9 RECs per acre. Other land uses with their respective RECs/acre and assumptions are included in Table 8.

The water study areas are summarized by future land use type in Table 11. The total number of RECs within each study area was found by multiplying the developable acreage of each land use type by the RECs/acre in Table 8. The population equivalent was then found by multiplying the number of RECs in each study area by 2.13 people per household. The average water demand from each study area was estimated assuming 65 gpcd (gallons per capita per day, or gallons per population equivalent per day). It was also assumed that 15% of the total water pumped, in addition to consumer demand, would be the result of non-revenue water and distribution system leakage. All study areas and their estimated average daily water consumption are summarized in Table 11.

To estimate the total future water demand with the study areas fully developed, the estimated water consumption for the study areas of 0.978 MGD was added to the existing daily demand of 1.498 MGD to get a total daily water demand of 2.476 MGD. Maximum Day Demand was estimated by applying a peaking factor that is based on population.

Table 11: Future Water Demand by Study Area

Water Study Area	Land Use	Total Area (acres)	Developable Area (acres) ¹	RECs per acre	Total RECs	Population Equivalent	Usage (gpd)	Non-Revenue Demand (gpd) ²	Average Demand (gpd)
Northwest Area (PRV Pressure Zone)									
A	Single Family Exurban	257	180	1.0	180	383	24,907	4,395	29,303
A-1	Single Family Residential	78	55	3.0	165	351	22,783	4,020	26,803
A-2	Agriculture & Vacant	103	72	0.5	36	77	4,986	880	5,866
SUBTOTAL		438	307		380	810	52,676	9,296	61,972
Northwest Area (Dodge Pressure Zone)									
B-1	Single Family Residential	307	215	3.0	645	1,374	89,288	15,757	105,044
B-2	Agriculture & Vacant	98	69	0.5	34	73	4,743	837	5,580
B-3	Planned Mixed Use	14	10	2.9	29	63	4,072	719	4,791
B-4	Planned Neighborhood	11	8	2.5	20	43	2,781	491	3,272
SUBTOTAL		431	302		729	1,552	100,885	17,803	118,688
Stoneridge Area (Center Pressure Zone)									
C	Planned Neighborhood	46	32	2.5	80	171	11,114	1,961	13,075
C-1	Agriculture & Vacant	43	30	0.5	15	32	2,098	370	2,468
C-2	Single Family Residential	160	112	3.0	336	716	46,537	8,212	54,749
C-3	Two-family/Townhouse Residential	18	12	4.0	49	105	6,842	1,207	8,050
SUBTOTAL		267	187		481	1,024	66,591	11,751	78,342
Northeast Area (Host Pressure Zone)									
D	Planned Mixed Use (Hotel)	238	166	7.0	1,171	2,494	162,121	28,610	190,731
D-1	Planned Office	167	117	1.2	141	300	19,469	3,436	22,905
SUBTOTAL		405	283		1,312	2,794	181,590	32,045	213,636
South Area (Host Pressure Zone)									
E	Planned Neighborhood	463	324	2.5	810	1,726	112,198	19,800	131,998
E-1	Agriculture & Vacant	876	613	0.5	307	653	42,469	7,494	49,963
E-2	Single Family Residential	54	38	3.0	114	242	15,755	2,780	18,536
E-3	Planned Business	35	25	2.9	72	154	9,996	1,764	11,760
E-4	Planned Industrial	20	14	2.6	36	77	4,993	881	5,875
E-5	Planned Mixed Use	363	254	2.9	746	1,590	103,331	18,235	121,565
E-6	Planned Neighborhood (1 house/acre)	482	338	1.0	338	719	46,732	8,247	54,979
SUBTOTAL		2,294	1,606		2,423	5,161	335,475	59,201	394,676
South Area (New Pressure Zone)									
F	Planned Neighborhood (1 house/acre)	230	161	1.0	161	343	22,269	3,930	26,199
F-1	Agriculture & Vacant	112	78	0.5	39	83	5,427	958	6,384
F-2	Single Family Residential	39	27	3.0	81	172	11,194	1,975	13,169
SUBTOTAL		380	266		281	598	38,890	6,863	45,752
Northwest Area (New Pressure Zone)									
G	Single Family Exurban	40	28	1.0	28	59	3,853	680	4,533
G-1	Single Family Residential	157	110	3.0	329	702	45,609	8,049	53,658
G-2	Agriculture & Vacant	114	80	0.5	40	85	5,535	977	6,512
SUBTOTAL		311	218		397	846	54,997	9,705	64,703
TOTAL		4,526	3,168		6,003	12,786	831,104	146,665	977,769

¹ Developable acres assumed to be 70% of total acres

² Non-revenue water and system leakage is assumed to be 15% of the total Average Demand.

4.2 Supply and Storage Analysis

The City's existing facilities including wells, booster stations, storage facilities, distribution system, and treatment system, were analyzed to determine whether they have the capacity to support the future developments and to determine how much more capacity is needed.

In Table 12, it is found that the existing reliable capacity of the wells of 3,530 gpm is sufficient to provide for the estimated future Maximum Day Demand of 2,743 gpm with an excess reliable supply of 787 gpm. The reliable booster capacity of Dodge booster station, which feeds the Dodge pressure zone, also

surpasses the Maximum Day Demand with an excess capacity of 429 gpm. At full build-out of the future development, the Center booster station is expected to have a maximum day demand of 129 gpm, resulting in a deficit of 9 gpm in the booster station capacity. This 9-gpm deficit can be resolved through minor modifications to the booster station and is not included in the cost estimates for the impact fees.

It was found that two new pressure zones, one in the Northwest Area and one in the South Area, will be necessary in the future, each with new booster stations. The new pressure zone in the South Area is represented by the "F" subbasins in Table 11 and in Figure 3. The South Area New Pressure Zone will need a new booster station with a reliable supply of at least 88 gpm that will be supplied from the Host Pressure Zone.

The Dodge Tower was recently raised by 30 ft to a water surface elevation of 1,109 ft. Therefore, the highest ground elevation that can be served within the Dodge Pressure Zone with a static water pressure of 35 psi is 1,028 ft. However, the elevations Northwest Area range from 850 ft to 1,060 ft. Therefore, it was found that a new high-pressure zone will be necessary to serve the areas that exceed 1,020 ft in elevation.

The new pressure zone in the Northwest Area is represented by the "G" subbasins Table 11 and in Figure 3. The northwest portion of the Northwest Area drops in elevation as it approaches Lake Como. This area will require a Pressure Reducing Vault (PRV) to avoid excessive pressures throughout the distribution system. Therefore, a Northwest PRV Zone ("A" subbasins) is included that will be fed from the Northwest High Pressure Zone. The booster station for the Northwest Pressure Zone will be served from the existing Dodge Pressure Zone and will need a capacity at least 201 gpm.

Two PRV's will be necessary to delineate the PRV Zone: one PRV (PRV-1) to serve water subbasins A and A-2, and another (PRV-2) to serve subbasin A-1. PRV-1 will be installed on the future 10-inch water main on McDonald Rd and is included in the cost estimate. PRV-2 will be installed on a future 8-inch water main on Lake Forest Ln and is not included in the cost estimate because it is assumed to be paid for directly by developers.

Table 12: Future Supply Analysis

Supply Requirements	Capacity	
	(gpm)	(MGD)
<u>Host Pressure Zone</u>		
Future Average Demand	1,719	2.48
Peaking Factor	1.60	
Future Maximum Day Demand	2,743	3.95
Existing Reliable Supply	3,530	5.08
Reliable Supply Capacity Excess or (Deficit)	787	1.13
Utilization of Reliable Supply in Future Demands	78%	
<u>Dodge Pressure Zone (Northwest Area)</u>		
Future Average Day Demand	234	0.34
Peaking Factor	2.06	
Future Maximum Day Demand	481	0.69
Existing Reliable Booster Capacity	910	1.31
Reliable Booster Capacity Excess or (Deficit)	429	0.62
Utilization of Reliable Booster Capacity in Future Demands	53%	
<u>Center Pressure Zone (Stoneridge Subdivision)</u>		
Future Average Day Demand	54	0.08
Peaking Factor	2.37	
Future Maximum Day Demand	129	0.19
Existing Reliable Booster Capacity	120	0.17
Reliable Booster Capacity Excess or (Deficit)	(9)	(0.01)
Utilization of Reliable Booster Capacity in Future Demands	107%	
<u>South Area Pressure Zone (New Pressure Zone)</u>		
Future Average Day Demand	32	0.05
Peaking Factor	2.46	
Reliable Booster Station Capacity Needed ¹	78	0.11
<u>Northwest Pressure Zone (New Pressure Zone) ²</u>		
Future Average Day Demand	88	0.13
Peaking Factor	2.28	
Reliable Booster Station Capacity Needed ¹	201	0.29

¹ Assumed to be equal to Maximum Day Demand

² The Northwest New High Pressure zone (the "G" subbasins) will need a new booster station. The new booster station will be supplied from the existing Dodge Pressure Zone. The Northwest New High Pressure zone will also supply the Northwest PRV Zone (the "A" subbasins)

The storage capacities were analyzed to determine the minimum amount of equalizing storage, fire storage, and reserve storage. The equalizing storage is assumed to be equal to 15% of the Maximum Day Demand. The fire storage volume assumes a fire flow of 1,500 gpm with a duration of 2 hours (180,000 gallons) for storage tanks that serve only residential areas, namely the Dodge and the Center

towers as well as the future storage tank in South Area. The Host Tower serves a variety of residential, commercial, and industrial areas, therefore, a fire flow rate of 3,500 gpm with a duration of 3 hours (630,000 gallons) was used to size the fire storage. The reserve storage is assumed to be 15% of the total storage capacity.

Water systems are required to be able to provide the minimum fire storage under Maximum Day Demand conditions. Therefore, any supply capacity more than the Maximum Day Demand can be deducted from the fire flow storage. For example, the Host Tower has an excess supply capacity of 787 gpm. With a fire flow duration of 3 hours, the total excess pumping volume available for fire flow is 141,616 gallons. The Center pressure zone has a 500-gpm fire pump that is included in this calculation, providing 60,000 gallons pumping available for fire flow. For the South Area (High Pressure), which is a new pressure zone, the reliable supply capacity is assumed to be equal to the Maximum Day Demand.

The total recommended storage capacities for the new elevated storage tank in the South Area (High Pressure) as well as for each of the existing elevated storage tanks are included in Table 13. It was found that the Center Tower and the Host Tower have enough storage capacity to meet all future development within the study areas. The Dodge Tower will need an additional 83,537 gallons of storage to meet the demands of the future developments. Rather than adding another elevated storage tank, this storage deficit may be resolved by increasing the fire flow pumping capacity of the booster station. With a fire flow duration of one hour, a 700-gpm fire pump would provide 84,000 gallons of pumping volume available for fire flow, eliminating the need for additional storage. Site improvements may be needed for the additional fire pump.

However, the City has indicated that through past water modeling activities, it has been found that the supply main to the Dodge Booster is flow-limiting. With the addition of a 700-gpm fire pump, the total reliable fire pumping capacity would be 1,610 gpm. To accommodate the added flow, the supply main along Dodge Drive should be upsized from 10-inch to 12-inch. After this upgrade, installing a 700-gpm fire pump would provide an additional 84,000 gallons available for fire flow. This would lower the minimum recommended storage capacity enough to allow the existing 200,000-gallon storage tank to meet future demands.

The South Area (High Pressure) will require a new elevated storage tank with a minimum storage capacity of 232,000 gallons and a new booster station with a reliable capacity of 78 gpm. For cost estimating, a nominal storage volume of 240,000 gallons was used.

It was determined that the Northwest Area (High Pressure) will not require its own elevated storage facility. Hydropneumatic tanks could be used to sustain pressure on the system and to provide pump protection for a much lower cost than an elevated storage tank.

Table 13: Future Storage Analysis

	New Storage Facility	Existing Elevated Storage Tanks		
	South Area (High Pressure)	Dodge Tower (Northwest Area)	Center Tower (Stoneridge Study Area)	Host Tower
Future Population Equivalent	598	4,398	1,024	32,372
Average Use (gpd)	45,752	336,316	78,342	2,475,500
Peaking Factor (Average Day: Maximum Day)	2.5	2.1	2.4	1.6
Maximum Day Demand (gpd)	112,461	692,845	185,730	3,950,271
Equalizing Storage (gallons) ^{1, 2}	17,000	104,000	28,000	593,000
Required Fire Storage (gallons) ³	180,000	180,000	180,000	630,000
Reserve Storage (gallons) ⁴	35,000	51,000	37,000	216,000
Subtotal Capacity Recommended (gallons)	232,000	335,000	245,000	1,439,000
Less: Excess Available for pumping for Fire Flow (gallons) ⁵	-	51,463	60,000	141,616
Total Recommended Storage (gallons)	232,000	283,537	185,000	1,297,384
Total Available Storage (gallons):		200,000	200,000	1,500,000
Percent Storage Utilization:		141.8%	92.5%	86.5%
Storage Capacity Excess or (Deficit):		(83,537)	15,000	202,616

¹ Assumes supply equals maximum day demand for new storage facilities.

² Equalizing Storage Volume estimated at 15% of maximum day demand (Peak Hour estimated at 1.6 times Maximum Day Demand).

³ Assumes a fire flow of 3,500 gpm with a duration of 3 hours for commercial areas, and a flow of 1,500 gpm with a duration of 2 hours for residential areas.

⁴ Reserve storage provides start/stop range for pump operation and an emergency reserve storage supply. Assumed to be 15% of total storage volume.

⁵ If the reliable pumping capacity is greater than the maximum day demand, then the excess can be considered as available for fire flow pumping. The total excess pumpage volume over the fire flow duration can be subtracted from the total recommended storage capacity. The Center Booster Station has a 500-gpm fire flow pump that is included as excess pumping.

4.3 Distribution System

The future developments described in this report will significantly increase the flow rates through the distribution system and will require the construction of new water mains to provide water to the study areas. Several key locations throughout the distribution system were analyzed to determine if the existing distribution piping has enough capacity for the future development. The locations that were analyzed include the elevated storage discharge/feed piping, the discharge piping from the treatment system, and the discharge piping from the booster stations. The results are summarized in Table 14.

In Table 14, the pipe capacity is analyzed under both existing and future flow conditions. The elevated storage tank discharge piping was analyzed in fire flow conditions, where the supply pumping is supplying its respective reliable capacity and the reservoir is supplying fire flow. The flow at the Center booster station is assumed to be supplying its reliable supply capacity of 120 gpm plus 500 gpm from the existing fire pump totaling at 620 gpm. The Dodge Booster Station does not currently have a fire pump, but a fire pump is recommended in this report. Therefore, the Dodge Booster station is assumed to be supplying its reliable capacity of 910 gpm under existing conditions, but under future demand conditions, the station is assumed to be supplying both reliable supply capacity of 910 gpm and 700 gpm of fire pumping, resulting in a future flow of 1,610 gpm.

Per the AWWA (American Water Works Association) Manual M-32, it is recommended that the velocity within water mains not exceed 5 ft/s and that the head loss not exceed 7 ft. per 1,000 ft. of pipe (7 ft/1,000

ft). From this analysis, it is recommended that the 12-inch supply piping for the Host Tower be replaced with 18-inch piping to meet both future and existing fire flow demands. This is an existing deficiency of the water system. It is also recommended that the 10-inch discharge piping from the Dodge Booster Station be replaced with 12-inch piping to accommodate demand from future developments.

New 10-inch, 12-inch, and 14-inch water mains will be necessary to provide water to the study areas. The Northwest area will require approximately 16,900 LF (linear feet) of 10-inch water mains. The Northeast Area will require approximately 5,600 LF of 10-inch water mains. And the South Area will require 16,600 LF of 10-inch, 8,500 LF of 12-inch, and 6,500 LF of 14-inch water mains. All water distribution piping smaller than 10 inches that is required for the future developments is assumed to be paid directly by the developers.

Table 14: Water Main Capacity Analysis

Elevated Storage Tank Feed/Discharge Piping						
Pipe Location/Description	Host Tower Feed/Discharge Line		Dodge Tower Feed/Discharge Line		Center Tower Feed/Discharge Line	
Pipe Diameter (in)	12		16		12	
Hazen Williams Coefficient	130		130		130	
Calculations	Existing	Future	Existing	Future	Existing	Future
Fire flow (gpm)	3,500	3,500	1,500	1,500	1,500	1,500
Velocity (ft/s) ¹	9.9	4.4	2.4	2.4	4.3	4.3
Headloss (ft/1000 ft of pipe) ¹	25.7	3.6	1.3	1.3	5.4	5.4
Recommended Pipe Size (in)	18		-		-	

Supply/Booster Station Discharge Piping				
Pipe Location/Description	Dodge Booster Station Discharge		Center Booster Station Discharge	
Pipe Diameter (in)	10		12	
Pipe Material	PVC		PVC	
Hazen Williams Coefficient	130		130	
Calculations	Existing	Future ³	Existing	Future
Booster Station Capacity Including Fire Pump(s) (gpm) ²	910	1,610	620	630
Velocity (ft/s) ¹	3.7	4.6	1.8	1.8
Headloss (ft/1000 ft of pipe) ¹	5.2	6.1	1.0	1.1
Recommended Pipe Size (in)	12		-	

¹ Per AWWA Manual M-32, it is recommended that the velocity in water mains not exceed 5 ft/s and that the headloss does not exceed 7 ft per 1000 ft of pipe.

² Equal to the supply/booster flow during Maximum Day Demand. Includes the existing fire pump flow of 500 gpm for Center Booster Station, and 500 gpm from the future recommended fire pump at the Dodge Booster Station

³ The future supply capacity for the Dodge Booster Station includes a future 700-gpm fire pump to increase the pumping capacity during a fire event. This allows for reduced fire storage (see Note 5 of Table 13).

4.4 Treatment Analysis

The City's existing water treatment facilities were analyzed, and it was determined that the treatment system will require an additional 943 gpm of treatment capacity to meet future demands, as summarized in Table 15.

Table 15: Treatment Capacity Analysis Under Future Demand Conditions

Treatment Facility	Capacity	
	(gpm)	(MGD)
Treatment Plant A		
Filter #1-B	600	0.86
Filter #2-B	600	0.86
Filter #3-B	600	0.86
Treatment Plant B		
Filter #1-A	1,000	1.44
Total Treatment Capacity	2,800	4.03
Less: Largest Filter Unit	1,000	1.44
Reliable Treatment Capacity	1,800	2.59
Future Maximum Day Demand	2,743	3.95
Reliable Treatment Capacity Excess or (Deficit)	(943)	(1.36)
Utilization of Reliable Treatment in Future Demands		152%

Alternatives for iron removal were explored to increase the capacities of the treatment processes. Lake Geneva's existing iron removal facilities consist of hypochlorination and pressure sand filtration. Other iron removal alternatives discussed in this section include the following methods:

- Oxidation & Filtration
- Iron removal using lime-softening
- Ion exchange
- Biological Filtration

4.4.1 Lime Softening

Iron can also be effectively removed through the lime softening process. This process includes adding lime (calcium hydroxide) to the raw water which raises the pH. When the pH is raised, calcium carbonate and other dissolved solids, including iron, are less soluble and begin to precipitate. The precipitated solids are allowed to settle and are removed from the water.

While effective at removing iron, lime softening is not a recommended alternative for iron removal for Lake Geneva due to high capital costs, and because of the impacts to water chemistry. The settling process requires a sedimentation basin that would provide a minimum of 2 hours of settling time for groundwater (Wisconsin DNR NR 811.57 (1)). The process would also require sludge removal equipment used for removing the settled solids. The lime softening process also would soften the water, making it more corrosive to distribution piping and water stabilization would be required. Therefore, due to the high cost of new facilities and equipment, iron removal using lime softening is not recommended for Lake Geneva.

4.4.2 Ion Exchange

Ion exchange may be used to remove iron where the concentration is less than 0.5 mg/L. Ion exchange is commonly used in water treatment for water softening and demineralization. In the ion exchange process, the water flows through a resin where less-soluble ions in the water are exchanged for more soluble ions that are found in the resin. In iron removal, the ion exchange resin can be fouled if any iron is allowed to oxidize before passing through the resin.

Most ion exchange applications for removal of iron are point-of-use treatment systems for single-family residences and industrial water. Ion exchange is not as commonly used in municipal treatment due to cost. At a large scale, ion exchange is typically more expensive than other treatment alternatives. In addition, the City's raw water iron concentration is significantly higher than 0.5 mg/L. For these reasons, ion exchange is not a recommended treatment alternative for iron removal for Lake Geneva.

4.4.3 Biological Filtration

Another emerging technology for iron removal is biological filtration. The biological filtration process is hydraulically similar to the pressure filtration process, however, rather than using a chemical process to form a precipitate that is filtered out, the iron is oxidized by bacteria. The oxidized iron is then retained in the filter. Biological iron filtration is a proprietary patented system by Infilco Degremon, Inc under the name of Ferazur®. Infilco Degremon also produces a biological manganese filter under the name Mangazur®.

For the process to function, the environment within the filter vessel is conditioned to foster growth of iron-oxidizing bacteria and cannot be done with all groundwater. The water quality characteristics that are necessary to foster the growth of the iron-oxidizing bacteria are listed below:

- PH: 6.5 - 7.2
- Temperature: 50° to 77°F)
- Dissolved Oxygen: 1 to 3 mg/L (usually achieved through aeration)
- Water must be free of the following:
 - o Chlorine
 - o Hydrogen Sulfide
 - o Heavy metals
 - o Ammonium nitrogen
 - o Phosphates
 - o Organics
 - o Hydrocarbon (benzene, methane, etc.)

Biological filtration, where feasible, can offer lower capital and operating costs than comparable physical/chemical processes because it produces less waste and often allows for a filter loading rate that is higher than most conventional filters. The waste that is produced by biological filters is more compact than waste that is produced by chemical oxidation resulting in less waste product and longer filter run times between backwashes. Typically, biological filters can have a filter loading rate that ranges from 8-24 gpm/ft², which is higher than most conventional filter media.

Biological filtration is not a recommended alternative unless Lake Geneva's existing iron removal facilities need to be replaced in entirety. However, if Lake Geneva's existing iron removal facilities cannot be expanded to meet future demands, biological filtration may be considered. If biological filtration is feasible with the raw-water characteristics of Lake Geneva's groundwater, the biological filtration alternative may offer higher treatment capacity without the need for larger facilities or expanding the treatment building. Biological filtration may also require less capital and operational costs than conventional oxidation-filtration facilities. This option is not recommended unless the existing iron filtration facilities cannot be retrofitted or expanded to meet future demands.

4.4.4 Oxidation and Filtration

The oxidation-filtration process for iron removal includes using an oxidizing agent to oxidize iron, causing it to precipitate. The precipitated material is then filtered from the water. The process typically involves the following steps:

1. **Oxidation:** An oxidizing agent, such as oxygen, chlorine, potassium permanganate, etc., is added to the raw water.

2. **Detention:** Detention allows for contact time between the iron and the oxidizing agent. The soluble iron is oxidized and forms a filterable precipitate. Minimum contact time can vary greatly depending on the oxidizing agent and the raw water quality.
3. **Clarification:** A clarification process is sometimes used to allow the precipitated iron to settle where it is removed as a sludge. Clarification is typically not necessary where the iron concentration is below 5-10 mg/L.
4. **Filtration:** A pressure filter is used to filter out the precipitated iron compounds. Typical filter media includes sand, or a variation of manganese dioxide coated media.

Different variations of oxidizing agents and filter types are discussed below. Table 16 shows several different oxidizing agents that can be used for iron removal. Oxidizing agents that are commonly used in municipal water treatment facilities are oxygen and chlorine. Lake Geneva's existing iron removal process includes oxygen as an oxidant which is injected using slat tray aerators in the storage reservoirs, and the addition of chlorine using hypochlorite injection at the wells.

Potassium permanganate, ozone, and chlorine dioxide offer much faster reaction times, but when used to remove iron alone, they are not typically as economical as chlorine or oxygen. Potassium permanganate provides the most benefit when it is used to remove manganese. Ozone and chlorine dioxide are also powerful oxidizing agents that can be used for iron removal, but they are typically more expensive than potassium permanganate and chlorine due to chemical costs of chlorine dioxide, and equipment costs of ozonation equipment.

Table 16: Oxidizing Agents for Iron Removal (adapted from "Iron and Manganese Removal Handbook, AWWA 2015)

Oxidant	Dosage Required (mg oxidant per mg Fe ²⁺)	pH	Reaction Time for Iron Oxidation
Oxygen (aeration) ¹	0.14	> 7.5	15 min
Chlorine ¹	0.64	> 8.0	15-30 min
Potassium Permanganate ²	0.94	> 5.5	<20 sec
Ozone	0.43	-	Instantaneous
Chlorine Dioxide	1.2	> 5.5	10 sec

¹Used in Lake Geneva's existing iron removal process

²Significantly longer reaction time when iron is complexed with natural organic matter

After the oxidation process, the oxidized iron is filtered out through a media filter. There are several different alternatives for filter media that are commonly used, including sand, greensand, manganese dioxide-coated sand, manganese dioxide ore, and Anthrasand. Sand filters are perhaps the most economical way to remove iron, providing low maintenance and high removal rates. Greensand, which is a glauconite mineral that is coated in manganese dioxide, can also be used for iron removal but it provides the most benefit when used in the removal of manganese. Greensand media requires the injection of potassium permanganate to continuously regenerate its manganese dioxide coating, making it more expensive than conventional sand filters in both capital and operational costs. Another alternative, manganese dioxide-coated sand, provides higher filter loading rates than a typical sand filter and does not require the injection of potassium permanganate to regenerate the coating. Manganese dioxide-coated sand provides about 2-4 times the filter loading rate of a conventional sand filter. Other filter media alternatives include manganese dioxide (pyrolusite) ore and Anthrasand. These alternatives exhibit similar filtration characteristics as manganese-coated sand. Table 17 presents a summary of each of the filter media.

Table 17: Filter Media Alternatives

Filter Media	Description/Notes	Typical Filter Loading Rate
Sand	Sand, appropriately sized for filtration. Most economical option.	3 gpm/ft ²
Greensand or Greensand Plus	Greensand is a sand-like glauconite coated in a layer of manganese dioxide. Requires the use of potassium permanganate to regenerate the coating. Greensand Plus is a synthetic version of greensand that is not derived from glauconite. Greensand Plus was created due to a limited supply of glauconite.	Up to 3 gpm/ft ²
Manganese Dioxide-Coated Sand	Exhibits properties similar to Greensand. Does not require regeneration using potassium permanganate. More available than greensand	6-12 gpm/ft ²
Manganese Dioxide Ore (Pyrolusite)	Pyrolusite is naturally occurring manganese dioxide. Often requires air scouring in the backwash process. More expensive than manganese dioxide-coated sand.	Up to 15 gpm/ft ²
Anthrasand	Base material of anthracite coal and silica sand, coated in manganese dioxide.	Based on pilot testing

Lake Geneva's existing filters are pressure sand filters. The filters provide adequate iron removal. However, the system has a reliable treatment capacity of 1,800 gpm (2.59 MGD), which is sufficient to supply the design maximum day demand of 1,660 gpm (2.39 MGD). The future developments discussed in this study are expected to raise the maximum day demand to 2,743 gpm (3.95 MGD). The treatment system must be expanded to meet these demands.

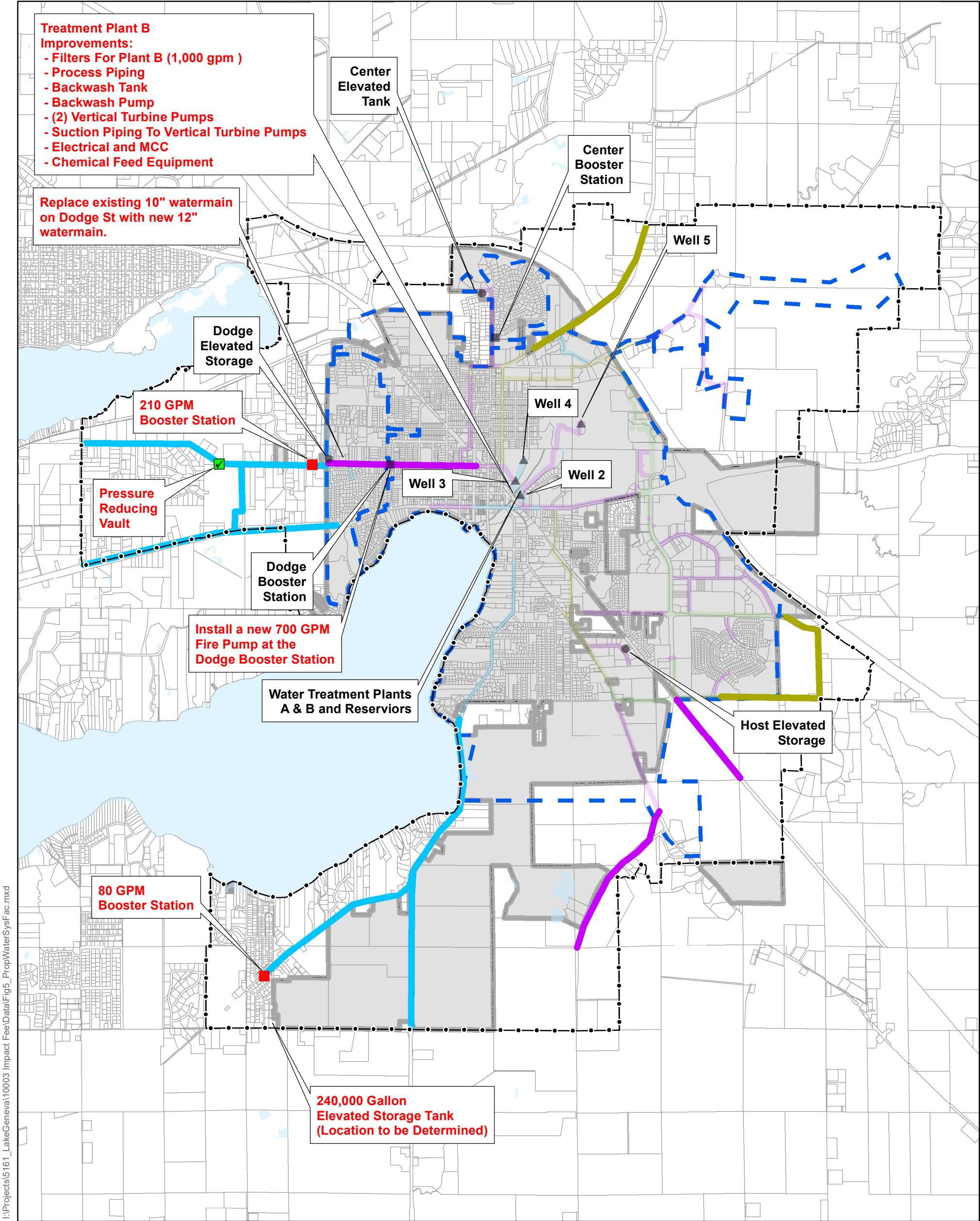
It is recommended that Lake Geneva expand its treatment system by installing new filter vessels at Plant B with manganese dioxide coated sand media. This type of filter media typically provides much higher filter loading rates than conventional sand media. Therefore, a conventional sand filter system would typically be much larger than a manganese dioxide coated sand filter system with a comparable capacity. The new filter vessels would operate in parallel with the existing one large pressure filter and provide the needed redundancy. The new system would consist of new independent suction piping from the reservoirs, two new vertical turbine booster pumps sized with 150 Hp motors, the pressure vessels, associated electrical work, and associated discharge process piping modifications at the connection to the main transmission main from the existing pressure filter at Plant B. The new filters would have a higher pressure drop across the filters compared to the existing filter since they would be operating at increased hydraulic loading rate. There is space in the existing building at Plant B for the additional pressure vessels, piping, and electrical components required.

4.4.5 Summary of Recommended Water System Improvements

The improvements to the water system facilities that are recommended to accommodate future development are summarized in Table 18 below. Figure 5 shows the proposed water system improvements.

Table 18: Recommended Water System Improvements

Location/Study Area	Description
Water Mains and Distribution	• 1,400 LF of 18" Water Mains From the Host Tower • 2,100 LF of 12" Water Mains From the Dodge Booster Station • 16,900 LF of 10" Water Main - Northwest Area • 5,600 LF of 10" Water Main - Northeast Area • 16,600 LF of 10" Water Main - South Area • 8,500 LF of 12" Water Main - South Area • 6,500 LF of 14" Water Main - South Area
Booster Stations and Storage	• 700 gpm Fire Pump – Dodge Booster Station • 240,000-gal Elevated Storage Tank – South Pressure Zone • 80 gpm Booster Station – South Pressure Zone • 210 gpm Booster Station – Northwest Pressure Zone
Treatment System, Plant B	• Filters with Manganese Dioxide-Coated Sand Media with Associated Mechanical and Electrical Work. • Two Additional Vertical Turbine Filter Feed Pumps with Associated Mechanical and Electrical Work and Suction Piping From Reservoirs.



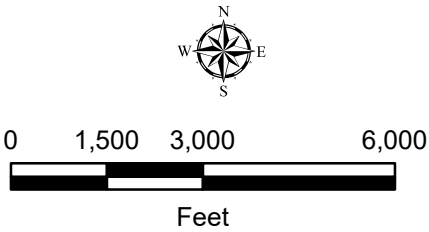
Date: January 2023

Figure 5

Proposed Water Distribution System Mains and Facilities

Water and Wastewater Utilities Impact Fee Study

- | | |
|----------------------------------|---------------------------|
| Existing Water Facilities | Proposed |
| ■ Booster Station | ■ Booster Station |
| ● Water Tower | ■ Pressure Reducing Vault |
| ▲ Well | |
| Existing Water Mains | Future Water Mains |
| — 10" | — 10" |
| — 12" | — 12" |
| — 14" | — 14" |
| — 16" | |
| — Water Pressure Zones | — Study Area |
| | — City Limits |



5 Wastewater System Expansion

5.1 WWTF

Wastewater at the WWTF was estimated with the same flow factors that were used in the existing capacity analysis as shown in Table 8. The flow factors were multiplied by the planned areas of different types of development as shown in Figure 2. Table 19 shows the RECs, population equivalent, and average flow for each sewer study area.

Table 19: Future Wastewater Demand by Study Area

Sewer Study Area	Land Use	Total Area (acres)	Developable Area (acres) ¹	RECs per acre	Total RECs	Population Equivalent ²	Average Flow (gpd) ³
B	Single Family Exurban	295	207	1.0	207	440	35,211
B-1	Single Family Residential	345	241	3.0	724	1,543	123,419
B-2	Agriculture & Vacant	240	168	0.5	84	179	14,290
C	Single Family Residential	278	195	3.0	584	1,244	99,551
C-1	Planned Neighborhood	79	55	2.5	138	294	23,498
C-2	Two-family/Townhouse Residential	18	12	4.0	50	106	8,445
C-3	Planned Mixed Use (Hotel)	232	162	7.0	1,142	2,432	194,544
C-4	Planned Office	65	46	1.2	55	116	9,318
C-5	Agriculture & Vacant	42	29	0.5	15	31	2,505
C-6	Planned Mixed Use	29	20	2.9	59	125	10,010
D	Planned Office	102	72	1.2	86	183	14,643
E	Planned Business	72	50	2.9	148	315	25,200
E-1	Planned Neighborhood	75	53	2.5	131	280	22,395
E-2	Government/Institutional - Other	10	7	1.2	8	18	1,400
F	Planned Neighborhood	40	28	2.5	71	150	12,017
G	Planned Neighborhood	315	221	2.5	552	1,175	93,993
G-1	Multi-Family Residential	48	33	2.9	98	208	16,625
G-2	Agriculture & Vacant	43	30	0.5	15	32	2,576
H	Planned Neighborhood (1 house/acre)	713	499	1.0	499	1,063	85,047
H-1	Planned Mixed Use	363	254	2.9	745	1,587	126,980
H-2	Agriculture & Vacant	451	316	0.5	158	336	26,904
H-3	Single Family Residential	55	39	3.0	116	248	19,824
I	Agriculture & Vacant	196	137	0.5	69	146	11,701
J	Agriculture & Vacant	249	174	0.5	87	186	14,856
J-1	Planned Neighborhood	10	7	2.5	18	38	3,071
K	Agriculture & Vacant	52	37	0.5	18	39	3,113
K-1	Single Family Residential	38	27	3.0	80	171	13,705
TOTAL		4,456	3,119		5,956	12,686	1,014,843

Notes

1. Use 70% of gross area for net developable area.
2. Use 2.13 people per household based on 2020 Census.
3. Use 80 gpcd for ave. daily flow per REC.

For the WWTF flow rates monthly average and peak hour rates were considered. The existing and incremental average daily flow rates are added together to determine the projected monthly average flow rates. The existing peak hour to monthly average flow rate ratio is 3.1:1. This is a relatively low peaking factor and is reflective of the significant lining work that the City has completed throughout the collection system in the last 20 years. To be conservative, a slightly higher peaking factor of 3.2:1 is used to calculate the projected peak hour flow rate. It is understood that the City will have to continue its successful program to monitor and address inflow and infiltration to maintain this low peaking factor into the future.

For pollutant loading, the following per capita pollutant loading rates were used:

BOD: 0.17 pounds per day (from WAC NR1110.15 (4)(b))

TSS: 0.20 pounds per day (from WAC NR1110.15 (4)(b))

TKN: 0.03 pounds per day (from an assumed per capita daily volume of 80 gallons and a typical concentration of 38 mg/L)

The per capita loadings were multiplied by the projected incremental population equivalent value of 12,686 and added to the existing loadings to derive the projections for full development in the area.

The existing, incremental, and total flow rates and pollutant loadings for the WWTF are summarized in Table 20.

Table 20: WWTF Projected Flow Rates and Loadings

Parameter	Design Value	Existing	Projected Incremental Flow Rate or Loading	Projected Total Flow Rate or Loading	Excess/(Deficit) Compared to Design Value
Ave. Monthly Flow Rate (MGD)	2.50	1.18	1.01	2.19	0.31
Peak Hourly Flow Rate (MGD)	5.20	3.62	3.25	6.87	(1.67)
Ave. Daily Biochemical Oxygen Demand (BOD) loading (pounds)	3,900	2,223	2,157	4,380	(480)
Ave. Daily Total Suspended Solids (TSS) loading (pounds)	4,100	2,709	2,537	5,246	(1,146)
Ave. Daily Total Kjeldahl Nitrogen (TKN) (pounds)	400	340	322	662	(262)

Numerous unit processes will need to be upgraded at the WWTF. Some facilities need upgrades because the design flow rates will be exceeded, and others because the pollutant loadings will be exceeded. Other upgrades are required for the hydraulics with the higher peak hour flow rate through the WWTF. The following sections detail the parts of the WWTF that need to be expanded.

The WWTF presently has an influent perforated plate screen rated for 5.2 MGD. At flow rates greater than this, the velocity of the water through the perforations is great enough that solids can be pulled through the screen instead of remaining on the upstream side. Space for a second screen to be operated in parallel with the existing screen is provided in a channel that is presently blocked off and used as a manual screen when the existing screen is non-operable because of maintenance. The second screen will have a washer/compactor at the first-floor level of the headworks building that will be like the existing washer/compactor at this floor level for the existing screen. Both washer/compactors will discharge to the existing dumpster. The cleaned and compressed screenings will be disposed of in a landfill.

The existing grit removal process consists of a concrete channel downstream of the screening process leading to a cylindrical tank. In this tank, centrifugal forces, induced with a motorized paddle, act to separate grit and heavier particles from the lighter particles and clear water. The grit and heavier particles accumulate in the center of the tank while the lighter particles and clear water accumulate at the edge of the channel. Another channel at a tangent to the cylindrical tank, allows the de-gritted water to flow

downstream to the influent pumping wet well. A self-priming pump conveys the grit from the center of the cylindrical tank to a grit washer at the finished floor level. The existing concrete channels and cylindrical tanks cannot be expanded because of space constraints. The peak hour flow rate is the governing condition when removing grit since at this condition most grit is transported from the collection system to the WWTF. To accommodate the increased peak hour flow rate to 6.87 MGD, a larger motor will be added to the paddle assembly to increase its rotational speed. A variable speed drive assembly will be used with the paddle motor. New controls will be set up so that the paddle speed is proportional to the instantaneous flow rate through the headworks. It is assumed that the grit washer will not have to be upgraded to handle the increased temporary grit loading during/after higher intensity rainfall events.

Influent pumping consists of six submersible pumps with a firm capacity of 5.2 MGD. The two pumps at the end of the wet well have 15 Hp motors and are rated for 600 gpm. The four middle wet well pumps are rated for 900 gpm and have 20 Hp motors. Two of these pumps were replaced in the last couple of years and have a little excess capacity. For the projected peak hour flow rate 6.87 MGD, several upgrades will be needed for the pumps and piping. The two end-pumps will be replaced with a 1,200-gpm pump rating with 25 Hp motors. The 6-inch discharge piping from these two pumps will be replaced with 10-inch piping. The tees at the top 16-inch header will be replaced with the new size pump discharge pipe. The two center pumps that are newer will need larger impellers. New motors are not required for these pumps. The other two center pumps will be replaced with new pumps with 25 Hp motors. Each pump discharge pressure will be approximately 51 feet at the projected peak hour flow rate. With these changes, and with one larger 25-Hp pump motor out of service, the firm capacity will be 6.87 MGD.

The WWTF has historically had poor settling of biosolids from the high fats, oils, and grease (FOG) content of its wastewater from the many restaurants in service during the tourism season. A FOG removal tank is proposed downstream of the headworks and upstream of the oxidation ditch. This will improve the biosolids settling performance and eliminate the need for a third final clarifier. The tank would measure 10 feet by 25 feet by 12 feet deep and would be constructed of reinforced concrete. Wastewater would flow through the tank and FOG would collect at the surface. A tube skimming device would be used where a tube in a rotational loop, would be introduced to wastewater surface where FOG accumulates. The tube surface would attract FOG and carry it out of the wastewater to a skimming device where the FOG is collected in a dumpster for final disposal. This process would happen continuously as the tube loop rotates in and out of the FOG tank. The tank would be mostly covered with grating to allow access if needed. Plug valves upstream and downstream of the tank would isolate the tank when it would not be in service in the colder months (November through April) when tourism is not prevalent in the City and the FOG content in the wastewater is decreased. The tube skimmer device would be located under a metal shelter with a roof for protection from rainfall.

At the oxidation ditch, two new replacement aerators would be installed to provide more aeration capacity for the higher pollutant loadings. This additional aeration capacity would increase the BOD and TKN removal capacity, taking into account the higher seasonal loadings in the summer months. The new replacement aerators would be located at the north end of the ditch with a 50-Hp unit that spans the outer and middle channels, and the south end of the ditch with a 25-Hp unit that spans only the outer channel. The actual upgrade at the oxidation ditch will likely be more extensive than these upgrades to replace aeration equipment that is approaching the end of its service life. These costs are not included in the analysis.

The splitter box just upstream of the two final clarifiers has two approximately 6 foot long straight-edged weirs. The weirs at the splitter must be increased in length to keep the head above the weirs at its present maximum design with the higher peak hour flow rate. Each weir will be replaced with a fingered weir with a length of 14 feet to maintain the existing hydraulic grade-line through the facility.

The WWTF has occasional higher solids content in the effluent. The City has also questioned if preliminary clarifiers are needed to achieve better settling performance. A review of the sizing of the final clarifiers indicates that the existing clarifier hydraulic loading rate with two clarifiers on-line under peak hour flow rate conditions, is well under the WAC design code requirement of a maximum of 1,200 gallons per day per ft² of clarifier area. With the oxidation ditch activated sludge WWTF process type of Lake Geneva, preliminary clarifiers are not needed. Preliminary clarifiers are typically used in the conventional activated sludge process where it is important to remove a portion of the organic influent loading before the main activated sludge treatment process. Having preliminary clarifiers would produce primary biosolids that the WWTF is not equipped to manage. Primary biosolids are typically digested with an anaerobic process that the existing WWTF does not have. It would be very expensive to add an anaerobic digestion system at the WWTF. In addition, primary clarifiers are not appropriate to be added to the WWTF to improve the solids settling as they do not fit into the existing treatment scheme.

To improve the solids settling and to position the WWTF for future growth with increased flow rates, the existing clarifier feed wells can be retrofitted with a series of baffles to promote more contact of the solids in this area. The feed well is the area that the mixed liquor from the oxidation ditch is first introduced to in the final clarifiers. Presently, the clarifiers do not have these baffles at the feed wells. With the baffles, more contact of solids will occur within the mixed liquor and larger flocs of solids will be formed. These larger flocs will settle faster improving the performance of the overall final clarifier system.

Another improvement to the existing final clarifiers would be the addition of Stamford baffles. These are baffles on the outer wall of the clarifiers meant to diffuse density currents that can cause solids to carry solids up along the wall and flow to the inboard launder. The baffles help prevent this phenomenon by dissipating the energy along the wall. The baffles have proved to be successful in other WWTFs with occasional higher solids content in their effluent.

The clarifier influent well baffle system and the Stamford baffles along the outer walls will also help the WWTF manage the future needed performance of the final clarifier system with higher hydraulic and solids loading. A third final clarifier and the associated new splitter box and underground piping are not included as future WWTF improvements. The clarifier influent well baffle system and the Stamford baffles are included as future WWTF improvements.

The final clarifier effluent flows to a clear well where three vertical turbine type effluent pumps convey the treated water through a 20-inch force main to seepage cells on the far east part of the City. The effluent pumps are rated at 2,200 gpm at 92 feet TDH and have 75 Hp motors. For the projected peak hour flow with one pump out of service, the pumps need to be upsized to 2,400 gpm at approximately 94 feet TDH with 100 Hp motors. Given the age of the pumps and the unknown feasibility of the pump head being compatible with a larger motor, we recommend that the pumps be replaced in kind. The pumps will also be outfitted with variable frequency drives and new controls to maintain an approximate constant clear well water level. As the flow rate increases to the clear well, the pumping rate will increase through the use of the pump motor variable frequency drives; as the flow rate decreases, the pump rate will decrease using the drives. With the new pump controls and programming, the high level of the clear well will decrease approximately one foot to improve the hydraulics of the final clarifier effluent flowing the final clarifier effluent launders to the clear well.

To help with the WWTF hydraulics between the oxidation ditch and the final clarifiers, it is assumed the RAS pumping rate will be decreased during the projected peak hour flow rate instead of the typical 1:1 flow rate match of the RAS to the forward flow. It is assumed that at the peak hour flow rate, the RAS flow rate would be 2,000 gpm (instead of 4,800 gpm).

City staff have also indicated that the solids process at the WWTF with the belt filter press is a constraint in the overall solids handling and management process. The City reports that the output from the press is limited to approximately 16% solids by weight. The dewatered cake is stored in a building with limited storage capacity, little air movement and no sunlight. No additional drying takes place in the building. With

time, the biosolids cake from the belt press slumps down and becomes water-logged, limiting the storage volume in the building. To address this issue with new growth in the City, a new sludge dewatering device is proposed. The dewatering device is a newer technology using a series of volutes to compress liquid biosolids into cake at 17-19% solids. This is higher than the solids content from the existing belt press. In addition, a biosolids dryer/dehumidifier is proposed to be added to the solids process after dewatering to dry the biosolids to above 90% solids. The dryer will greatly reduce the storage volume required and maximize the use of the existing building. It is assumed the volute press and dryer would fit within the existing pole building. This equipment is included in the future WWTF improvements.

5.2 Pumping Stations and Force Mains

The future flow rates within the sewer collection system were estimated using the area flow rates by land use type summarized in Table 8. The average flow rate coming from each sewer study area was estimated by multiplying the total developable acreage by the number RECs per acre for the corresponding land use type. Assuming 2.13 people per REC and an average sewer flow of 80 gallons per capita per day, the average flow for each study area was estimated and is summarized in Table 18. The total average flow that is expected to come from the future development of the sewer study areas is 1.01 MGD.

The study areas were analyzed to determine pumping station needs. Flows to existing and future pump stations were estimated using the area flow factors shown in Table 8. The peak hour flow rate to each pumping station was found using peaking factors as listed in Table 2 of the DNR Code NR110.

The future development within the study areas will contribute more flow to the Pioneer and Bigfoot pumping stations. The Bigfoot pump station, which has a capacity of 325 gpm, will receive flows from H, H-2, H-3, K, and K-1 and will require an additional 115 gpm to meet future demands. The Pioneer pump station, which is estimated to have a capacity of 198 gpm, will receive sewer flows from E-1, E-2, F, G, G-1, G-2, H-1, I, and J and will be completely replaced with a new 1,100 gpm facility. The future developments are expected to necessitate the construction of nine new pumping stations, as summarized in Table 21.

Table 21: Future Pumping Station Capacity Analysis

Pump Station	New Upstream Areas Served	Developabl e Area (acres)	Land Use	RECs	Average Flow (gpm)	Peaking Factor	Future Peak Hour Flow (gpm)	Force Main Diameter (in)	Force Main Length (ft)
NEW PUMP STATIONS									
S Lakeshore Dr	H-3, K, K-1, and a Portion of H-2	263.8	Single Family Residential	791	93.7	5	468	6	3,400
Townline Rd	G, G-2, J	181.3	Planned Neighborhood	453	53.6	5	268	6	1,300
McDonald Rd	B	206.6	Single Family Exurban	207	24.5	5	122	4	4,300
Grandview Dr	Portion of B-1	60.8	Single Family Residential	182	21.6	5	108	4	2,800
Lake Forest Cir	Portion of B-1	55.7	Single Family Residential	167	19.8	5	99	4	2,300
Sheridan Springs Rd	C-1	45.6	Planned Neighborhood	114	13.5	5	67	4	1,300
North State Rd 120	C-3	162.1	Planned Mixed Use (Hotel)	1,142	135.1	5	675	8	2,700
Park Dr	Portion of C, and C-6	85.9	Single Family Residential	258	30.5	5	152	4	4,100
South State Rd 120	H-1	435.3	Planned Mixed Use	1,277	151.1	5	756	8	2,200
Pump Station (Existing Firm Capacity)	Existing Average Flow (gpm)	New Upstream Areas Served		RECs	Future Average Flow (gpm)	Peaking Factor	Future Peak Hour Flow (gpm)	New Force Main Diameter (in)	New Force Main Length (ft)
EXISTING PUMP STATIONS ¹									
Bigfoot Pump Station	29.1	H, H-2, H-3, K, K-1		1,118	103.2	5	516	N/A ²	N/A ²
Pioneer Estates (198 gpm) ¹	31.7	E-1, E-2, F, G, G-1, G-2, H-1, I, J		2,080	214.5	5	1,072	10	3,300

1 Only the existing pump stations that will need modifications to accommodate future developments are shown in this table.

2 The Bigfoot Pump Station has a force that is 6-inches in diameter which has enough capacity to accommodate planned developments

5.3 Interceptor Sewers

The interceptor sewers were analyzed under future flow conditions using the Manning open flow equation in the same manner that they were analyzed under existing flow conditions, as summarized in Table 9. This analysis was used to determine whether the interceptor sewers have enough capacity for the future development.

In 2019 and 2020, MSA Professional Services, Inc. performed two in-depth sewer studies using a hydraulic model. Recommendations from these two studies are incorporated into the recommendations that result from the analysis done as a part of this study. It was found that three interceptor sewers need to be replaced with larger piping.

The sewer analysis done in this study was done using a “snapshot” method, where the interceptor sewers were analyzed at multiple locations throughout the collection system. The flow at each location was estimated by quantifying the contributing acreage of each land use type and multiplying that by the flow-area factors shown in Table 8. The “snapshots” were completed in general at the end of each interceptor sewer. For longer interceptors, such as the East, Lake Shore Drive, and Dodge Street interceptors, an analysis was done at the mid-point of the pipes. At each location where the pipe capacity was analyzed, up to ten more upstream pipe-lengths were also analyzed. To be conservative, the same peak hour flow rate was used for each upstream manhole segment.

A sewer study that was done by MSA Professional Services (MSA) in 2019 included a sewer system model of the entire sewer collection system. This model was calibrated using flow metering to improve the accuracy of the model. This study concludes that the existing sewer collection system has enough capacity to accommodate all existing sewer flows, the Symphony Bay development area (sewer study areas G-1, G-2 and half G and J) and 25% of the Southeast development area (sewer study areas E-1, F, J-1, and half of G and J). This study does not make recommendations as to which sewer interceptors should be upsized to meet future sewer flows.

A second sewer study by MSA in 2020 focused on the Southeast development area and the East Interceptor Sewer. This study concluded that the East interceptor sewer does not have enough capacity to meet expected peak flows from the future development. This MSA study recommends that the south segment of the East interceptor be upsized from an 18-in to a 24-in diameter, and that the north segment be upsized from a 21-in to a 27-in diameter.

Through the “snapshot” sewer analysis, as summarized in Table 22, it was found that portions of the Lake Shore Drive, East, and Dodge interceptors do not have enough capacity to meet future flows. It is recommended to replace parts of these interceptors with larger diameter sewers to accommodate the projected sewer flows. The “snapshot” analysis shows that only a portion of the East Interceptor needs to be replaced, however, because a more detailed analysis was done in the past where MSA recommended full replacement, it is assumed that a full replacement of this interceptor is required. The recommended diameters for these interceptor sewers are listed in Table 22.

Table 22: Interceptor Sewer Existing Capacity Summary

Pipe At Location						
Location	Interceptor Sewer	Diameter (in)	Future Estimated Peak Hour Flow Rate (cfs)	Estimated Pipe Capacity (cfs)	Future Remaining Capacity (cfs)	Recommended Pipe Size (in)
1	Lake Shore Drive	8	1.13	0.90	(0.23)	12
2	Lake Shore Drive	12	0.88	9.75	8.87	-
3	Lake North	14	1.27	2.50	1.23	
4	East ¹	18	2.78	6.33	3.55	24
5	East ¹	21	3.72	5.01	1.29	30
6	Dodge Street	12	1.44	7.19	5.74	12
7	North	18	1.72	4.30	2.58	
8	George Street	8	0.47	1.27	0.80	
9	Lake North Central	18	2.23	6.20	3.97	
10	Lake North Central	21	2.47	8.78	6.32	
11	Lake North Central	21	2.60	32.31	29.71	
12	Lake North Central	30	7.30	11.60	4.30	

Pipe W/ Min Capacity Upstream of Location						
Location	Interceptor Sewer	Pipe Diameter (in)	Future Estimated Peak Hour Flow Rate (cfs)	Estimated Pipe Capacity (cfs)	Future Remaining Capacity (cfs)	Recommended Pipe Size (in)
1	Lake Shore Drive	8	1.13	0.90	(0.23)	12
2	Lake Shore Drive	8	0.88	2.2	1.37	-
3	Lake North	14	1.27	1.93	0.66	-
4	East ¹	18	2.78	4.3	1.52	24
5	East ¹	21	3.72	2.92	(0.81)	30
6	Dodge Street	8	1.44	0.6	(0.89)	12
7	North	10	1.72	2.50	0.78	-
8	George Street	8	0.47	0.8	0.33	-
9	Lake North Central	18	2.23	6.20	3.97	-
10	Lake North Central	18	2.47	3.6	1.17	-
11	Lake North Central	21	2.60	5.01	2.41	-
12	Lake North Central	30	7.30	11.6	4.30	-

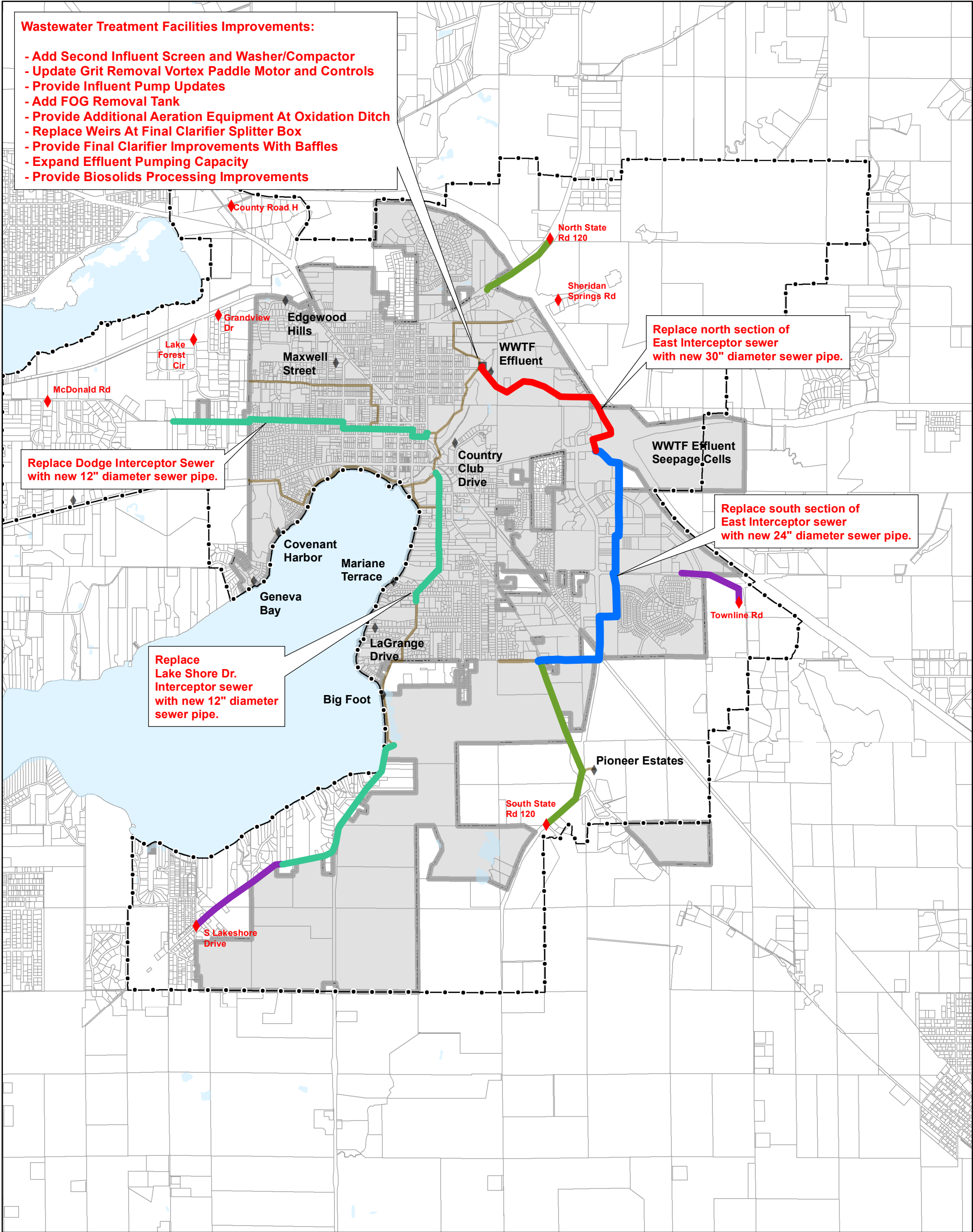
¹ A detailed analysis of the East Interceptor Sewer was performed by MSA Professional Services in 2020. Recommendations of improvements to the East Interceptor are taken from the study done by MSA.

5.4 Summary of Recommended Wastewater System Improvements

The improvements to the wastewater facilities and utilities that are recommended to accommodate future development are summarized in Table 23 below. Figure 6 shows the proposed wastewater system improvements.

Table 23: Recommended Wastewater System Improvements

Location/Study Area	Description
WWTF	• Add Second Influent Screen and Washer/Compactor • Update Grit Removal Vortex Paddle Motor and Controls • Provide Influent Pump Updates With Replacement Pumps and Impeller Change-Outs • Add FOG Removal Tank Downstream of Headworks • Provide Additional Aeration Equipment at Oxidation Ditch • Replace Weirs At Final Clarifier Splitter Box To Achieve Greater Weir Length • Add Stamford Baffles and Feed Well Baffle System At Final Clarifiers • Replace Effluent Pumps With New , Motors, and Controls. • Provide Biosolids Processing Improvements with Volute Press and Dryer
Interceptors and Gravity Sewers (>=10-inch)	• Lake Shore Drive Interceptor Sewer – 2,800 LF of 12" Sewer Main • East Interceptor Sewer – 11,200 LF of 24" Sewer Main • East Interceptor Sewer – 6,700 LF of 30" Sewer Main • Dodge St Interceptor Sewer – 8,300 LF of 12" Sewer Main
Pumping Stations and Force Mains (>=6-inch)	• S Lakeshore Dr Pump Station (468 gpm) • S Lakeshore Dr – 3,400 LF of 6" Force Main • Townline Rd Pump Station (268 gpm) • Townline Rd – 1,300 LF of 6" Force Main • McDonald Rd Pump Station (122 gpm) • Grandview Dr Pump Station (108 gpm) • Lake Forest Cir Pump Station (99 gpm) • Sheridan Springs Rd Pump Station (67 gpm) • North State Rd 120 Pump Station (675 gpm) • North State Rd 120 – 2,700 LF of 8" Force Main • Park Dr Pump Station (152 gpm) • South State Rd 120 Pump Station (756 gpm) • South State Rd 120 – 2,200 LF of 8" Force Main • Bigfoot Pump Station – Upgrade to 516 gpm • Pioneer Estates Pump Station – Upgrade to 1,072 gpm • Pioneer Estates Pump Station – 3,300 LF of 10" Force Main

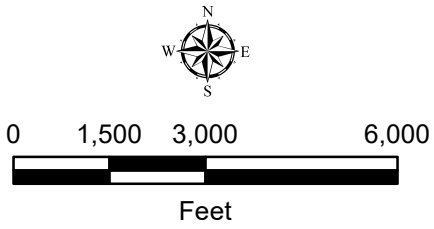


Date: November 2022

Figure 6

Proposed Wastewater Collection System and Facilities
Water and Wastewater Utilities Impact Fee Study

- ◆ Proposed Pump Station
- Proposed Sewer Main**
 - 12"
 - 24"
 - 30"
- Proposed Force mains**
 - 6"
 - 8"
- Wastewater Treatment Facility
- ◆ Pumping Station
- Existing Interceptors
- Study Area
- City Limits



6 Costs

For construction costs, Ruekert/Mielke, Inc. (R/M) has developed cost curves from previous bid out water and wastewater projects indexed to current year costs. These were developed for water booster stations based on pumping capacity and elevated storage tanks in the spheroid configuration based on storage volume. For the booster stations cost curve, a buried structure is assumed for very small capacities while a building is assumed for intermediate to larger capacities. For the one additional booster station required in the City, an additional factor was added to account for a small building instead of having it in a buried steel structure. With this change, the new booster station would be similar to other small booster stations in the City.

For wastewater, a pumping station cost curve was developed based on pumping capacity. It is assumed that each pumping station is the submersible type with a small building for controls and a standby generator. These curves were used to identify costs for Lake Geneva with the projected conditions. The cost curves are included in Appendix A.

For utilities, unit costs were used based on bid prices and quantities from recent R/M historical records adjusted for current conditions. For new facilities at the water and wastewater treatment facilities, custom costs were developed based on coordination with manufacturers and contractors for specific requirements.

A 35% factor was used for engineering, legal and contingencies after the construction cost was identified. Tables 24 and 25 show the water and wastewater system costs, respectively.

Some costs for both the water and wastewater systems are prorated to take into account that there is an existing deficiency, or that a particular equipment item is partly for redundancy and partly for capacity expansion. For example, an existing water system deficiency that was identified during the analysis is the reservoir fill line for the Host Tower. The fill line is 12-inches in diameter, which does not have the capacity to convey the fire flow of 3,500 gpm without significant pressure loss. The total cost of the existing water system deficiencies is estimated to be about \$392,000. This cost is not included in the total project costs.

In the wastewater system it is logical from an operational standpoint, to provide a second identical screen to provide redundancy and to meet the peak hour rate requirement. For facilities with an average daily flow of over 2.0 MGD, it is common to have a second screen for redundancy. In this case, by adding the second screen rated at 5.2 MGD, the extra capacity is $6.87 \text{ MGD} - 5.20 \text{ MGD} = 1.67 \text{ MGD}$. The remaining capacity of the screen (3.53 MGD) is for operational redundancy with is important as WWTF's increase in size. Therefore, 22.4 % ($1.67 \text{ MGD} / 5.2 \text{ MGD}$) of the full cost of the second screen is included in the analysis.

Table 24: Water System Improvement Costs

Number	Item	Unit	Quantity	Unit Price	Total
Water Mains and Distribution					
1	10" Water Main - Northwest Area	LF	18,300	\$180	\$3,294,000
2	14" Water Main - Northeast Area	LF	5,600	\$230	\$1,288,000
3	10" Water Main - South Area	LF	16,600	\$180	\$2,988,000
4	12" Water Main - South Area	LF	8,500	\$200	\$1,700,000
5	14" Water Main - South Area	LF	6,500	\$250	\$1,625,000
6	18" water mains from the Host Tower ¹	LF	1,400	\$280	\$392,000
7	12" water mains from the Dodge Booster Station	LF	2,100	\$200	\$420,000
SUBTOTAL					\$11,707,000
SUBTOTAL PRORATED					\$11,315,000
Booster Stations and Storage					
7	700-gpm Fire Pump - Dodge Booster Station	EA	1	\$40,000	\$40,000
8	240,000 gal Elevated Storage Tank - South Pressure Zone	LS	1	\$1,830,000	\$1,830,000
9	80 gpm Booster Station - South Pressure Zone	LS	1	\$600,000	\$600,000
10	210 gpm Booster Station - Northwest Pressure Zone	LS	1	\$700,000	\$700,000
11	Pressure Reducing Vaults - Northwest Area (PRV Zones)	LS	1	\$125,000	\$125,000
SUBTOTAL					\$3,295,000
SUBTOTAL PRORATED ²					\$3,170,000
Treatment System					
12	Filters For Plant B (1,000 gpm)	LS	1	\$430,000	\$430,000
13	Extra Installation Effort (Knock Out Wall)	LS	1	\$20,000	\$20,000
14	Process Piping	LS	1	\$115,000	\$115,000
15	BW Tank	LS	1	\$70,000	\$70,000
16	BW Pump	LS	1	\$10,000	\$10,000
17	Vertical Turbine Pumps	EA	2	\$96,000	\$192,000
18	Suction Piping To Vertical Turbine Pumps	LS	1	\$165,000	\$165,000
19	Electrical and MCC	LS	1	\$120,000	\$120,000
20	Chemical Feed Equipment	LS	1	\$18,000	\$18,000
SUBTOTAL					\$1,140,000
SUBTOTAL PRORATED ²					\$1,140,000
SUBTOTAL					\$15,625,000
ENGINEERING, ADMINISTRATIVE, LEGAL AND CONTINGENCIES (35%)					\$5,469,000
TOTAL PROJECT COSTS					\$21,094,000

Table 25: Wastewater System Improvement Preliminary Cost Estimate

Number	Item	Unit	Quantity	Unit Price	Total
WWTF					
1	Screen Equipment Mechanical and Electrical	EA	1	\$325,000	\$325,000
2	Screenings Washer and Compactor Equipment Mechanical and Electrical	EA	1	\$130,000	\$130,000
3	Grit Removal Paddle, Motor, VFD and Controls	LS	1	\$35,000	\$35,000
4	Influent Pumping - Replace End Pumps With 25 Hp, 1,200 GPM Pumps at 51 Ft. TDH. Update Controls.	EA	2	\$65,000	\$130,000
5	Influent Pumping - Replace End Pump Discharge Piping From 6-Inch to 10-Inch	LS	1	\$13,000	\$13,000
6	Influent Pumping - Replace End Pump Discharge Piping Tees at Main Header	EA	2	\$5,000	\$10,000
7	Influent Pumping - Replace Middle Pump Impeller To Get 900 GPM Pumps at 51 Ft. TDH.	EA	1	\$6,000	\$6,000
8	Influent Pumping - Replace Middle Pump To Get 900 GPM Pumps at 51 Ft. TDH.	EA	1	\$38,000	\$38,000
9	FOG Tank - Excavation and Backfill	LS	1	\$18,000	\$18,000
10	FOG Tank - Concrete	CY	60	\$1,200	\$72,000
11	FOG Tank - Skimmer	LS	1	\$80,000	\$80,000
12	FOG Tank - Electrical and Controls	LS	1	\$40,000	\$40,000
13	FOG Tank - Mechanical Connections and Valves	LS	1	\$30,000	\$30,000
14	FOG Tank - Misc. Metals and Grating	LS	1	\$45,000	\$45,000
15	Oxidation Ditch - New Aerators	LS	1	\$405,000	\$405,000
16	Splitter Box Weir Replacement	EA	2	\$8,000	\$16,000
17	Final Clarifier - Stamford Baffles	EA	2	\$42,000	\$84,000
18	Final Clarifier - Baffle System at Feedwell	EA	2	\$62,000	\$124,000
19	Effluent Pumps - Replace Pumps With Firm of 2,400 GPM. Increase Motor Size to 100 Hp. Add VFDs and Update Controls	EA	3	\$68,100	\$204,300
20	Biosolids Volute Press and Dryer - Demolition, Equipment, and Mechanical	LS	1	\$3,224,000	\$3,224,000
21	Biosolids Volute Press and Dryer - Electrical and Controls	LS	1	\$170,000	\$170,000
22	Biosolids Volute Press and Dryer - Building Updates (Internal Walls, Lighting, HVAC)	LS	1	\$130,000	\$130,000
SUBTOTAL					\$5,329,300
SUBTOTAL PRORATED					\$4,976,220

Table 25: Wastewater System Improvement Preliminary Cost Estimate

Interceptors Gravity Sewers					
23	Lake Shore Drive Interceptor Sewer - 12" Sewer Main	LF	2,800	\$275	\$770,000
24	East Interceptor Sewer - 24" Sewer Main	LF	11,200	\$400	\$4,480,000
25	East Interceptor Sewer - 30" Sewer Main	LF	6,700	\$450	\$3,015,000
26	Dodge St Interceptor Sewer - 12" Sewer Main	LF	8,300	\$275	\$2,282,500
				SUBTOTAL	\$10,547,500
Pumping Stations and Force Mains					
27	S Lakeshore Dr Lift Station (468 gpm)	LS	1	\$730,000	\$730,000
28	S Lakeshore Dr - 6" Force Main	LF	3,400	\$130	\$442,000
29	Townline Rd Lift Station (268 gpm)	LS	1	\$630,000	\$630,000
30	Townline Rd - 6" Force Main	LF	1,300	\$130	\$169,000
31	McDonald Rd Lift Station (122 gpm)	LS	1	\$550,000	\$550,000
32	Grandview Dr Lift Station (108 gpm)	LS	1	\$550,000	\$550,000
33	Lake Forest Cir Lift Station (99 gpm)	LS	1	\$550,000	\$550,000
34	Sheridan Springs Rd Lift Station (67 gpm)	LS	1	\$500,000	\$500,000
35	North State Rd 120 - Lift Station (675 gpm)	LS	1	\$790,000	\$790,000
36	North State Rd 120 - 8" Force Main	LF	2,700	\$150	\$405,000
37	Park Dr Lift Station (152 gpm)	LS	1	\$560,000	\$560,000
38	South State Rd 120 - Lift Station (756 gpm)	LS	1	\$800,000	\$800,000
39	South State Rd 120 - 8" Force Main	LF	2,200	\$150	\$330,000
40	Bigfoot Lift Station Lift Station - Upgrade to 516 gpm	LS	1	\$730,000	\$730,000
41	Pioneer Estates Lift Station - Upgrade to 1,072 gpm	LS	1	\$920,000	\$920,000
42	Pioneer Estates Lift Station - 10" Force Main	LF	3,300	\$170	\$561,000
				SUBTOTAL	\$9,217,000
				SUBTOTAL	\$24,740,720
				ENGINEERING, ADMINISTRATIVE, LEGAL AND CONTINGENCIES (35%)	\$8,660,000
				TOTAL PROJECT COSTS	\$33,400,720

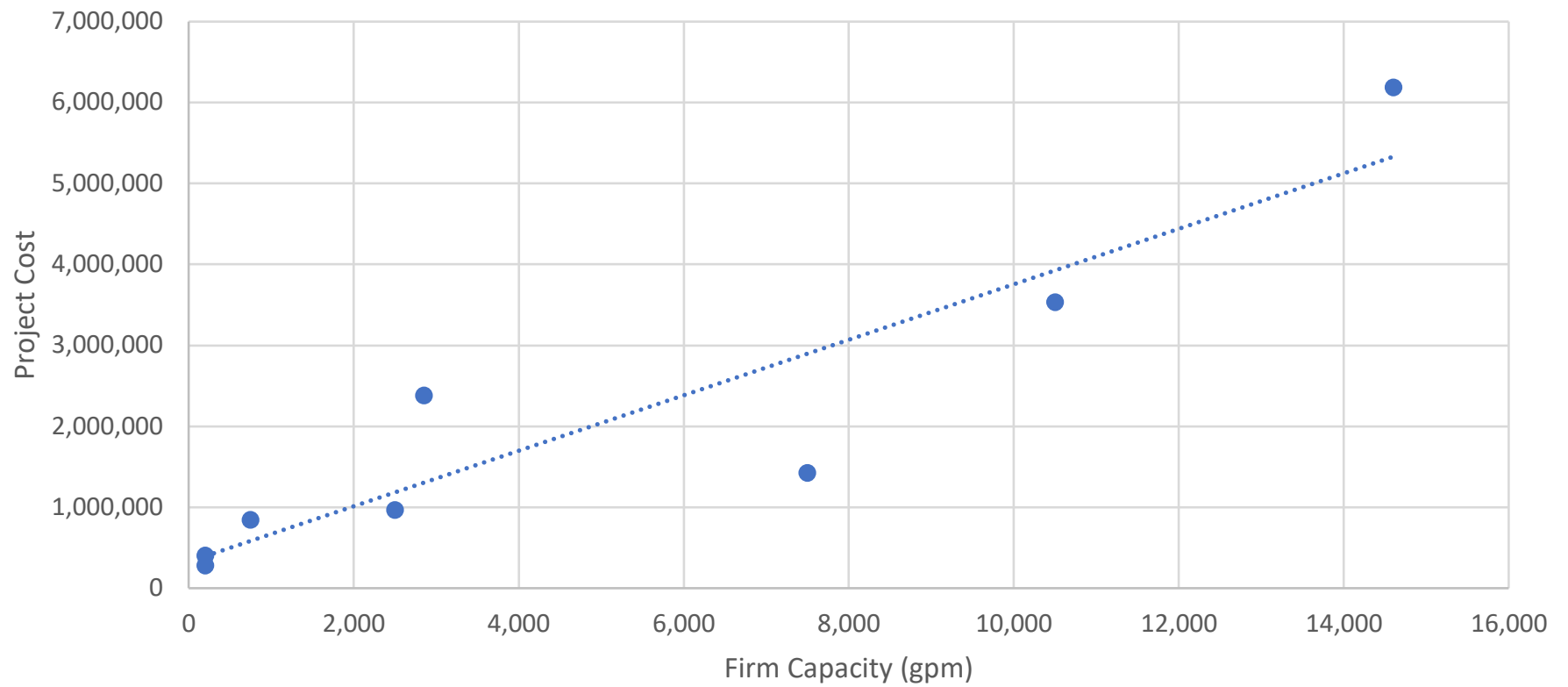
7 Summary and Conclusion

Using the City's projected land use, growth patterns, and applicable water demand and wastewater factors, the year 2042 population equivalent is 12,786. This equates to 6,003 additional RECs. The total cost for the water and wastewater systems are \$21,094,000 and \$33,401,000 respectively.

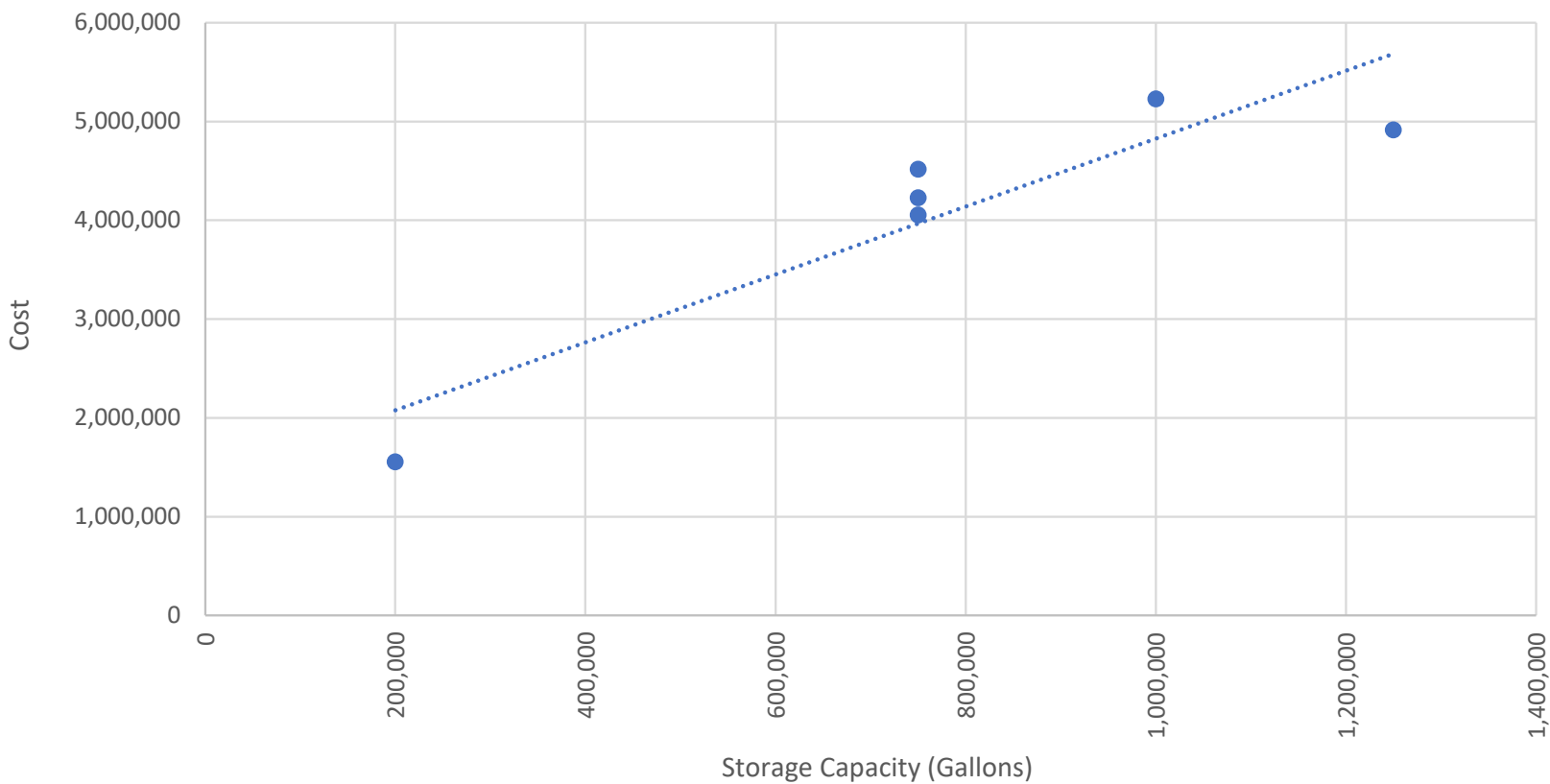
Appendix A

Cost Curves: Lift Stations, Booster Stations, and Elevated Storage Tanks

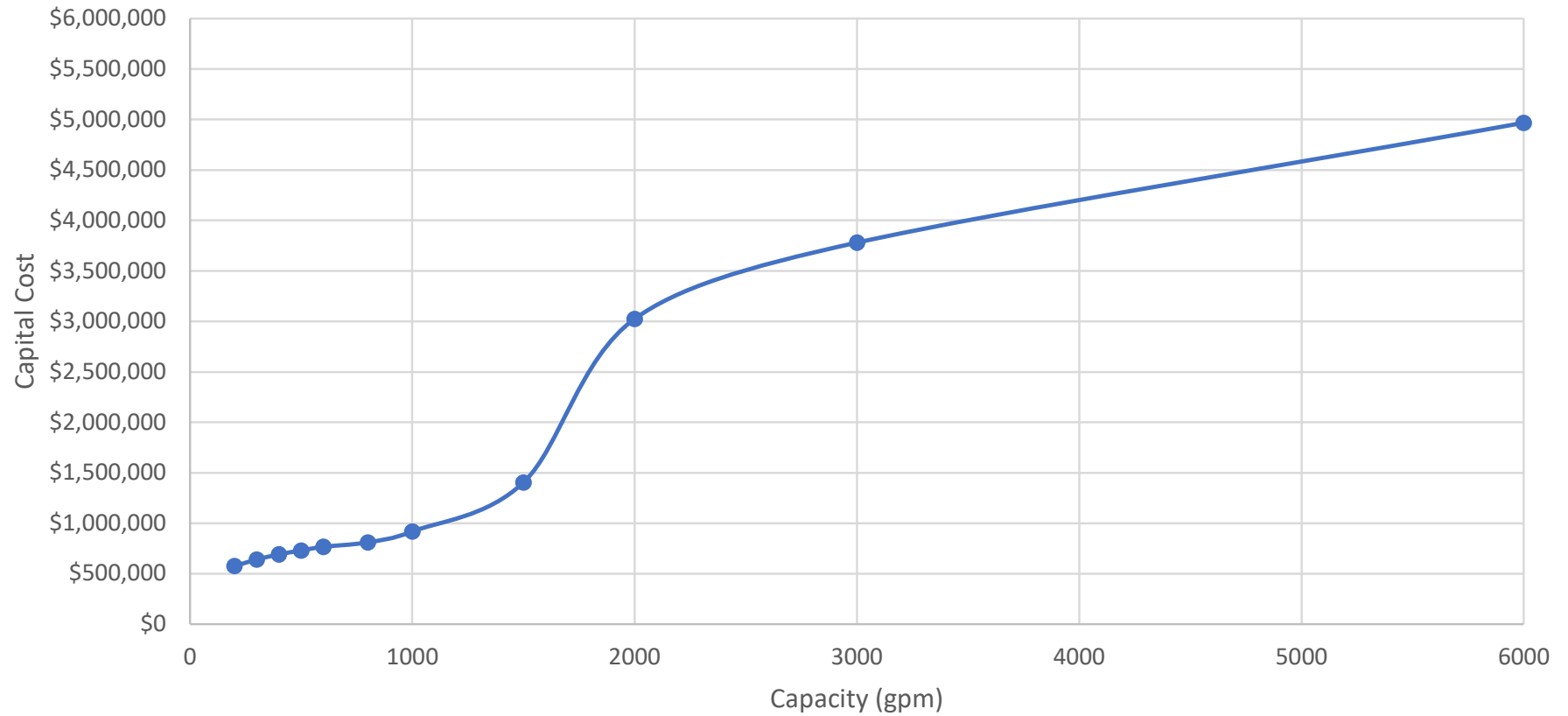
Booster Station Construction Costs



Elevated Storage Tank Construction Cost



Sanitary Pumping Station Construction Cost, \$



66.0617

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

- (a) "Capital costs" means the capital costs to construct, expand or improve public facilities, including the cost of land, and including legal, engineering and design costs to construct, expand or improve public facilities, except that not more than 10 percent of capital costs may consist of legal, engineering and design costs unless the municipality can demonstrate that its legal, engineering and design costs which relate directly to the public improvement for which the impact fees were imposed exceed 10 percent of capital costs. "Capital costs" does not include other noncapital costs to construct, expand or improve public facilities, vehicles; or the costs of equipment to construct, expand or improve public facilities.
- (b) "Developer" means a person that constructs or creates a land development.
- (c) "Impact fees" means cash contributions, contributions of land or interests in land or any other items of value that are imposed on a developer by a municipality under this section.
- (d) "Land development" means the construction or modification of improvements to real property that creates additional residential dwelling units within a municipality or that results in nonresidential uses that create a need for new, expanded or improved public facilities within a municipality.
- (e) "Municipality" means a city, village, or town.
- (f) "Public facilities" means all of the following:
 - 1. Highways as defined in s. 340.01 (22), and other transportation facilities, traffic control devices, facilities for collecting and treating sewage, facilities for collecting and treating storm and surface waters, facilities for pumping, storing, and distributing water, parks, playgrounds, and land for athletic fields, solid waste and recycling facilities, fire protection facilities, law enforcement facilities, emergency medical facilities and libraries. "Public facilities" does not include facilities owned by a school district.
 - 2. Notwithstanding subd. 1., with regard to impact fees that were first imposed before June 14, 2006, "public facilities" includes other recreational facilities that were substantially completed by June 14, 2006. This subdivision does not apply on or after January 1, 2018.
- (g) "Service area" means a geographic area delineated by a municipality within which there are public facilities.
- (h) "Service standard" means a certain quantity or quality of public facilities relative to a certain number of persons, parcels of land or other appropriate measure, as specified by the municipality.

(2) GENERAL.

- (a) A municipality may enact an ordinance under this section that imposes impact fees on developers to pay for the capital costs that are necessary to accommodate land development.
- (b) Subject to par. (c), this section does not prohibit or limit the authority of a municipality to finance public facilities by any other means authorized by law, except that the amount of an impact fee imposed by a municipality shall be reduced, under sub. (6) (d), to compensate for any other costs of public facilities imposed by the municipality on developers to provide or pay for capital costs.
- (c) Beginning on May 1, 1995, a municipality may impose and collect impact fees only under this section.

(3) PUBLIC HEARING; NOTICE. Before enacting an ordinance that imposes impact fees, or amending an existing ordinance that imposes impact fees, a municipality shall hold a public hearing on the proposed ordinance or amendment. Notice of the public hearing shall be published as a class 1 notice under ch. 985, and shall specify where a copy of the proposed ordinance or amendment and the public facilities needs assessment may be obtained.**(4) PUBLIC FACILITIES NEEDS ASSESSMENT.**

- (a) Before enacting an ordinance that imposes impact fees or amending an ordinance that imposes impact fees by revising the amount of the fee or altering the public facilities for which impact fees may be imposed, a municipality shall prepare a needs assessment for the public facilities for which it is anticipated that impact fees may be imposed. The public facilities needs assessment shall include, but not be limited to, the following:
 - 1. An inventory of existing public facilities, including an identification of any existing deficiencies in the quantity or quality of those public facilities, for which it is anticipated that an impact fee may be imposed.
 - 2. An identification of the new public facilities, or improvements or expansions of existing public facilities, that will be required because of land development for which it is anticipated that impact fees may be imposed. This identification shall be based on explicitly identified service areas and service standards.
 - 3. A detailed estimate of the capital costs of providing the new public facilities or the improvements or expansions in existing public facilities identified in subd. 2., including an estimate of the cumulative effect

of all proposed and existing impact fees on the availability of affordable housing within the municipality.

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

(5) DIFFERENTIAL FEES, IMPACT FEE ZONES.

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

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

- (a) Shall bear a rational relationship to the need for new, expanded or improved public facilities that are required to serve land development.
- (am) May not include amounts for an increase in service capacity greater than the capacity necessary to serve the development for which the fee is imposed.
- (b) May not exceed the proportionate share of the capital costs that are required to serve land development, as compared to existing uses of land within the municipality.
- (c) Shall be based upon actual capital costs or reasonable estimates of capital costs for new, expanded or improved public facilities.
- (d) Shall be reduced to compensate for other capital costs imposed by the municipality with respect to land development to provide or pay for public facilities, including special assessments, special charges, land dedications or fees in lieu of land dedications under ch. 236 or any other items of value.
- (e) Shall be reduced to compensate for moneys received from the federal or state government specifically to provide or pay for the public facilities for which the impact fees are imposed.
- (f) May not include amounts necessary to address existing deficiencies in public facilities.
- (fm) May not include expenses for operation or maintenance of a public facility.
- (g) Except as provided under this paragraph, shall be payable by the developer or the property owner to the municipality in full upon the issuance of a building permit by the municipality. Except as provided in this paragraph, if the total amount of impact fees due for a development will be more than \$75,000, a developer may defer payment of the impact fees for a period of 4 years from the date of the issuance of the building permit or until 6 months before the municipality incurs the costs to construct, expand, or improve the public facilities related to the development for which the fee was imposed, whichever is earlier. If the developer elects to defer payment under this paragraph, the developer shall maintain in force a bond or irrevocable letter of credit in the amount of the unpaid fees executed in the name of the municipality. A developer may not defer payment of impact fees for projects that have been previously approved.

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

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

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

(9) REFUND OF IMPACT FEES. Except as provided in this subsection, impact fees that are not used within 8 years after they are collected to pay the capital costs for which they were imposed shall be refunded to the payer of fees for the property with respect to which the impact fees were imposed, along with any interest that has accumulated, as described in sub. (8). Impact fees that are collected for capital costs related to lift stations or collecting and treating sewage that are not used within 10 years after they are collected to pay the capital costs for which they were imposed, shall be refunded to the payer of fees for the property with respect to which the impact fees were imposed, along with any interest that has accumulated, as described in sub. (8). The 10-year time limit for using impact fees that is specified under this subsection may be extended for 3 years if the municipality adopts a resolution stating that, due to extenuating circumstances or hardship in meeting the 10-year limit, it needs an additional 3 years to use the impact fees that were collected. The resolution shall include detailed written findings that specify the extenuating circumstances or hardship that led to the need to adopt a

resolution under this subsection. For purposes of the time limits in this subsection, an impact fee is paid on the date a developer obtains a bond or irrevocable letter of credit in the amount of the unpaid fees executed in the name of the municipality under sub. (6) (g).

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

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

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

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

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

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

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

Rough Proportionality and Wisconsin's New Impact Fee Act. *Ishikawa*. Wis. Law. Mar. 1995.



City of Lake Geneva **Bicycle and Pedestrian Plan**



Adopted: March 26, 2018

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Chapter 1. Introduction

Importance of Bicycle and Pedestrian Planning

Lake Geneva offers seasonal and year-round opportunities for outdoor recreation for visitors and residents alike. As a result, the City enjoys a high quality of life and is a celebrated destination for vacationers. However, the popularity of Lake Geneva as a destination community generates higher traffic volumes, concentrates parking congestion, and increases conflicts for bicyclists and pedestrians – especially in the busiest areas. A well-developed bicycle and pedestrian network enhances livability and safety of those navigating Lake Geneva while reducing vehicle traffic and parking demand.

Communities around the state reap big benefits from bicycle infrastructure investment, particularly as they relate to tourism. A 2010 study found that the annual economic impact of recreational bicycling and tourism is approximately \$924 million in the state of Wisconsin¹. Lake Geneva should continue to invest in bicycle and pedestrian infrastructure to grow the City's share of this economic impact. Local businesses benefit from the presence of foot traffic and bicyclists, especially in a traditional, historic downtown like Lake Geneva's. People who ride bikes spend money on their bikes and accessories, supporting local bicycle shops and apparel stores. Bicyclists also support local business, particularly if they are accessible by bicycle, making repeat trips to their local stores. Vacationing bicyclists spend money on food, travel, lodging and gear, generating significant economic benefits spinoff to cities that accommodate them.

This Bicycle and Pedestrian Plan is an important aspect of sustaining Lake Geneva's economy and image as a resort and vacation destination. As Lake Geneva improves its bicycle and pedestrian facilities, more visitors will be able to easily travel around the City without the use of automobiles. Reduced automobile demand results in less traffic and parking congestion that negatively impacts community character. Implementing the recommendations of this Plan is an ideal long-term investment, because bicycle and pedestrian facilities contribute towards attracting and retaining tourism dollars; the more visitors that find Lake Geneva enjoyable to navigate, the more likely they are to return and spend money visiting local businesses.

Lake Geneva's residents will also experience additional benefits that result from having a well-developed bicycle and pedestrian network. The benefits of physical activity lead to lower healthcare costs as a result of better overall well-being. For homes located near bicycle and pedestrian infrastructure, proximity to outdoor recreation boosts homeowner property values. Bicycle and Pedestrian infrastructure is much less expensive to maintain the roads, and users who spend less of their income on automobile travel have more money to spend at local businesses. Children, youth, and elderly people who are unable to drive also experience greater mobility throughout a community with well-designed bicycle and pedestrian infrastructure. As the proportion of the population does not drive increases —due to age, disability, or preference— providing safe, useful, and comprehensive bicycling and walking will become even more crucial.

Bicycle and Pedestrian safety is particularly important for children and seniors who are unable to drive. Expanding the bicycle and pedestrian network provides safe routes to school, encouraging students to walk. This promotes a healthy lifestyle and reduces automobile dependence. It also gives parents more freedom as their children may not have to rely on them as heavily for transportation purposes. Seniors who are unable to drive but still shop for their everyday needs will also experience greater safety and connectivity as sidewalks and pedestrian crossings are upgraded. Overall, a safe and well-connected bicycle and pedestrian network increases the quality of life for residents of all ages and ability levels.

¹ Grabow, Maggie, et al, "Valuing Bicycling's Economic and Health Impacts in Wisconsin," University of Wisconsin-Madison, 2010. <https://www.railstotrails.org/resourcehandler.ashx?id=4579>

While Lake Geneva has conducted several studies and upgraded existing facilities throughout the years, many gaps remain in the existing bicycle and pedestrian network. To address these deficiencies, it is important to adopt a bicycle and pedestrian plan to identify and prioritize bicycle and pedestrian needs and execute recommendations from past plans and studies. This Plan will guide future investment and prioritize funding for both short-term projects and long-term goals.

A Bicycle and Pedestrian Plan is an important tool for the community to strategically upgrade and fund its bicycle and pedestrian system. This Plan identifies several strategies to achieve the goals laid out in this Plan – whether they are site-specific, large-scale, bicycle, pedestrian, or multi-use recommendations, all enhance Lake Geneva’s status as a destination community. This Plan also identifies funding sources, strategies, and short-term priorities that will guide infrastructure investments over the next five to 10 years, thus positioning the City to apply for grant funding to implement these projects in the coming months and years.

Chapter 2. Background

Existing Bicycle Facilities

Similar to most communities of its size, Lake Geneva's layout consists of a grid system with abundant sidewalks centered on a traditional downtown, surrounded by lower-density neighborhoods that frequently lack bicycle and pedestrian infrastructure. In addition to sidewalks, several bicycle routes throughout can be found throughout the City, including the Blue, Brown, Green, Red, and Yellow Routes, which are depicted on Map 1: Existing Facilities. The Blue Route runs from Downtown Lake Geneva towards the southeast, primarily using a former railroad bed that is separate from the road network. While most of this route features off-street paths, it contains a few road crossings and short distances where users must ride on streets with low traffic. The Brown Route follows part of East South Street and East Bloomfield Road, and the Green Route follows East Townline Road. Both the Brown and Green Routes consist entirely of off-road trails, with occasional road crossings. Similarly, the Red Route is an off-street path, and it follows Edwards Boulevard from County Highway H to East Sheridan Springs Road. Finally, the Yellow Route connects neighborhoods and the business park to Hillmoor Heights and Veteran's Park.

While these routes tend to separate bicycle and pedestrian users from high-traffic, high-speed roads, many of them do not directly connect major destinations such as schools, Downtown Lake Geneva, and Big Foot Beach State Park. Some of the existing routes require users to navigate between separate trails and on-street facilities. Opportunities exist to upgrade these facilities while adding new trails and sidewalks where gaps exist. Lake Geneva currently does not have any Bikeshare programs that allow anyone to rent a bike at one location and return it to another location.

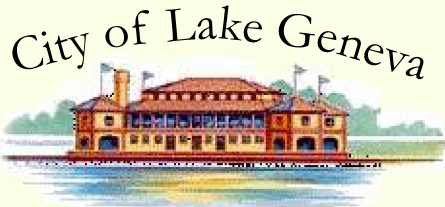
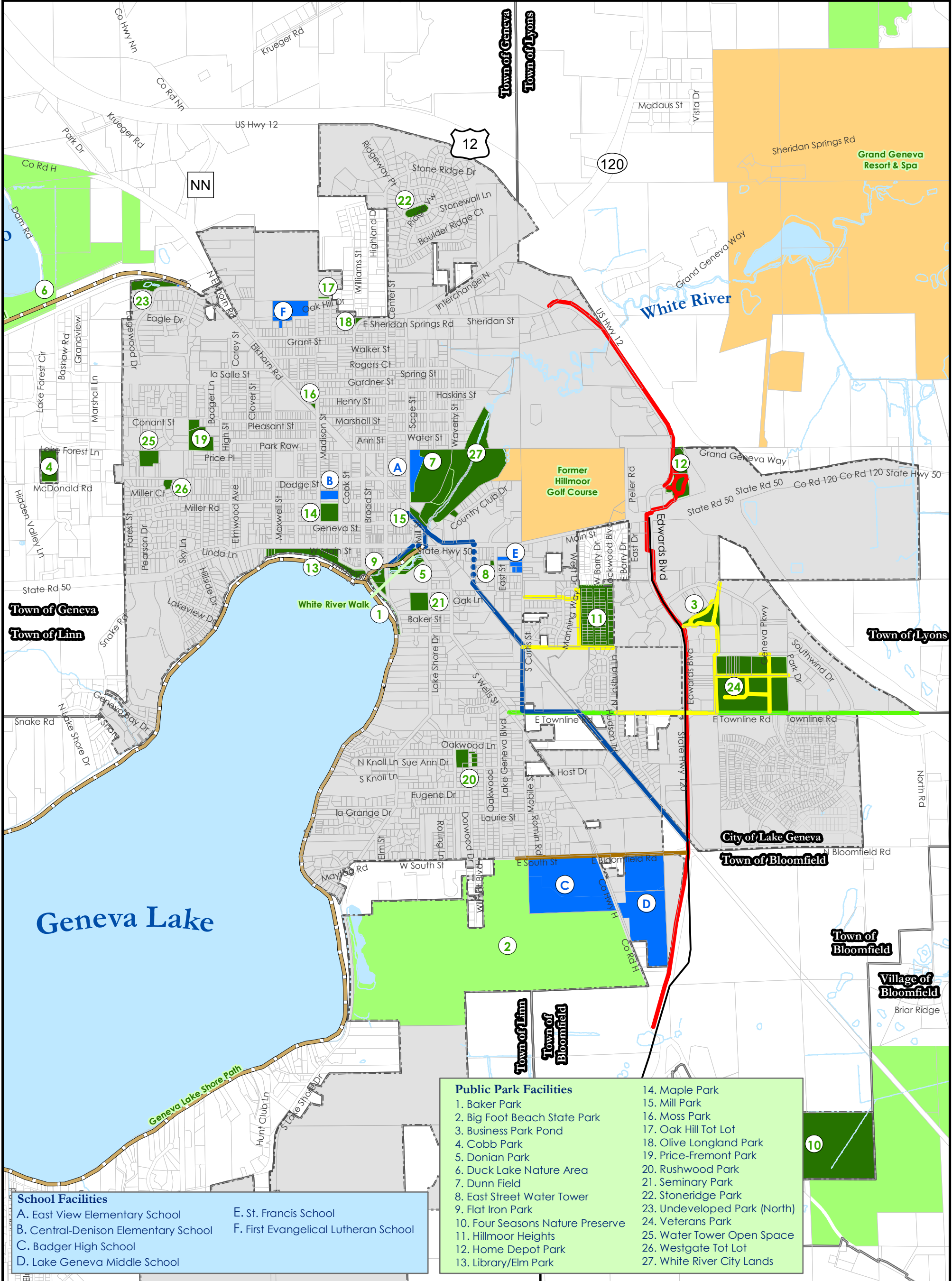
Existing Pedestrian Facilities

While some neighborhoods are well served by sidewalks, other areas have limited walkability. A 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks in Lake Geneva. The study includes an inventory of existing sidewalks and paths. See Figure 1. As seen in the Figure, sidewalks are provided in many of the older neighborhoods north of Main Street but are lacking in comparatively newer subdivisions south of Campbell Street, east of Maxwell Street, and west of Wells Street. Residents of these neighborhoods lack safe walkable connections to schools, shopping, jobs, and other nearby destinations. In addition, sidewalk to connections between Central-Denison Elementary School and the neighborhoods to the west.

Challenges and Opportunities

Lake Geneva faces several challenges that impede ease of travel on foot or by bike. Many of these challenges are typical of many communities, while others are specific to Lake Geneva. Major constraints include a lack of off-street bicycling infrastructure, lack of direct east/west and north/south connections, and challenging intersections, summer congestion near the lakefront and Downtown, gaps in the existing bicycle and pedestrian network, and lack of awareness by residents and visitors of the availability of facilities. Many of these challenges and opportunities for walking and biking in Lake Geneva were echoed by the public at the public workshop and through the public survey. Refer to Chapter 3 for additional details.

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Bicycle and Pedestrian Plan

Map 1: Existing Facilities

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

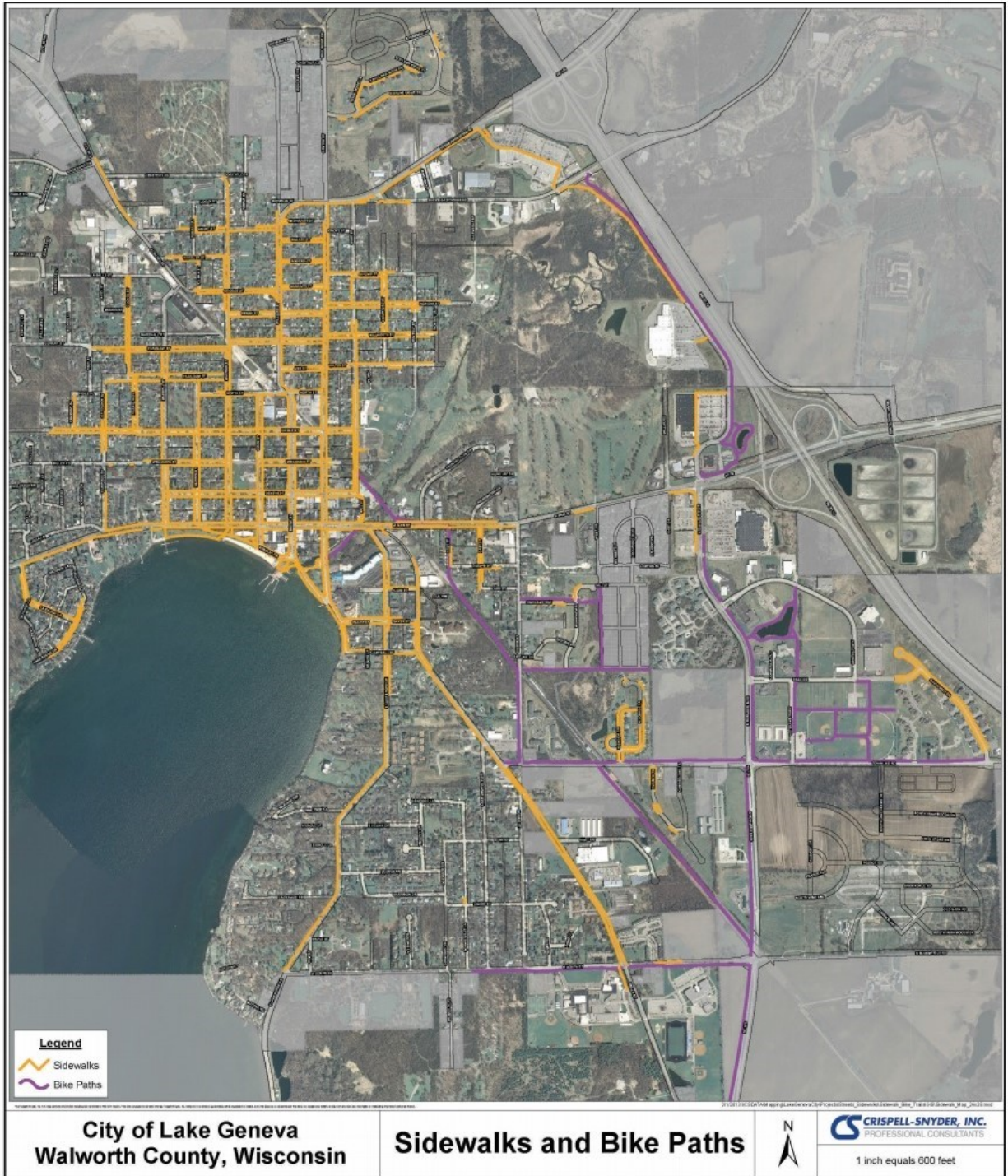
0 0.125 0.25 0.5 Miles

12/21/2017

Source:
City of Lake Geneva, SEWRPC
Walworth County, Vandewalle & Associates

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Figure 1: Inventory of Sidewalks, Lake Geneva (2013)



Existing Bicycle and Pedestrian Plans, Policies, and Recommendations

City of Lake Geneva Comprehensive Plan (2009)

The transportation chapter of the Lake Geneva Comprehensive Plan includes several general recommendations for bicycle and pedestrian facilities. In order to address existing and potential gaps in the sidewalk network, the Comprehensive Plan recommends requiring all new and infill development to install sidewalks. The Comprehensive Plan also recommends improving major intersections and street crossings to safely accommodate bicycles and pedestrians in otherwise high-speed, dangerous areas of conflict. The Comprehensive Plan also recommends adopting an official map that identifies locations where the public right-of-way will have to be widened to accommodate future bicycle and pedestrian facilities. All these strategies will help Lake Geneva close gaps in the existing network.

City of Lake Geneva Park and Open Space Plan, 2015-2020 (2015)

Park and Open Space Plans are used to obtain state and federal funding for various projects related to outdoor recreation. Lake Geneva's Parks and Open Space Plan is updated every five years, and it provides several recommendations related to bicycle and pedestrian infrastructure. These recommendations include connecting Lake Geneva's destinations and landmarks, such as parks, schools, and Downtown Lake Geneva. Regional connections to other nearby communities are also recommended. The Parks and Open Space Plan findings also include adding new trailheads, public restrooms, wayfinding signage, and bicycle parking to optimize existing bicycle and pedestrian facilities. Adding on-street bicycling facilities and a bikeshare program facilitates tourism by providing visitors with an alternative route to various destinations. The Park and Open Space Plan also recommends separating bicycles and pedestrians from busy roads using dedicated off-street paths, or by rerouting users to streets with low traffic volumes and slow speeds.

The Plan's appendix contains a 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks, and a table of funding sources and requirements, which is particularly useful for applying for various grants and initiatives for outdoor recreation. Finally, the Park and Open Space Plan recommends the adoption of a Bicycle and Pedestrian Plan, to provide more specific locations of context-based recommendations.

A Multi-Jurisdictional Comprehensive Plan for Walworth County 2035 (2009)

The Multi-Jurisdictional Comprehensive Plan for Walworth County, which was produced under a collaborative effort of several nearby communities, identifies several existing regional trails. These trails are located near Lake Geneva, but do not connect to the existing City network. Opportunities exist to connect Lake Geneva with Williams Bay and Fontana by exploring bicycle routes along the north shore of Geneva Lake. The White River State Trail also provides a regional bicycle and pedestrian transportation corridor that Lake Geneva is not directly connected to, despite being located only a few miles away.

Chapter 3. Public Input

City Staff Meeting

Vandewalle & Associates met with City Staff on October 30, 2017 to identify key issues in the existing bicycle and pedestrian network and opportunities for improving it. Challenges include addressing the dangerous intersection at Main Street and Edwards Boulevard (STH 50 and STH 120) as well as connecting parts of the off-street path along the former railroad right-of-way that require users to bike on East Townline Road and South Curtis Street. A significant future project involves rerouting Lake Shore Drive to the opposite side of the pond in Big Foot Beach State Park in order to improve safety and beach access and address erosion issues that affect Lake Shore Drive. City staff also identified physical barriers that prevent students from walking to school, especially Central-Denison Elementary School.

Bicycle and Pedestrian Visioning Workshop

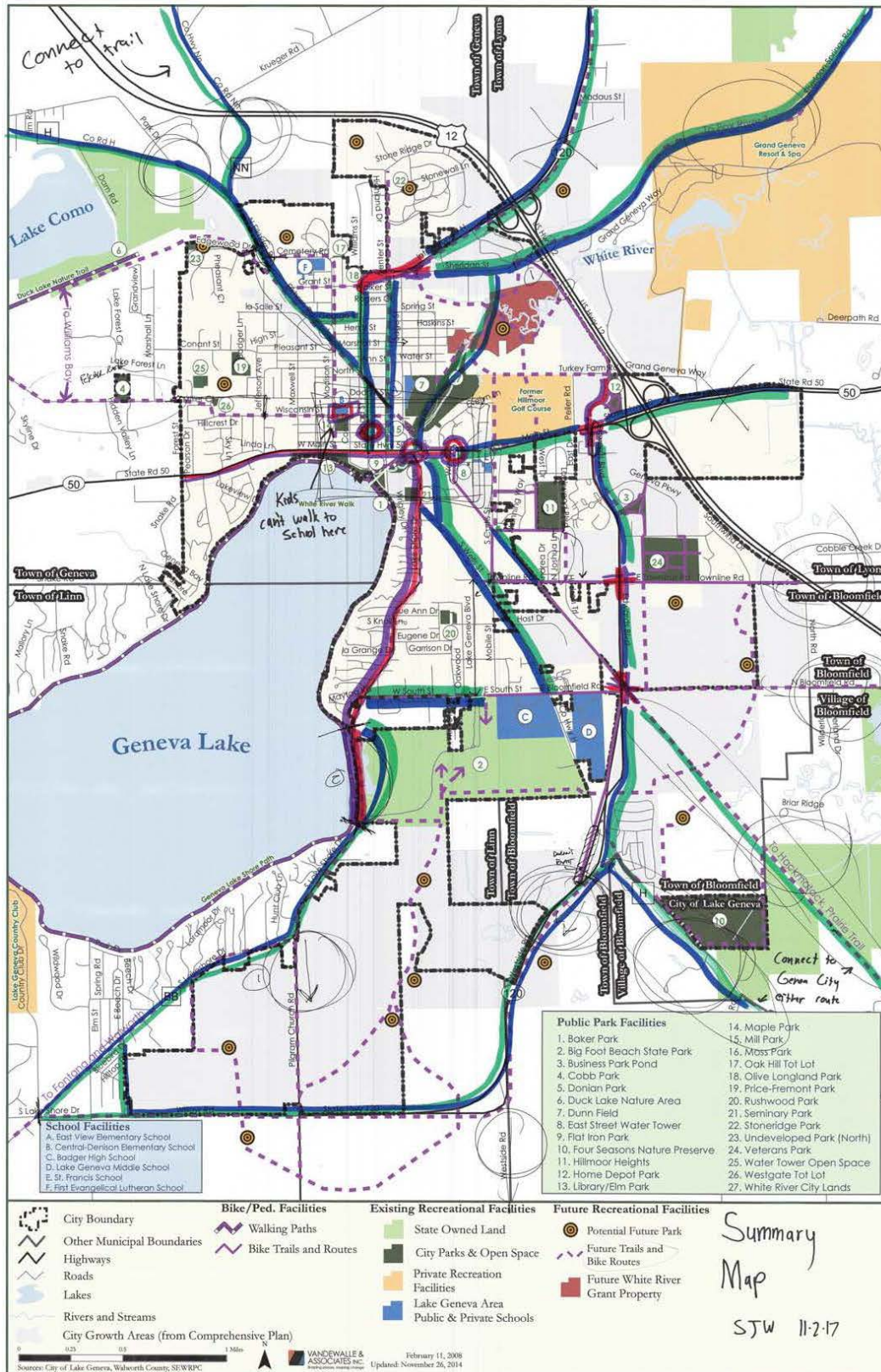
The City held a Bicycle and Pedestrian Visioning Workshop on October 30, 2017. The purpose of the workshop was to identify a future vision for the City bicycle and pedestrian network, identify gaps in existing bicycle and pedestrian infrastructure, and highlight opportunities for future infrastructure upgrades. Input from local pedestrians and bicyclists is particularly valuable, as they offer insights and identify needs that City staff and officials may not be aware of. Participants were asked to identify and draw on large maps locations where they currently walk and/or bike, as well as areas that are particularly dangerous for bicycles and pedestrians. Additionally, participants mapped locations where they would like to see new sidewalks and trails in the future, and space was provided for specific comments and concerns about existing conditions. The comments and ideas documented by the individual groups were compiled into a single summary map by Vandewalle & Associates. Refer to Figure 2 below.

The workshop identified these elements as the top priorities in need of improvement:

- Safer intersections along Edwards Boulevard and Main Street (STH 50);
- Better connectivity between Downtown Lake Geneva, Big Foot Beach State Park, several schools, and other popular destinations;
- Connections to White River State Trail and Northern Illinois;
- Adding on-street bike lanes and off-street paths in areas of high traffic;
- Maintaining existing facilities.

The workshop concluded with a short exercise to provide input on City funding prioritization for bicycle and pedestrian facilities. Participants were provided with a list of transportation needs (such as road repairs, new trail development, or new bike lanes) and they were asked to divide a fixed dollar amount among the categories based on their own priorities. Over 24 people attended the workshop. Detailed responses gathered from the workshop are included in Appendix A.

Figure 2. Summary of Public Input



Online Survey

The City of Lake Geneva conducted an online survey for the Bicycle and Pedestrian Plan from November 6 through December 1, 2017. The survey was posted on the City’s website and emailed to City Listservs. The survey was partially or completely filled out and submitted by 88 respondents. The survey focused on obtaining public opinion on barriers that prevent users from bicycling or walking, and what improvements to the existing bicycle and pedestrian network or planned facilities would address these barriers. A summary of survey responses is included below, and full survey results are found in Appendix B of this Plan. The survey included 10 questions: five related to walking and five related to biking.

When asked why they choose to walk, over 96 percent of respondents said that they walked for exercise or recreation, more than any other category. About 60 percent of all respondents indicated that they also walk to go shopping or restaurants and bars. Only about 17 percent of respondents walk to work, and 2 percent walk to school; however, it is important to note that many of the respondents may not currently be working or attending school. When asked to indicate their top choices for new pedestrian connections, the top destination was parks and trails, with 84 percent of respondents selecting this option, followed by restaurants and bars (55 percent), and shopping (50 percent). When asked what top reasons prevented respondents from walking more, the top response was “sidewalks or paths don’t connect to where I need to go,” followed by “crossing streets feels dangerous,” and “I don’t want to walk on snow and ice.” When asked for the top improvements needed to pedestrian infrastructure, respondents’ top pick was adding connections to existing sidewalks and paths, along with adding lighting and safer crossings.

Respondents were also asked why they most frequently rode their bicycles. All respondents who completed this question indicated that they ride for exercise and recreation. About 36 percent of respondents stated that they ride to other communities outside of Lake Geneva, and 33 percent said they ride to visit friends and family. Between 20 and 30 percent of respondents ride their bikes for shopping, going to bars and restaurants, and going to work, with relatively few going to school, community, or religious events. Most respondents indicated that they would like to see improved bicycle connections to parks and trails, followed by connections to bars, restaurants, libraries, churches, and community facilities. The most commonly selected obstacle to riding their bikes was a lack of bicycle connections to their desired destination, with 59 percent of respondents selecting this option. Safety was also a concern when crossing streets or riding alongside motorized traffic. The top suggested upgrade to the existing bicycle network was the addition of bike lanes, with 60 percent of respondents selecting this option, with adding new connections and separating bicycles and traffic as other desired improvements. Respondents were asked which nearby destinations outside Lake Geneva they would be most likely to bike to, and most (76 percent in both cases) indicated that they would ride to either Williams Bay or White River State Trail if a connection was provided. Fontana and Elkhorn were the second and third top choices, with 60 percent and 59 percent, respectively. Within the City of Lake Geneva, respondents indicated that Main Street (State Highway 50) needed bicycle infrastructure upgrades the most, followed by Lake Shore Drive and State Highway 120, as well as major intersections of Lake Geneva’s main roads.

Overall, the results make it clear that survey respondents strongly support bicycle and pedestrian infrastructure upgrades that will address existing gaps in the network, improve safety, and connect the City to regional destinations.

Draft Plan Open House

The City of Lake Geneva held an Open House on January 31, 2018 to provide an opportunity for public to see and comment on the Draft Bicycle and Pedestrian Plan. The Plan includes recommendations for new and existing bicycle and pedestrian infrastructure, such as bicycle lanes, sidewalks, trails, and intersection improvements.

The purpose of updating the Plan is to provide a clear vision for the future of Lake Geneva's non-motorized transportation network and to provide the basis for obtaining state and federal grants for bicycle and pedestrian improvements. City staff and planning consultants were on hand to answer questions and discuss ideas.

Attendees had the opportunity to look at the Draft Plan and online survey results, see maps of existing and recommended future facilities, ask questions, and provide ideas and thoughts on the Draft Plan. There were 21 participants registered in attendance at the event. A summary of questions and the comments received is included in Appendix C of this Plan.

Draft Plan Review Meetings and Public Hearing

The Plan Commission held a public hearing on the Draft Plan on March 19, 2018. Following the public hearing, the Plan Commission recommended the Plan to the Common Council. The Council adopted the plan at their March 26, 2018 meeting.

Chapter 4. Goals and Objectives

Goal 1. Build and maintain a robust bicycle and pedestrian network that serves Lake Geneva residents and tourists

Objectives:

- Address the needs of all users of various age and ability levels.
- Increase both walking and bicycle ridership for recreation and transportation in Lake Geneva.
- Create connections between local destinations and institutions such as libraries, community centers, schools, churches, jobs, shopping, dining, and Downtown Lake Geneva.
- Add bicycle parking to existing destinations.
- Provide pedestrian and bicycle access to all parks and recreational facilities.
- Maintain existing bicycle and pedestrian facilities.
- Enhance bicycle and pedestrian safety with upgraded intersections, signage, and paint.
- The provision of safe and convenient bike connections between park and open space facilities should be emphasized in on-going City planning and acquisition efforts and should follow State and AASHTO design standards.
- Preserve railroad corridors for future recreational trails.
- During the Certified Survey Map (CSM) review process, require right-of-way dedication for all planned trails.
- Adopt an Official Map to reserve rights-of-way for future pedestrian and bicycle facilities.
- Continue to update and implement the City's capital improvement program to help ensure funding for upgrading and expanding the bicycle and pedestrian network.

Goal 2. Connect Lake Geneva to regional destinations

Objectives:

- Pursue partnerships with neighboring jurisdictions, agencies, and organizations to develop bicycle facilities among and through multiple communities and jurisdictions.
- Explore an off-street path connection to White River State Trail and White River County Park.
- Explore a connection to destinations in Northern Illinois and the Hackmatack National Wildlife Refuge.
- Improve safety along Lake Shore Drive and explore a new route through Big Foot Beach State Park.
- Explore a connection to the Grand Geneva Resort.
- Explore a connection in the existing off-street path in the former railroad right-of-way around the End-of-the-Line Caboose Motel.
- Provision of safe opportunities for bicycling and walking as an alternative to vehicular travel and to promote a healthy lifestyle.

Goal 3. Improve and expand the existing sidewalk network

Objectives:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present.
- Enhance the City's walkability by requiring sidewalks or pedestrian pathways in all new residential and commercial developments, designing neighborhoods and developments with the pedestrian in mind, and considering the needs of bicyclists and pedestrians in all road improvement projects; connect all new development to the existing sidewalk network.
- Require infill development projects to provide sidewalks where gaps in the sidewalk network are present.

Goal 4. Encourage bicycle tourism as an economic development tool

Objectives:

- Connect tourist destinations such as Downtown, Elm Park, the lakefront, and Big Foot Beach State Park.
- Establish a subcommittee of key community and tourism stakeholders to promote bike tourism in Lake Geneva and the surrounding area.
- Connect local businesses to bikeshare providers (such as B-Cycle) to encourage bicycle tourism throughout the City.
- Host and expand increasingly popular cycling, running, and walking events in the City.
- Create a user-friendly bike map for tourists.
- Encourage public awareness of the City's parks, trails, outdoor recreational facilities, and other bicycle and pedestrian facilities by promoting them through maps, signage, and other materials.

Chapter 5. Bicycle and Pedestrian Plan Recommendations

Types Bicycle and Pedestrian Facilities

The following types of facilities are recommended by this Plan and are depicted on Maps 1 and 2.

On-Street Bike Routes

On-Street Bike Routes are existing streets where biking is encouraged. Typically, there is no additional infrastructure other than signage that identifies the route. Sharrows may be painted on the pavement to indicate to motorists that bicycles may use the full travel lane, as depicted in Figure 3. These routes should primarily consist of low-speed, low-traffic streets that divert cyclists away from high-speed roads through quiet neighborhoods.

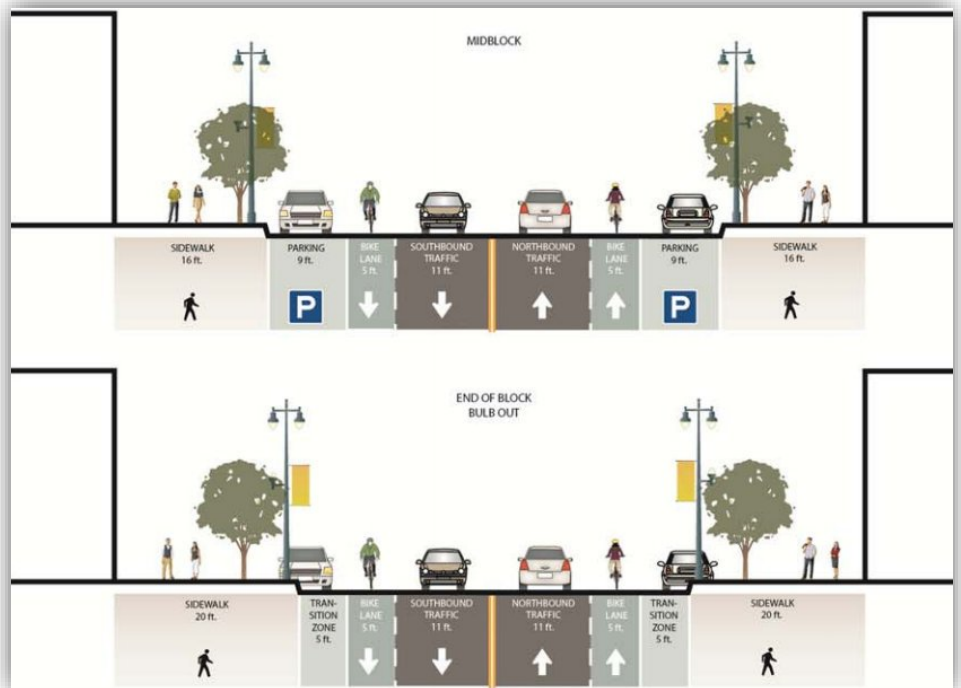
Figure 3. Sharrows



On-Street Bike Lanes

On-Street Bike Lanes are located on the right side of the road and are identified with a painted stripe and bicycle symbols on the pavement. Bike lanes must be at least five feet wide. Existing streets are often able to accommodate bike lanes without resurfacing. In cases where more width is needed, often in rural areas, pavement may be added to the shoulders of existing roads. The extra room provided by bike lanes reduces bicycle-vehicle conflicts and gives bicyclists room to stop in case of a breakdown or safely bike uphill at a slow speed without worrying about rear end collisions. Where bike lanes are

Figure 4. On-Street Bike Lanes



provided, head-on crashes, sideswipe crashes, fixed object crashes, and pedestrian crashes are all greatly reduced compared to narrow roads with no bike lanes. In some cases, pedestrians may also use bike lanes when no sidewalks are present. Additionally, adding width to existing roads extends the life of the road surface, better accommodates farm machinery, provides better drainage, and reduces shoulder maintenance needs. Bike lanes should not contain rumble strips or other obstacles.

Off-Street Multi-Use Paths

Off-Street Multi-Use Paths, (sometimes referred to as “trails”), accommodate two-way bicycle and pedestrian traffic on a paved or gravel surface. As paths are completely separated from vehicular traffic, they are among the safest facilities and tend to be the preferred choice of recreational users and users of all ages or abilities. Multi-use paths are typically 10 to 14 feet wide, may share a right-of-way with a nearby road, or may be located entirely within its own right-of-way. A center stripe may be added to the center of these paths, and careful design should minimize the number of dangerous road crossings that path users will encounter.

Figure 5. Off-Street Multi-Use Path



Regional Tourism Connections

Regional Tourism Connections are routes that are integrated into existing rural roads that connect the City of Lake Geneva to other nearby communities. They are primarily bicycle routes, although bike lanes and multi-use paths may be incorporated in some locations. These connections should not be located on state highways, where the speed and traffic volume are particularly high. As rural roads may not be wide enough for on-street bike lanes, routes may share the road with vehicular traffic in certain stretches. These connections would typically be used by confident and experienced bicyclists. Regional routes should be identified with signage so that tourists can easily follow the route and navigate between communities. Many advanced users will find these routes preferable to biking on state highways.

Intersection Improvements

Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, and therefore cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crossing signals feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk.

The specific intersection improvement selected for a given intersection will depend on the unique characteristics and needs of each intersection which will need to be evaluated on a case by case basis. Additional treatments could include paint, signage, pedestrian-activated signals, raised crosswalks, high visibility crosswalk markings, curb extensions or bump-outs, prominent pedestrian islands, sidewalk connections where missing, mid-block crossings in busy pedestrian areas, advance stop/yield lines.

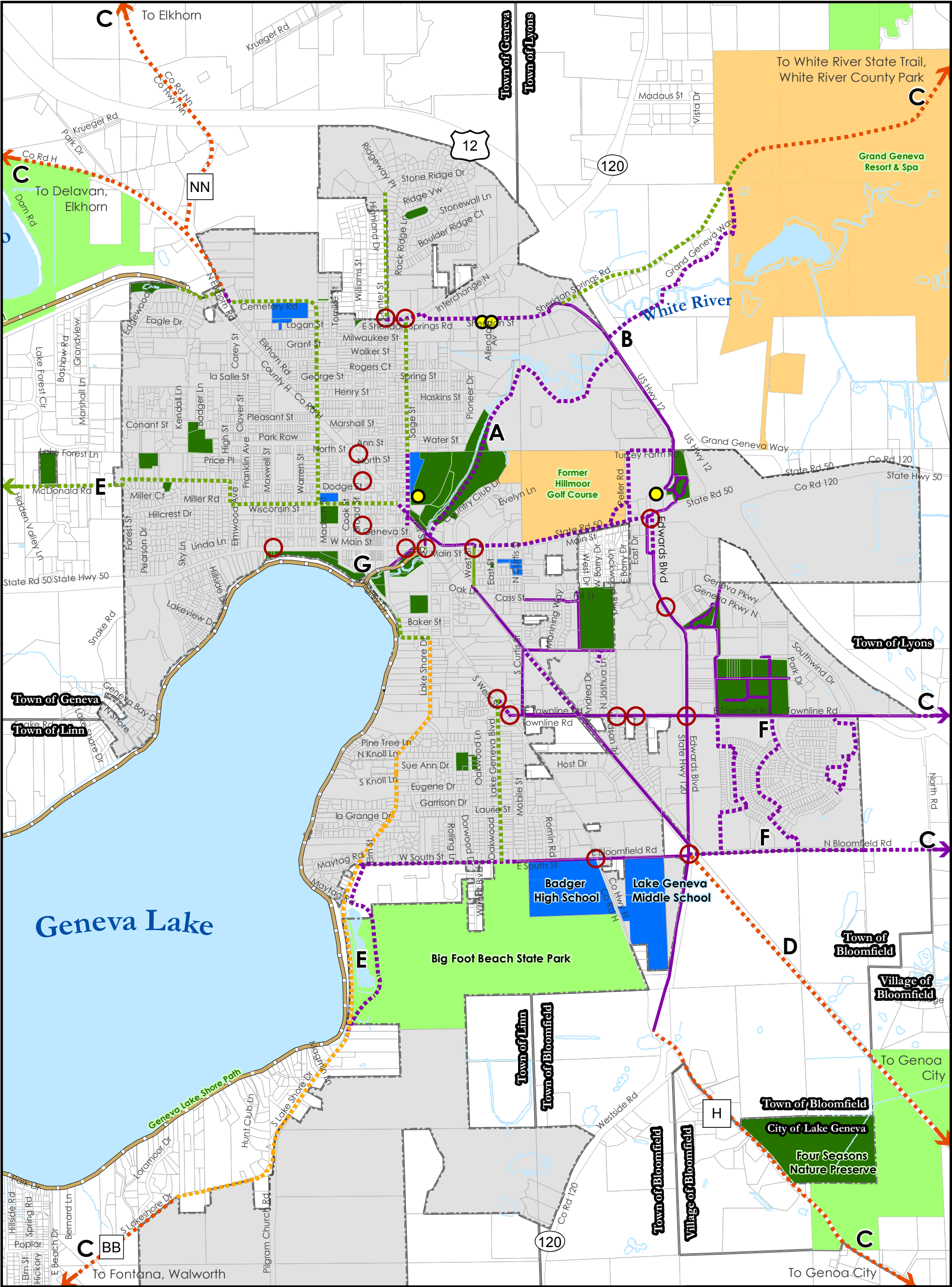
Figure 6. Intersection Improvements



Park and Ride Facilities

Park and ride facilities involve providing parking in strategic locations near major bicycle and pedestrian trails and routes. These facilities are designed for those who live more than a few miles from City limits who would like to bike or walk through Lake Geneva who want to spend less time traveling to Lake Geneva and more time exploring it. Several future locations of park and ride facilities are depicted on Map 2. They are located away from the City's Downtown and near major highways that most visitors arrive from. The City is exploring shuttle service to these locations to accommodate visitors who want to visit Downtown Lake Geneva while alleviating downtown vehicle traffic and parking concerns.

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Recreational Facilities

- State Owned Land
- City Parks & Open Space
- Private Recreation Facilities
- Schools



- Town Boundaries
- City Boundaries
- Existing Off-Street Pedestrian Paths
- Existing Off-Street Multi-Use Paths
- Existing On-Street Bike Routes
- Surface Water

Planned Facilities

- Intersection Improvements
- On-Street Bike Routes
- On-Street Bike Lanes
- Off-Street Multi-Use Paths
- Regional Tourism Connections
- Future Park and Ride

12/19/2017
Source: City of Lake Geneva, SEWRPC,
Walworth County, Vandewalle & Associates



0 0.125 0.25 0.5 Miles



City of Lake Geneva



Bicycle and Pedestrian Plan
Map 2: Planned Facilities

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Regional Recommendations

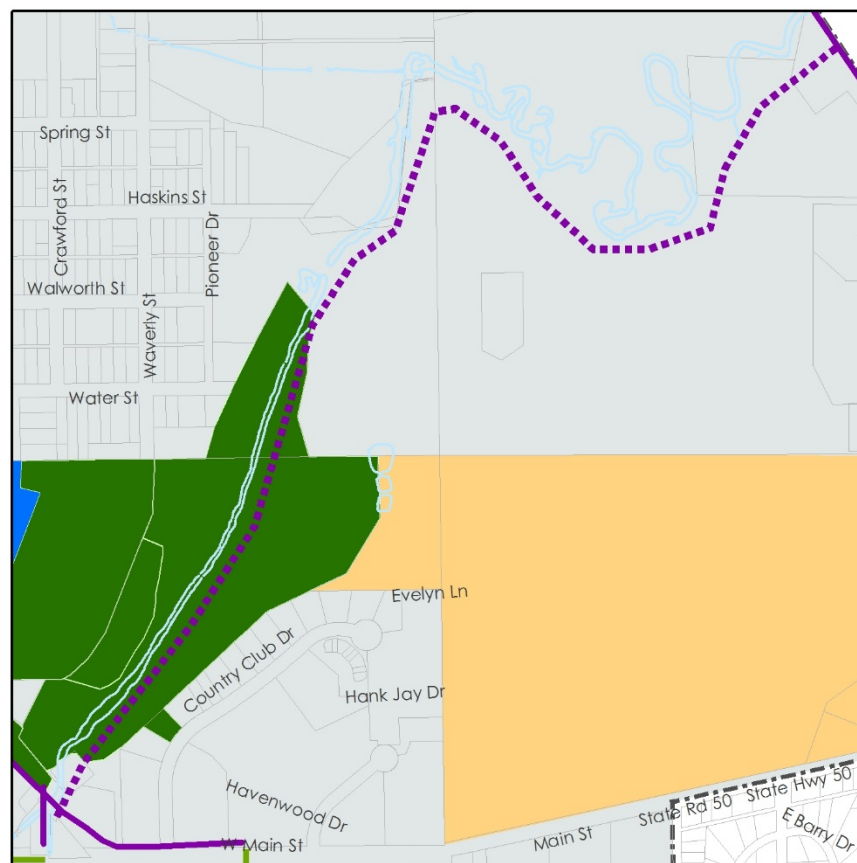
This Plan recommends several Regional Tourism Connections that connect Lake Geneva to nearby communities and other regional recreational destinations. These connections consist mainly of signed bicycle routes, incorporating bike lanes and off-street facilities where possible. As many regional destinations are currently difficult to access on foot or by bike, providing new Regional Tourism Connections will help grow the City's tourist economy by expanding number of things that are possible to see and do while visiting Lake Geneva. Building on Lake Geneva's status as a resort and vacation destination, these recommendations seek to link the City's well-established attractions with recreational opportunities and destinations in the broader region such as northern Illinois, Grand Geneva, and the White River State Trail. These connections also build the region's economy by expanding bicycling opportunities and creating a bicycling destination that stretches from southeastern Wisconsin to Chicago.

As these planned connections are located outside of the City limits, cooperation and partnerships will be necessary in order to make them a reality. The City will need to work with adjoining towns, nearby cities and villages, Walworth County, state agencies, tourism organizations, and interest groups order to coordinate and fund the needed facility upgrades to complete the Regional Tourism Connections.

White River Trail (A)

The White River Trail corridor provides a scenic connection between Downtown Lake Geneva and the off-street path along Edwards Boulevard. The existing trail is picturesque and well-used by existing residents. Completing this connection for full bikeability and walkability addresses a critical gap in the existing trail network. As the former Hillmoor Golf Course is redeveloped, the City should require land dedication along the White River to ensure sufficient space for this trail.

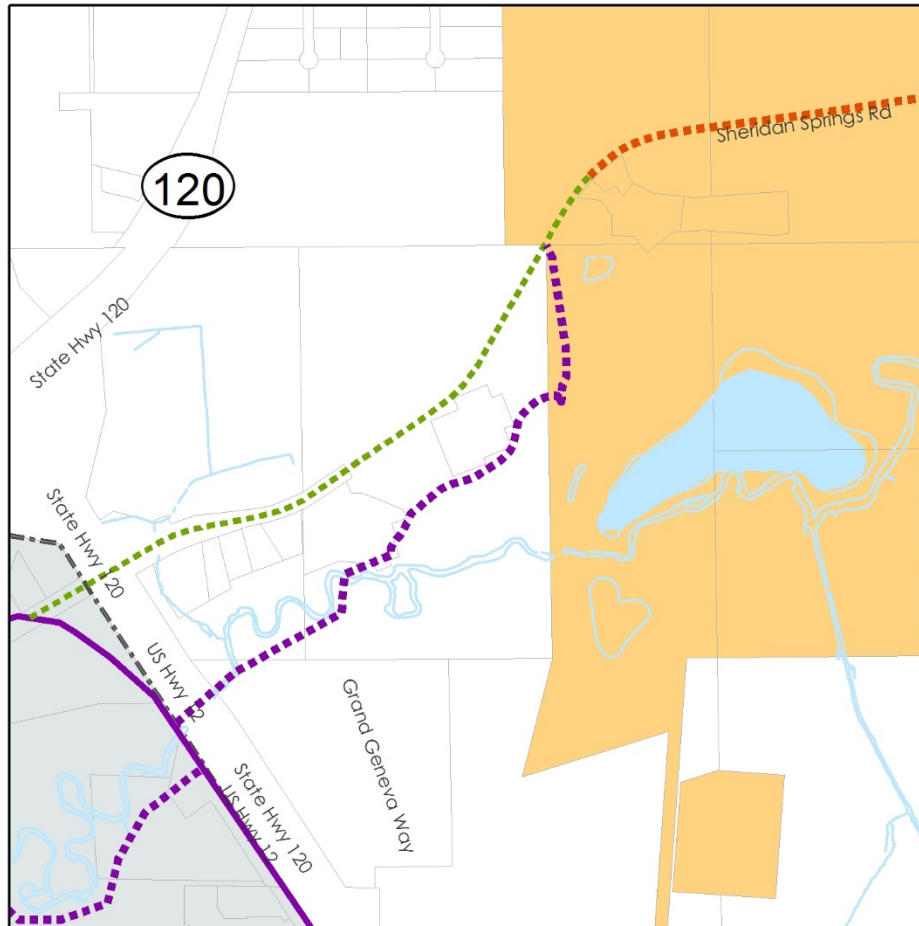
Figure 7. White River Trail



Connection to Grand Geneva and White River County Park and White River State Trail (B)

In the short term, this Plan recommends the addition of bicycle lanes to Sheridan Springs Road over State Highway 120 to connect Lake Geneva with rural areas to the east. In the long term, an off-street path connection from Edwards Boulevard to Grand Geneva Resort and Spa along the White River is more ideal connection due to its safety and scenic value. This connection is included in this Plan to indicate that in the future, when State Highway 120 is reconstructed, the bridge over the White River should be upgraded to accommodate the trail connection. Eventually, this route will lead to the new White River County Park, as well as the White River State Trail.

Figure 8. Grand Geneva and White River Connection

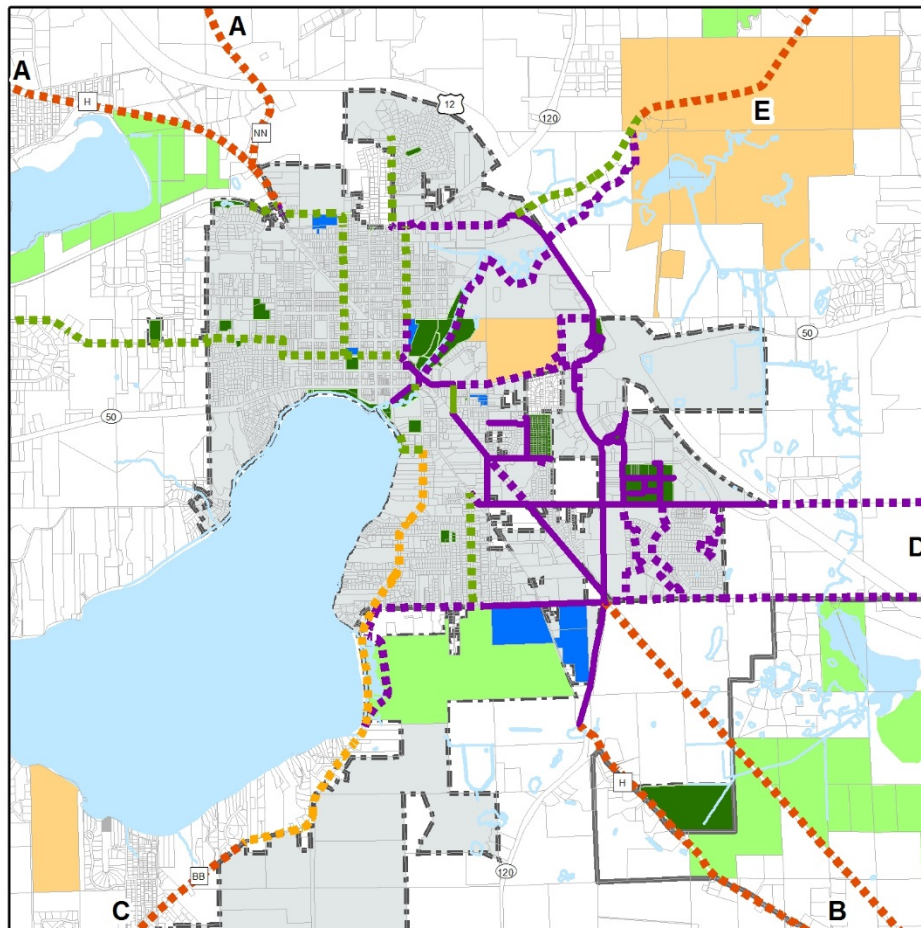


Urban Escape Routes (C)

Urban Escape Routes offer connections to regional destinations with lower vehicle conflicts than main arterials and should be maintained to preserve ease of bicycle access. Urban escape routes are characterized by lower traffic volumes and slower speeds than state highways, which prevents bicycles and pedestrians from having to bike or walk near high-speed traffic. Urban escape routes also tend to provide more scenery and less noise than routes that follow busy highways. Several proposed urban escape routes include:

- **To Elkhorn** via County Highways H and NN (northbound)
- **To Genoa City** via County Highway H (southbound)
- **To Fontana and Walworth** via South Lake Shore Drive
- **To rural subdivisions the east** via East Townline Road and North Bloomfield Road
- **To Grand Geneva, White River County Park, and White River State Trail** via Sheridan Springs Road

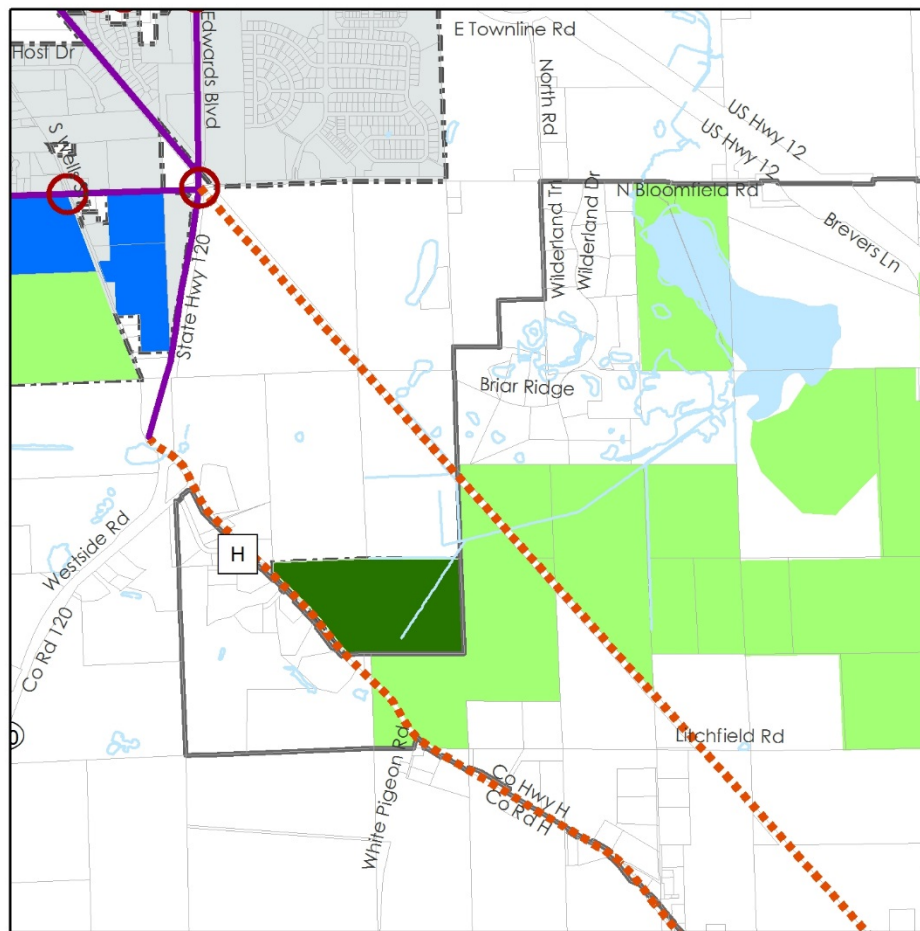
Figure 9. Urban Escape Routes



Connection to Hackmatack National Wildlife Refuge and Northern Illinois (D)

The City should explore a connection to northern Illinois and the newly-established Hackmatack National Wildlife Refuge near the Illinois-Wisconsin border. An existing former railroad bed provides a direct connection that is separate from all roads, provides scenic views, and features gentle slopes. However, the corridor is currently on private property. An easement should be explored to provide public access to this ideal trail connection. Another option for this route is to add bicycle lanes or an off-street path along County Highway H, which runs parallel to the railroad bed. This connection could become part of a corridor between Lake Geneva and Downtown Chicago that utilizes the Prairie, Fox River, and Great Western Trails, encouraging Chicago-area bicycle enthusiasts to spend tourism dollars in Lake Geneva. This connection will be further enhanced by improving the intersection of State Highway 120 and North Bloomfield Road.

Figure 10. Connection to Hackmatack N.W.R and Northern Illinois



Local Recommendations

This Plan recommends connections to important local destinations that will improve the quality of life for Lake Geneva residents, encourage tourists to travel by foot or by bike, as well as enhance City's the outdoor recreation experience.

The Geneva Lake Loop (E)

Due to a lack of shoulders, bicycle lanes, and trails, it is difficult for most bicyclists other than the most experienced riders to complete a loop around Geneva Lake and to other nearby destination communities. Therefore, it is important to identify and preserve safe routes on existing roads for cyclists to be able to complete a loop around Geneva Lake. These routes must also feature safe connections to Downtown Lake Geneva.

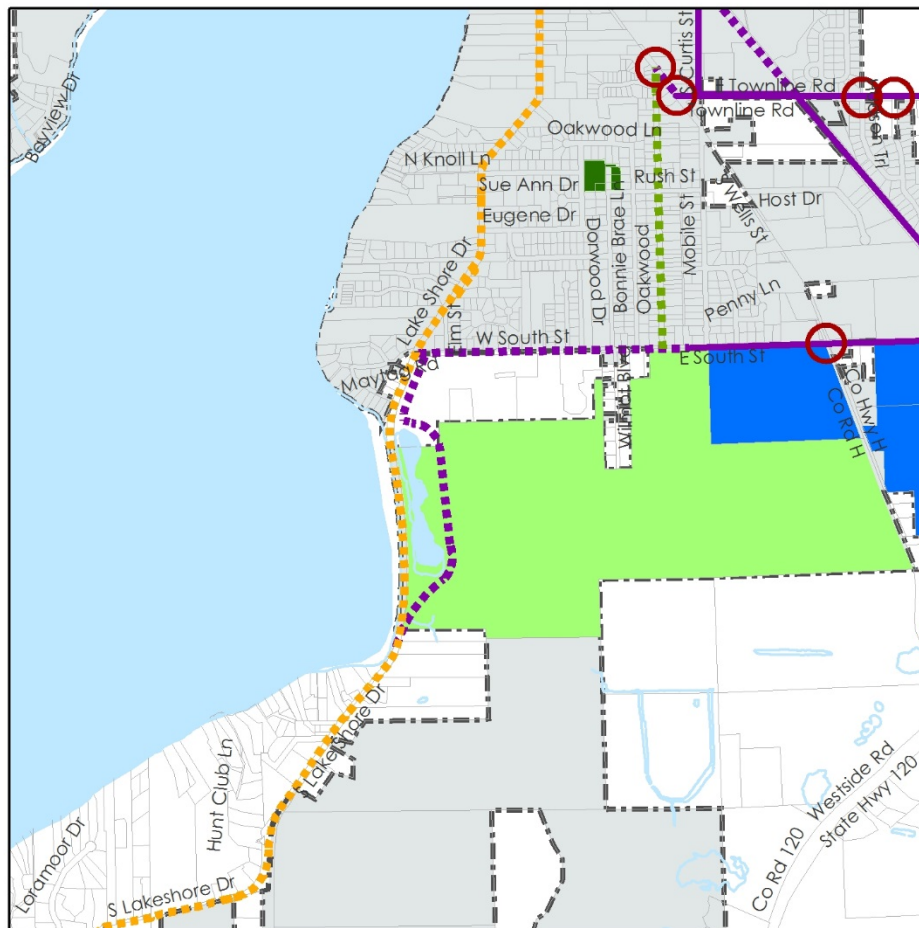
Providing a northern route around Geneva Lake along State Highway 50 would be a challenge due to high traffic volumes and speeds. An urban escape route on McDonald Road provides a safer alternative. This route connects to Downtown Lake Geneva via Dodge Street and Wisconsin Street. Following calm streets, this route connects the bicycle network to Central-Denison Elementary School.

Figure 11. McDonald Road Lake Loop



Big Foot Beach State Park has been identified as a problem area for bicycles and pedestrians due to the proximity of South Lake Shore Drive and its associated traffic. Due to safety and erosion concerns along the lakefront, the long-range recommendation for this area involves adding a separate bicycle and pedestrian trail to the east of the existing marsh away from vehicular traffic. Rerouting the trail minimizes conflicts along the beach where safety is an ongoing problem. This trail would then connect to a planned trail along South Street, eventually connecting to a planned on-street route on Lake Geneva Boulevard. Given the limited space, the new trails will require creativity in design to minimize the removal of mature trees. This is a critical connection due to its proximity to Badger High School and Lake Geneva Middle School. An on-street bicycle route along Lake Geneva Boulevard, along with a short segment of off-street path on South Wells Street with new pedestrian and bicycle-activated crossings completes this new route's connection with existing City trails.

Figure 12. South Lake Shore Drive



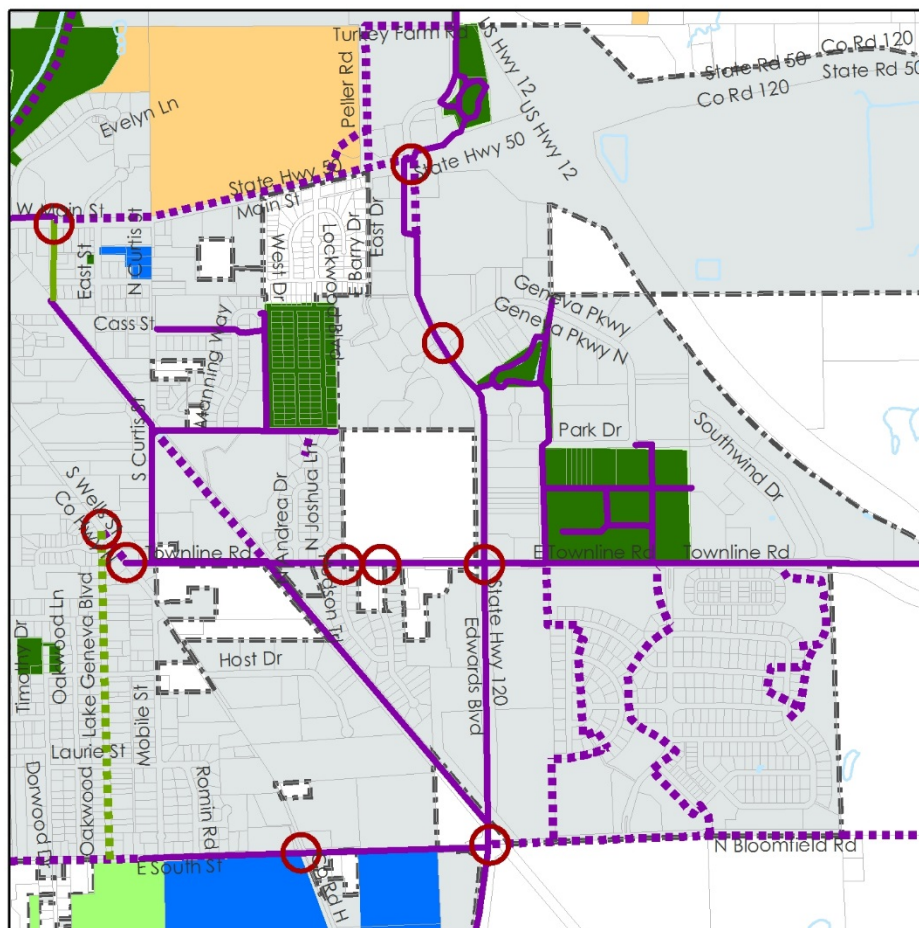
Since these trails will likely not be constructed in the near future, it is important to take measures to improve bicycle and pedestrian safety in the meantime in this high-conflict area. For example, it is possible to add on-street bicycle lanes on Lake Shore Drive to connect Big Foot Beach State Park with Downtown Lake Geneva. The City is exploring a possible South Lake Shore Drive reconstruction project that would follow the same route around the marsh that the recommended trail follows, and the new design must retain adequate separation between vehicular traffic and trail users. However, at this time, the road reconstruction project will require additional discussion and cooperation between the City of Lake Geneva, the State of Wisconsin, Walworth County, and the Town of Linn before proceeding.

Connections Along State Highways 50 and 120 (F)

The off-street path along State Highway 120, known as Edwards Boulevard within the City limits, has several intersections with roads with high traffic volumes. Crossing East Bloomfield Road and North Townline Road requires bicycles and pedestrians to cross four lanes of traffic in locations with no traffic signals. Additionally, traffic generators such as Lake Geneva Middle School result in high traffic volumes during certain times of day. In order to improve trail crossing safety, the City should explore implementing intersection improvements at these locations. This will promote walkability and bikeability for students especially.

Due to safety concerns, roads that are designed for high speeds and large traffic volumes are not ideal for local bicycle and pedestrian traffic. As development occurs along East Townline Road and North Bloomfield Road, trails should be extended to connect new neighborhoods to the existing trail network along State Highway 120. New off-street paths, bike lanes, or bike routes should be incorporated in new developments to provide additional connectivity with these main bicycle and pedestrian corridors, especially along State Highway 50 (Main Street), which links popular shopping centers with Downtown Lake Geneva.

Figure 13. State Highways 50 and 120



Improving the Downtown District (G)

As bicyclists and pedestrians approach Downtown via existing and proposed routes and trails, they may frequently encounter heavy vehicle and pedestrian traffic. Rather than encourage bicyclists to enter the fray, several bicycle parking areas should be placed around the perimeter of downtown, to give bicyclists the option to leave their bike in a secure place while enjoying the various businesses and sights that Downtown Lake Geneva has to offer. This could include bicycle racks, secure bike lockers, and supervised storage areas. At this time, this Plan does not recommend adding bicycle lanes to this section of Main Street.

Intersection improvements in the Downtown will also provide a safer street-crossing experience for pedestrians. Such improvements may include pedestrian-activated crossing signals, which are described further on page 17. Seven downtown intersections are identified on the map for future intersection improvements (see Figure 14):

- A.** Broad Street and Geneva Street
- B.** Dodge Street and Broad Street
- C.** West Street and Main Street
- D.** W. Main Street and Maxwell Street
- E.** W. Main Street and Mill Street
- F.** North Street and Broad Street
- G.** W. Main Street and N. Wells Street

Other intersections within the Downtown should be evaluated for crosswalk upgrades, such as enhanced striping or curb bump-outs to enhance crosswalk visibility and encourage slower driving speeds. Finally, the City should encourage sidewalk cafés that improve the downtown atmosphere and encourage business patronage through careful design. Refer to the Sidewalk Café Guidelines provided later in this chapter.

Figure 14. Downtown Lake Geneva



Other Key Connections

Several other connections are recommended to enhance the existing bicycle and pedestrian transportation network within the City. These are depicted on Map 2 and include the following:

- Intersection improvements near Lake Geneva Middle School and Badger High School at the intersection of S Wells Street, E South Street, and E Bloomfield Road, as well as the intersection of N Bloomfield Road and Edwards Boulevard (STH 120);
- A new on-street route on Madison Street beginning at Wisconsin Street and heading north, curving to the west on Cemetery Road and ending at Elkhorn Road;
- A new on-street route on Edgewood Drive and Promontory Drive to connect to the Duck Lake Nature Trail;
- A new off-street path on Elkhorn Road to connect on-street routes on Cemetery Road and Promontory Drive;
- A new on-street route on Sage Street from East Sheridan Springs Road to North Street;
- New on-street bicycle lanes on Sage Street from North Street to Geneva Street;
- A new on-street route on Center Street north of East Sheridan Springs Road;
- A new off-street path along West South Street from Lake Geneva Boulevard to Big Foot Beach State Park;
- A new off-street path along Wells Street from Lake Geneva Boulevard to East Townline Road, with pedestrian and bicycle-activated crossings at these two intersections;

- An off-street path connection from Joshua Lane to the existing Yellow Route;
- An off-street path along an easement at the End-of-the-Line Caboose Motel that will provide a direct, off-street connection in the existing off-street path in the former railroad right-of-way;

Recommended Intersection improvements

In the locations on Map 2 where intersection improvements are recommended, a range of techniques may be considered. Each intersection should be studied to understand the most effective improvement for that intersection, based on the specific issues and conditions in that location. For example, a pedestrian-activated crossing signal may be needed at key intersections in the Downtown, while painted crosswalks may suffice in lower-traffic areas. Treatments could include paint, signage, pedestrian-activated crossing signals, raised crosswalks, curb bump-outs, and extending the crossing time of existing crosswalks. The City should also explore traffic signals that detect bicycles, since many of the lights do not change unless a vehicle is detected.

Downtown Intersections

Due to significant automobile and pedestrian traffic, particularly in the summer months, pedestrians in the downtown experience difficulty crossing the street safely. The City should pay particular attention to intersection improvements downtown due to the high density of pedestrians relative to other areas in the City and should consider a variety of improvements described in this Plan.

Pedestrian Recommendations

While shared off-street paths serve pedestrians and bicyclists alike, they do not address all gaps in the pedestrian network, since pedestrians often cannot walk safely with traffic even on roads without sidewalks that have relatively slow speed limits. Sidewalks are critical to providing safe and convenient options for walking in the City – both within neighborhoods and between neighborhoods and community destinations.

The City should require all new and infill development projects to provide sidewalks to expand and complete the City's pedestrian network. In locations where sidewalks are not currently provided, the City should consider adding sidewalks as roads are scheduled to be reconstructed. Prior to reconstruction, the City should evaluate the feasibility of incorporating sidewalks as part of the reconstruction project. The following criteria should be considered for prioritizing sidewalk investments in established neighborhoods and other developed areas:

- The sidewalk would connect to community destinations such as schools, parks, jobs, shopping, activity centers, and civic amenities
- The sidewalk would address a safety issue
- The sidewalk would close a gap in the existing sidewalk network

Key Sidewalks

Center Street

Sidewalks should be added to Center Street north of East Sheridan Springs Drive, as this street connects to an existing neighborhood to the northeast as well as newer housing developments to the north. This sidewalk will ideally connect to the recommended off-street path along East Sheridan Springs Boulevard, linking these neighborhoods with the rest of the City.

South Curtis Street

Sidewalks are recommended to connect the existing off-street path along the former railroad right-of-way where it meets South Curtis Street just south of Skyline Drive, extending north to the proposed off-street path along State Highway 50 (Main Street). This connects a significant gap in the existing network while improving pedestrian access to St. Francis de Sales Parish School.

Lake Geneva Boulevard

Adding sidewalks to Lake Geneva Boulevard creates an important connection between the recommended off-street paths along West South Street and South Wells Street. Since these streets are in an established neighborhood, providing sidewalks would require cooperation from existing homeowners. Sidewalks in these locations remain important components in a complete pedestrian network.

South Lake Shore Drive

The Plan recommends the relocation of South Lake Shore Drive and the development of a future off-street path at Big Foot Beach State Park. (Refer to Lake Geneva Loop on page 25.) Once South Lake Shore Drive is rerouted, the new off-street trail will accommodate pedestrians. Currently, nature trails connect West South Street with the camping area of Big Foot Beach State Park.

Main Street

The segment of Main Street between North Curtis Street to Edwards Boulevard is a critical connection between Downtown Lake Geneva and several large-scale shopping centers. A recommended off-street path is described in the Local Recommendations section of this Plan under “Connections Along State Highways 50 and 120.”

West Main Street

A sidewalk should be added along West Main Street from Lake View Drive to Snake Road in order to connect the surrounding neighborhoods on the western edge of Lake Geneva. This connection would also improve access to Covenant Harbor, a local camp with outdoor recreation programming.

Park Drive

The short stretch of Park Drive between Edwards Boulevard and Southwind Drive is an example of a gap in the existing sidewalk network. Nearby residents must currently walk on the street where heavy trucks often drive and park in order to get from their homes on Southwind Drive to nearby destinations along Edwards Boulevard and Veterans Park. Sidewalks should be added to Park Drive with crossings that consider conflicts with truck traffic. The City could also consider extending the dead-end bicycle trail in Veterans Park to connect to Prairie Wind Drive.

Sage Street

Sage Street’s existing sidewalk is incomplete between Eastview Elementary School and East Sheridan Springs Road. New sidewalks should be added on Sage Street to address existing gaps and connect the school with the recommended off-street path along East Sheridan Springs Road. A ten-foot-wide off-street trail is recommended on the east side of Sage Street in front of Eastview Elementary School. As the right-of-way narrows, this trail will narrow to connect to the existing and proposed sidewalks on this side of the street.

Wells Street

Existing sidewalks on Wells Street stop short of West Main Street. The City should add sidewalks near the several existing fast food restaurants along Wells Street in order to connect these two important corridors.

Geneva Lake Shore Path

This existing pedestrian-only path provides a scenic and historic walk along Geneva Lake near some of the City’s finest architecture and landscaping. There are few points of public access, and much of the path is not ideal for children or people with mobility concerns. However, this path is an important amenity in Lake Geneva’s outdoor recreation offerings, and it should be preserved and enhanced in the future.

Downtown Sidewalk Café Guidelines

A sidewalk café consists of an outdoor dining area that includes elements such as seating areas, tables, barriers, plantings, and/or umbrellas. They frequently are found in front of downtown properties and are located within the public right-of-way. While they contribute to the character, economy, and atmosphere of a downtown commercial setting, sidewalk cafés must be carefully designed to minimize conflict with nearby pedestrians. The following is a list of requirements that ensure good sidewalk café design:

- Movable, durable barriers or planters to protect tables
- Barriers should be at least three feet tall
- Base of barriers should be no more than six inches tall
- Plants in planters must be alive
- Planters should be no more than three feet tall
- Five feet of clearance for pedestrians must be maintained outside the barriers
- Three feet of circulation clearance must be maintained within the barriers
- Entry to café area should be at least 44 inches wide
- Wait staff may not serve guests outside the barriers
- Entry must be staffed if the café serves alcohol
- Trash cans required if no wait staff is present
- Optional menu or sign (subject to any sign ordinance requirements)
- Sturdy furniture in good condition
- Furniture must not be plastic, unfinished wood, or covered in fabric
- Small tables are preferred over large tables
- Furniture colors are subject to any zoning district requirements
- Umbrellas should not extend beyond barriers
- No carpets or other sidewalk coverings may be used
- Sidewalk cafés must be at least 100 feet from any residential zoning district

Figure 15. Sidewalk Café



Chapter 6. Implementation

Priority and Phasing of Investments

The recommendations presented in this Plan will be implemented over time, rather than occurring all at once. In some cases, the timing of implementation will be based on the City priorities detailed below. In other cases, phasing will be dictated by several factors, including private landowner decisions to develop or sell their property and the availability of City funding or grants to make necessary system expansions or improvements.

In general, bicycle and pedestrian investments should be prioritized as follows:

1. *Improve* the existing bicycle and pedestrian system by addressing ongoing safety issues, particularly dangerous intersections.
2. *Improve* the existing bicycle and pedestrian system by closing gaps in the network.
3. *Expand* the existing bicycle and pedestrian system by developing new connections that provide safe routes to schools.
4. *Expand* the existing bicycle and pedestrian system by developing new connections to other local destinations.
5. *Expand* the existing bicycle and pedestrian system by developing Regional Tourism Connections.

Short-term Recommendations

Short-term recommendations address immediate safety concerns or gaps in the existing bicycle and pedestrian network. High-priority short-term recommendations in Lake Geneva include:

West Street and Main Street

The intersection of West Street and Main Street is a top short-term priority for implementation. At this location, the off-street path along the former railroad right-of-way, which extends northwest and southeast through the City, is interrupted by a short on-street segment along West Street. West Street dead-ends at Main Street, creating an abrupt T-intersection. The bicycle and pedestrian crosswalk in this location is in poor condition, and there is a significant amount of traffic on Main Street (State Highway 50). Providing a safer crossing in this location will greatly improve connectivity between the northwestern and southeastern legs of the off-street path, a linkage that is crucial to linking the Downtown to other portions of the City with bicycle and pedestrian facilities. This connection will become only more important as future bike routes and lanes are implemented north of Downtown.

Other Downtown Intersections

Improvements that address bicycle and pedestrian safety concerns should be top priorities for implementation. The Downtown contains numerous hotspots where bicycles, pedestrians, and vehicles all converge, creating a busy and chaotic environment. While this level of activity is a sign of a healthy downtown and tourism economy, directed improvements to intersections are needed to improve safety, increase bicycle ridership, and comfort for residents and visitors to the Downtown. Such improvements will support continued economic activity and ensure the sustainability of the Downtown as the traffic and popularity of Lake Geneva increases. Improvements may include pedestrian-activated crossing signals, high-visibility crosswalk striping, curb bump-outs, or other enhancements. To this end, the City should prioritize improvements the other Downtown intersections, for instance, Broad Street and Geneva Street, Dodge Street and Broad Street, W. Main Street and Maxwell Street, W. Main Street and Mill Street, and W. Main Street and Wells Street.

Main Street at Edwards Boulevard

The off-street path along Edwards Boulevard (State Highway 120) intersects Main Street on the east side of the City. This is a priority intersection for improvement as the trail along Edwards Boulevard is a key north-south bicycle and pedestrian route. Providing a safer crossing in this location will greatly improve connections between businesses and homes south of Main Street and the neighborhoods to the north. It will also support future connection to planned regional trails connecting to Grand Geneva, White River County Park, and White River State Trail to the northeast and Illinois to the south.

Long-term Recommendations

Long-term recommendations involve implementing projects as opportunities arise, which may require cooperation with surrounding jurisdictions and regional trails. State laws prohibit the City from condemning land like it historically could to improve public facilities, so it is important to take advantage of every opportunity possible to acquire land for expanding the public right-of-way to improve the bicycle and pedestrian network. High-priority long-term recommendations in Lake Geneva include:

South Street to Big Foot Beach State Park

Currently, Big Foot Beach State Park is only connected to South Street by nature trails that run through the campground. This configuration restricts accessibility since the surface is not paved or wide enough for bicycle traffic. In order to complete this connection, an off-street path is ideal, but challenging due to the topography, lack of space, and presence of mature trees. By creatively routing the off-street path in a way that deflects around existing trees, an important connection between Big Foot Beach State Park, Badger High School, and several other existing trails will address a significant gap with a relatively short connection.

White River State Trail

Connecting Lake Geneva to the White River State Trail and nearby White River County Park and the Grand Geneva expands the outdoor recreational options in the City while improving access to several nearby communities. Initially, bicycle lanes may be added to Sheridan Springs Road, since the addition of a new trail may require widening the White River bridge on USH 12. In the future, when this bridge is reconstructed, a design that allows for a trail underpass will accommodate a planned off-street trail between Edwards Boulevard and Grand Geneva. Beyond the Grand Geneva, on-street bicycle lanes will connect Lake Geneva with both the State Trail and County Park.

Network Expansions and Regional Tourism Connections

This Plan's recommended expansions to the bicycle and pedestrian network should be pursued as opportunities arise and funding becomes available. The recommendations for Regional Tourism Connections will be implemented as partnerships and funding opportunities become available. This Plan recommends that the City seek out opportunities to collaborate with other municipalities and organizations to proactively advance these connections.

Typical Costs of Bicycle and Pedestrian Facilities

Typical costs, depicted in Figure 16, were developed based on a combination of real-world examples and industry averages. These costs are provided in 2017 dollars, rounded to the nearest thousand. They include only the cost of the infrastructure investment, (including engineering, design, and contingency) and do not include costs for right-of-way acquisition, additional amenities (signs, kiosks, bike racks, etc.) or other improvements specific to a given project.

Figure 16: Typical Costs Typical Costs of Bicycle and Pedestrian Facilities

Facility	Estimated Cost per Mile (2017 Dollars) ¹
On-Street Bike Route ²	\$16,000
On-Street Bike Lane ³	\$96,000
Off-Street Multi-Use Path ⁴	\$132,000
Concrete Sidewalk ⁵	\$153,000 (\$29 per linear foot)

1. Costs include engineering (25%), design (20%), and contingency (15%) allowances.
2. Assumes signage every 400 feet in each direction.
3. Assumes lanes are five feet wide.
4. Assumes paths are eight feet wide
5. Assumes sidewalks are five feet wide and four inches thick.

On-street and off-street facilities will require regular maintenance and repair. On-street facilities are often maintained as part of a community's regular roadway maintenance program. In some cases, additional maintenance will be needed such as plow in the winter, clear of debris from the bike lanes, or trim overgrown vegetation. In general, asphalt paths will need repaving every seven to 15 years; concrete paths will require replacement every 25 years.

Funding Sources and Strategies

There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, state, and local budgets. The City may qualify for grant funds through the Federal Land and Water Conservation Fund (LAWCON), the State Acquisition and Development of Local Parks Program (ADLP), and the State of Wisconsin the Knowles-Nelson Stewardship Program. A listing of available grant programs is found in Appendix C.

The bicycle and pedestrian infrastructure improvements recommended in this Plan should continue to be incorporated into the City's biennial capital improvement plan and programming. The City has successfully maintained and improved its existing bicycle and pedestrian network by outlining the general schedule within which public improvements are proposed to be undertaken. Following the "if it's not broke, don't fix it" principle, the CIP in Lake Geneva has a proven track record in leveraging available resources through improved timing of projects, and coordinating City projects with those of other public or private entities.

The City of Lake Geneva should continue to utilize its existing planning framework and regulations to implement the recommendations in this Plan. The City's subdivision ordinance and development review process, in particular, provide opportunities secure transportation right-of-way as development occurs.

Finally, the City should coordinate efforts with other units of government (ex. Walworth County, adjacent Townships, etc.), governmental departments and public agencies (ex. school districts, Wisconsin Department of Transportation, and Wisconsin Department of Natural Resources), and private and non-profit agencies (ex. Geneva Lake Conservancy, Land Trust of Walworth County) to help fund, leverage funds, and implement the recommendations presented in this Plan.

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Appendix A: Visioning Workshop Results Summary

The following is a compilation of questions and responses for each exercise conducted at the City of Lake Geneva Bicycle and Pedestrian Plan Visioning Workshop held on October 30th, 2017 at City Hall:

1. **DRAWING:** A large copy of the current facilities in the Lake Geneva area is being provided. Please feel free to pick up a marker and draw:
 - a. Where you currently bike and walk; (black marker)
 - b. Where you think new sidewalks, paths, or trails should be for pedestrians; (green marker)
 - c. Where you think new paths or trails should be for bicycles (blue marker)
 - d. Any particularly dangerous areas for walking. (red marker)
 - e. Any particularly dangerous areas for biking (purple marker)

Note: On your table's "Mapping Issues" form, you may describe what you draw on the map. Place a number on the map and write your description of the issue on the form next to the same number.

2. **ALLOCATING FUNDS:** In this exercise you are the financial advisor for the City of Lake Geneva. You must decide where to allocate funds for capital improvements associated with bike and pedestrian facilities. The amount you allocate to each of the six improvements should represent the priority or importance of the improvement. You may choose to put all your money toward one improvement or spread your money around. **Make sure to really consider all your choices, as this exercise will really help us identify which recommendations to focus on.**

If you had \$100, how would you allocate the money for the following resources:

Note: 1/6 of \$100 is \$16.67

Type of Facility (average)	Amount Allocated out of \$100
1. Off-Street Facilities such as Trails (\$21.18)	\$10, \$3.32, \$20, \$16.67, \$20, \$20, \$10, \$25, \$15, \$10, \$16.5, \$50, \$50, \$30
2. On-Street Facilities, including Bike Lanes (\$19.18)	\$30, \$25, \$33.34, \$20, \$16.67, \$20, \$20, \$10, \$10, \$15, \$33.34, \$15, \$16.5, \$7, \$25, \$10
3. Repairs to Local Roads (\$18.72)	\$10, \$20, \$16.67, \$15, \$20, \$20, \$10, \$15, \$3, \$10, \$75, \$10
4. Sidewalks along Existing Roads (\$21.12)	\$40, \$35, \$10, \$20, \$16.67, \$20, \$10, \$20, \$10, \$30, \$33.34, \$15, \$30, \$34, \$15, \$10, \$10
5. Sidewalks along Streets Leading to Roads (\$12.12)	\$10, \$16.67, \$5, \$10, \$20, \$10, \$16.67, \$20, \$10, \$5, \$10
6. Safer Crossings of Roads (\$26.43)	\$20, \$40, \$33.34, \$20, \$16.67, \$15, \$20, \$30, \$50, \$30, \$16.67, \$20, \$50, \$20, \$34, \$5, \$25, \$30

3. **REMOVING BARRIERS:** What improvements would be needed to get your friends and/or family to bike or walk more?
 - Connecting paths and bikeways to safely get to major attractions and areas.
 - The pedestrian crosswalk signs were taken down too soon (beginning of October) when we still have Oktoberfest pedestrian traffic and nice weather (Halloween, etc.).
 - More extensive paved trail system.
 - Safety; Connectivity; Usefulness – get to schools, shops, downtown, and parks.
 - Traffic separation; paths; protected bike lanes (convert angle parking to parallel parking); bike lane in between parking lane and sidewalk; mixing intersections along 50 downtown.

- Flat trails
 - Use Hillmoor for recreation – public and private. Remove the timed function for the crosswalks downtown! Better crosswalks – pilot different methods.
 - Designated path with map or marked signage leading to places of interest.
 - Safer routes and completed paths.
 - Longer routes without so many stops and obstacles. Safer routes with shoulders wide enough to bike. Connectivity to county or surrounding community routes.
 - Longer continuous path. Minimize road crossings. Connect public facilities (parks, schools, restaurants).
 - Diagonal parking. More riders and walkers would reduce parking demand.
 - Logical safe connections from North to South and East to West. Level vs. hilly trails where possible. Create destinations or targets to bike to or from.
 - Safer crossing.
 - Needs to be walking/bike paths around the perimeter of the city to allow for future paths. Need to allow walking paths/sidewalks to promote the opportunity for students to walk to schools.
 - Safer crossings (Edwards Blvd) and intersections (Hwy 50 & Edwards Blvd)
 - Accessibility: connections around town, wider paths for bike trailers. Stop light(s) crossing Hwy 120 at Townline and Bloomfield.
 - City roads and sidewalks meet our needs.
 - Need bike to rent if don't have. More info on where to go.
 - Fix the sledding hill – fill so that the sledding hill is extended and doesn't end in the river – redirect the hill north and remove some brush.
4. **OPPORTUNITIES:** What do you consider as the highest priority/greatest opportunity for bike and pedestrian planning in Lake Geneva?
- Connect to Illinois to allow bike enthusiasts to visit Lake Geneva via bike.
 - Highest priority should be dangerous zones – bike path to schools.
 - Making safer passage across major intersections (Hwy 50/Walmart and Walgreens).
 - Safety – Walgreens (50 & Edwards), Edwards & Townline, Lakeshore Dr & Big Foot entrance, Lakeshore Dr & South St.
 - Tourists; bike share; facilities to support bike share use; paths; separate bike lanes downtown; bike stations – pump/tools along paths.
 - Safe crossing, safe paths, safe ways for people to get to food stores and drug store.
 - Using Hillmoor for recreation – public and private. Bike lane along S. Lakeshore Drive – many marathons here.
 - Clearly marked safe bike lanes.
 - Continue to work on making routes safer.
 - Safe road crossings.
 - Safe walking and riding to schools. Federal safe routes to school program. As Jane Jacobs would say, all sidewalks and paths should go to some place.
 - To allow people to park their cars at the perimeter and come into town without cars. Having somewhere to park/leave your bike safely. Geneva National, The Ridges, Grand Geneva – to be able to safely get to.
 - Safety
 - Need to provide walking paths to schools and shopping areas. Biking paths need to be available around the perimeter of the city limits.
 - Connecting the other communities and trails in Walworth County.

- Accessibility around town – safer sidewalks and pathways to access all areas around town.
- Very high - missing opportunity to explore more areas of Lake Geneva.
- Along the White River over the existing disc park – almost all paved – quiet and safe. Seating along the hiking trails for the elderly.

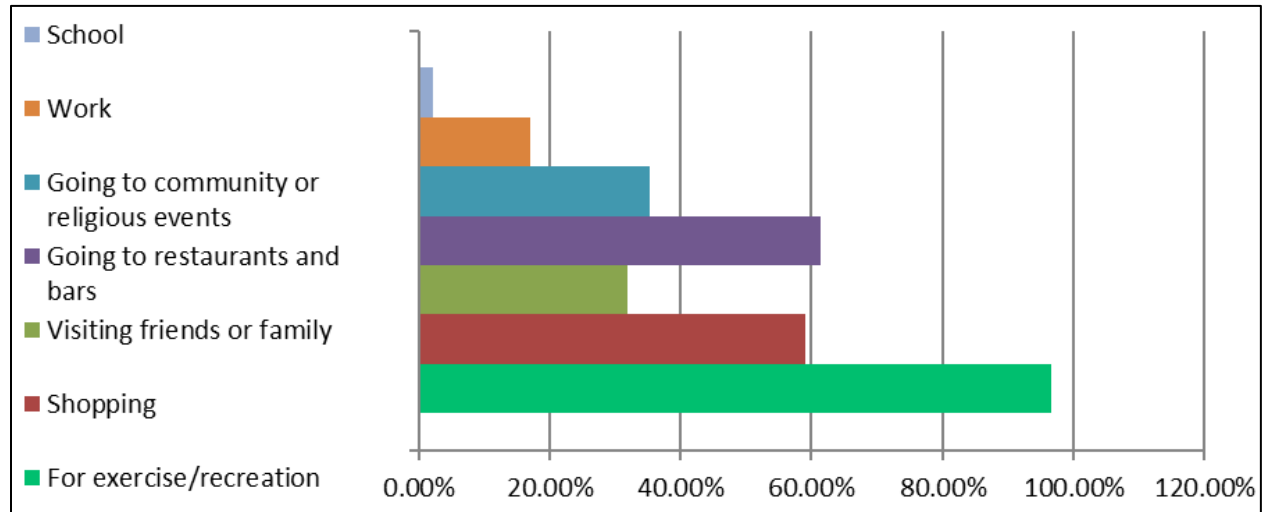
5. **OTHER SUGGESTIONS:** Please offer any comments, suggestions, or opinions you have concerning bike and pedestrian planning.

- Ensure that Lake Geneva plans create a unique experience not offered by other towns and areas in the region.
- For riders and pedestrians – safety for commuters is very important and then more extensive system for recreation riding connecting to the White River Trail.
- Keep paths that we have in good repair. City just did a great blacktop patch job in trail that runs behind Y to Curtis St. We need better maps of our current bike trails, especially showing how to get to bike trail from downtown.
- Make Google Maps data of bike paths along 120 more accurate (so tourists know they exist); better maintenance of current bike paths; both riding/walking surface as well as garbage pick-up.
- New construction: sidewalks on both sides of streets. Community/government – organized free events encouraging walking.
- Biggest tourist advantage would be connecting of Fox River Trail to Grand Geneva to Downtown to South Lakeshore Drive to BB and around to Fontana.
- Continue to work on an ultimate plan.
- I favor multi-use when applicable.
- Change zoning downtown to allow apartments above stores without requiring car parking. Instead require covered and secure bike parking.
- Please incorporate low cost, low impact projects to pursue initially to get city leaders moving on this future plan.
- The crosswalks and disability/ cut outs are poorly designed. A lot of our current w/c cutouts dump the pedestrians directly into lanes of traffic. Crosswalk at Hwy H/Bloomfield/South (between LGMS/BHS/2 apartment complexes) needs to be fixed immediately. Crosswalk dumps into traffic lanes.
- Maps/Apps of the trails in Lake Geneva and Walworth County.
- I am thrilled this opportunity has been communicated with our residents because I love Lake Geneva and want everyone to be able to get outside and be active.
- How much are you willing to pay in additional property taxes to support bike and walking trails?
- Landscaping, sculptures, and points of interest are needed to expand areas to tour. Communicating is necessary – visual maps.
- Put up “washrooms” on the concession stand at East View School parking lot.

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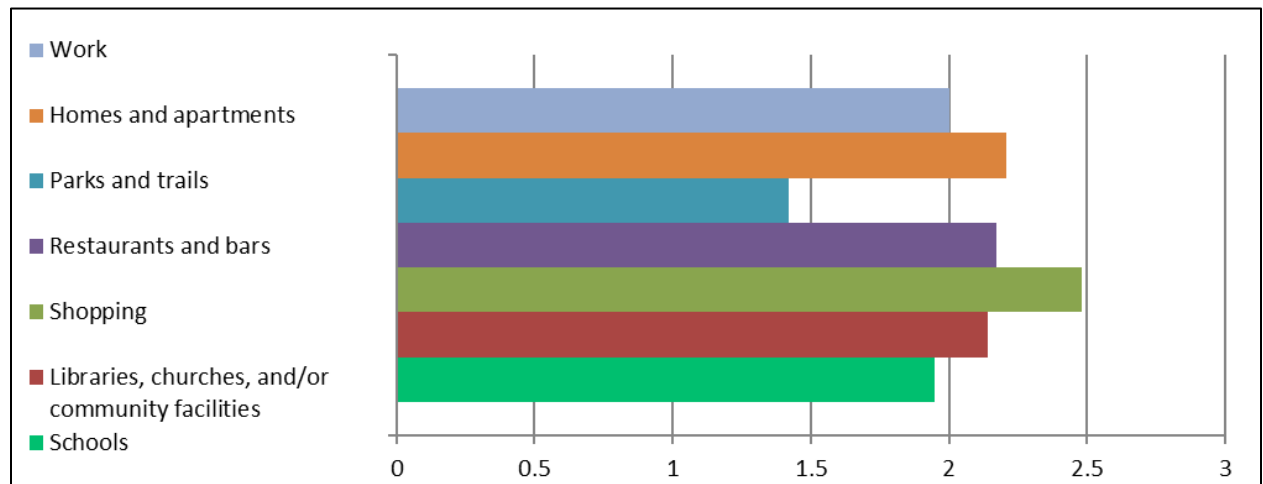
Appendix B: Online Survey Results

1. Which reasons do you walk for? Select all that apply.



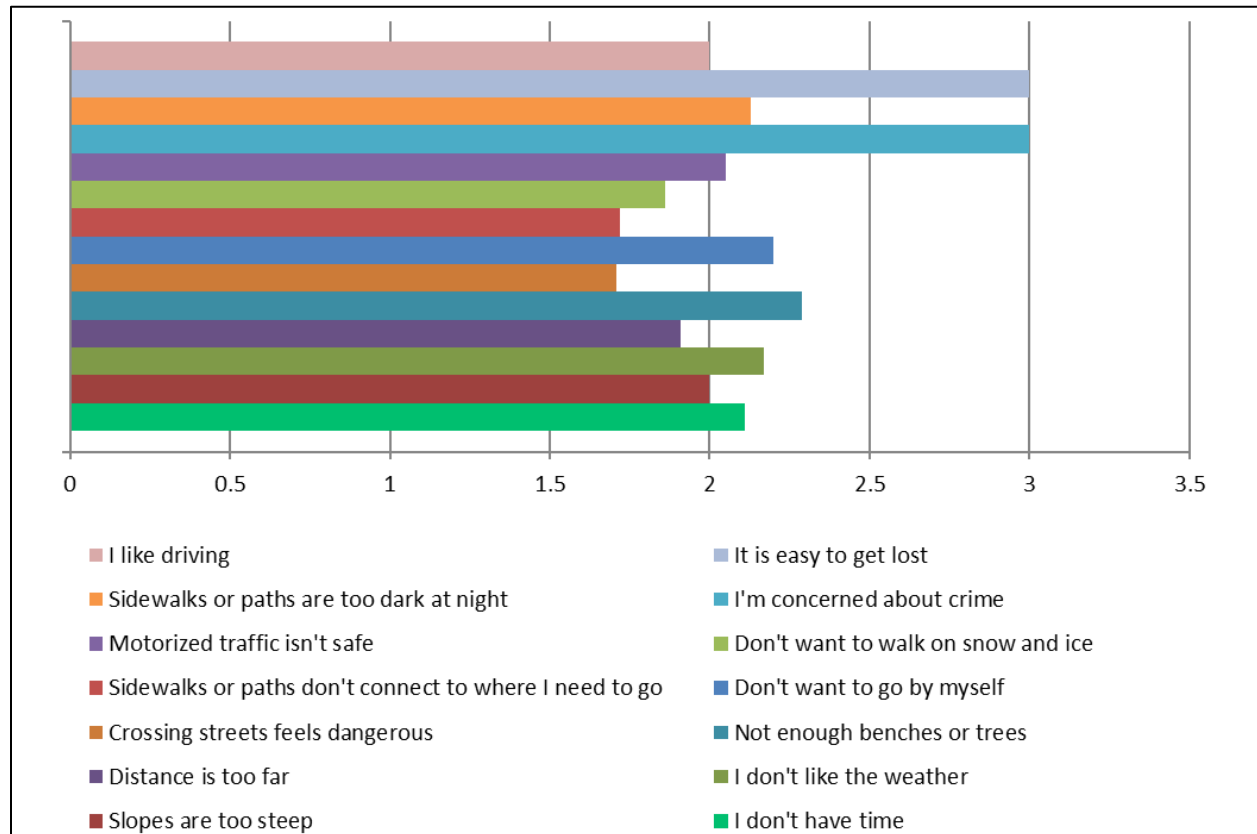
Answer Choices	Responses	
For exercise/recreation	96.59%	85
Shopping	59.09%	52
Visiting friends or family	31.82%	28
Going to restaurants and bars	61.36%	54
Going to community or religious events	35.23%	31
Work	17.05%	15
School	2.27%	2
	Answered	88
	Skipped	0

2. Choose the top 3 locations that you would like to see better pedestrian connections to:



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	36.84%	7	31.58%	6	31.58%	6	19	1.95
Libraries, churches, and/or community facilities	26.19%	11	33.33%	14	40.48%	17	42	2.14
Shopping	13.64%	6	25.00%	11	61.36%	27	44	2.48
Restaurants and bars	18.75%	9	45.83%	22	35.42%	17	48	2.17
Parks and trails	66.22%	49	25.68%	19	8.11%	6	74	1.42
Homes and apartments	20.83%	5	37.50%	9	41.67%	10	24	2.21
Work	16.67%	1	66.67%	4	16.67%	1	6	2
							Answered	88
							Skipped	0

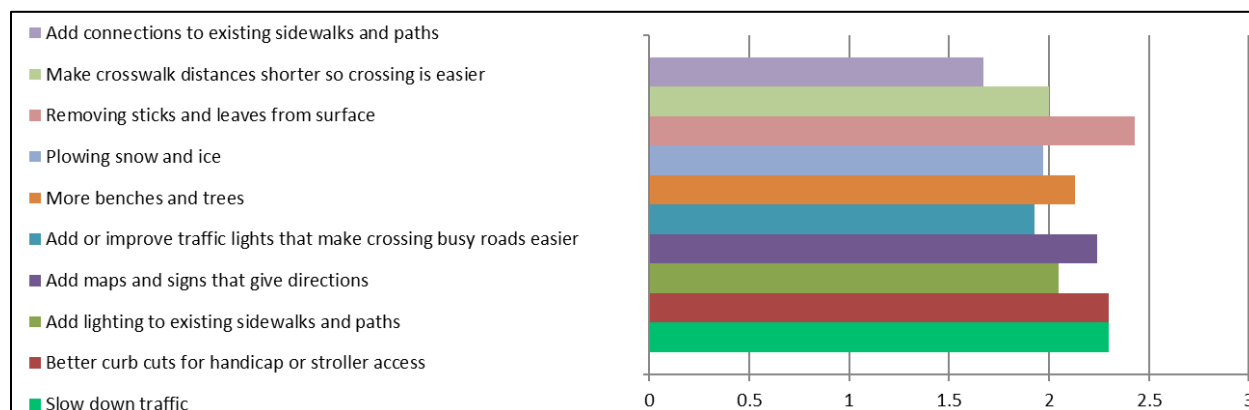
3. Choose the top 3 reasons that keep you from walking.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	31.58%	6	26.32%	5	42.11%	8	19	2.11
Slopes are too steep	33.33%	1	33.33%	1	33.33%	1	3	2
I don't like the weather	33.33%	4	16.67%	2	50.00%	6	12	2.17
Distance is too far	45.45%	5	18.18%	2	36.36%	4	11	1.91
Not enough benches or trees	28.57%	4	14.29%	2	57.14%	8	14	2.29

	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Crossing streets feels dangerous	45.71%	16	37.14%	13	17.14%	6	35	1.71
Don't want to go by myself	20.00%	1	40.00%	2	40.00%	2	5	2.2
Sidewalks or paths don't connect to where I need to go	48.15%	26	31.48%	17	20.37%	11	54	1.72
Don't want to walk on snow and ice	41.38%	12	31.03%	9	27.59%	8	29	1.86
Motorized traffic isn't safe	27.27%	6	40.91%	9	31.82%	7	22	2.05
I'm concerned about crime	0.00%	0	0.00%	0	100.00%	3	3	3
Sidewalks or paths are too dark at night	13.33%	4	60.00%	18	26.67%	8	30	2.13
It is easy to get lost	0.00%	0	0.00%	0	100.00%	3	3	3
I like driving	50.00%	2	0.00%	0	50.00%	2	4	2
							Answered	87
							Skipped	1

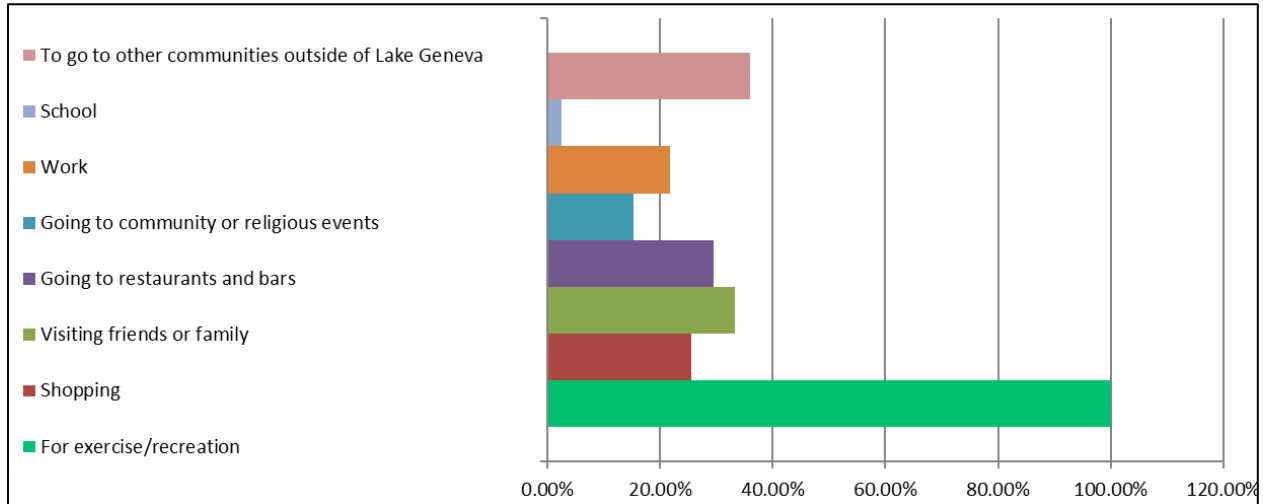
4. Choose the 3 top improvements that would improve your walking experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	20.00%	2	30.00%	3	50.00%	5	10	2.3
Better curb cuts for handicap or stroller access	20.00%	2	30.00%	3	50.00%	5	10	2.3
Add lighting to existing sidewalks and paths	31.58%	12	31.58%	12	36.84%	14	38	2.05
Add maps and signs that give directions	13.79%	4	48.28%	14	37.93%	11	29	2.24
Add or improve traffic lights that make crossing busy roads easier	40.48%	17	26.19%	11	33.33%	14	42	1.93
More benches and trees	13.33%	2	60.00%	9	26.67%	4	15	2.13
Plowing snow and ice	34.48%	10	34.48%	10	31.03%	9	29	1.97
Removing sticks and leaves from surface	14.29%	1	28.57%	2	57.14%	4	7	2.43

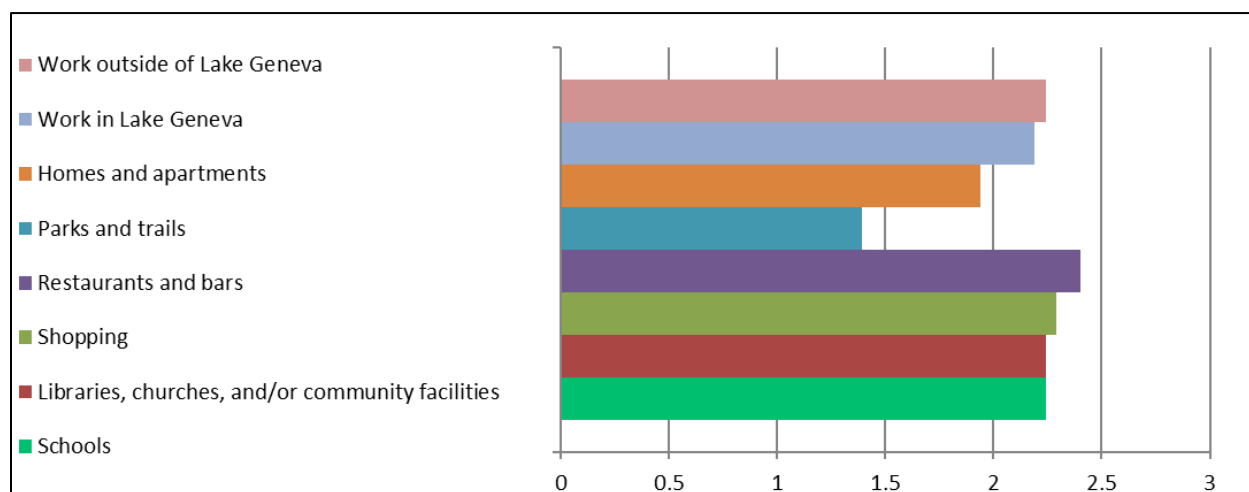
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Make crosswalk distances shorter so crossing is easier	14.29%	1	71.43%	5	14.29%	1	7	2
Add connections to existing sidewalks and paths	54.69%	35	23.44%	15	21.88%	14	64	1.67
							Answered	86
							Skipped	2

5. Which reasons do you ride a bicycle for? Select all that apply



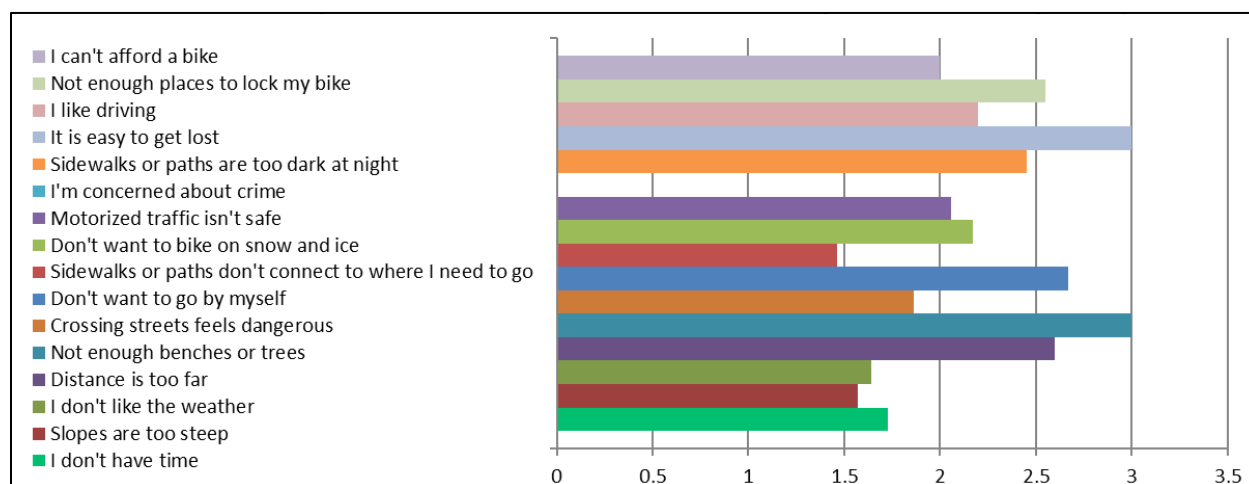
Answer Choices	Responses	
For exercise/recreation	100.00%	78
Shopping	25.64%	20
Visiting friends or family	33.33%	26
Going to restaurants and bars	29.49%	23
Going to community or religious events	15.38%	12
Work	21.79%	17
School	2.56%	2
To go to other communities outside of Lake Geneva	35.90%	28
	Answered	78
	Skipped	10

6. Choose the top 3 locations that you would like to see better bicycle connections to:



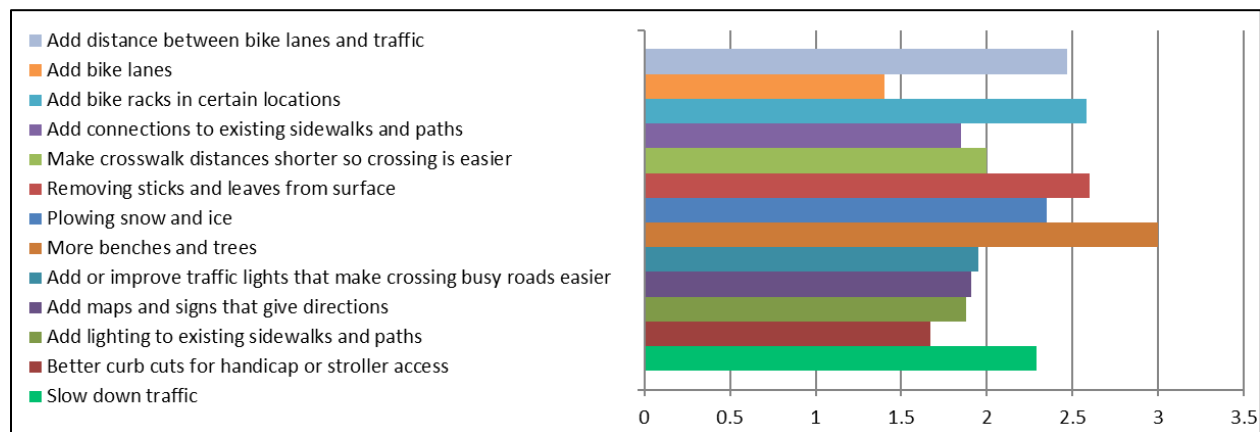
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	11.76%	2	52.94%	9	35.29%	6	17	2.24
Libraries, churches, and/or community facilities	26.47%	9	23.53%	8	50.00%	17	34	2.24
Shopping	20.83%	5	29.17%	7	50.00%	12	24	2.29
Restaurants and bars	13.33%	4	33.33%	10	53.33%	16	30	2.4
Parks and trails	69.01%	49	22.54%	16	8.45%	6	71	1.39
Homes and apartments	27.78%	5	50.00%	9	22.22%	4	18	1.94
Work in Lake Geneva	6.25%	1	68.75%	11	25.00%	4	16	2.19
Work outside of Lake Geneva	17.65%	3	41.18%	7	41.18%	7	17	2.24
							Answered	78
							Skipped	10

7. Choose the top 3 reasons that keep you from riding a bicycle.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	54.55%	6	18.18%	2	27.27%	3	11	1.73
Slopes are too steep	57.14%	4	28.57%	2	14.29%	1	7	1.57
I don't like the weather	54.55%	6	27.27%	3	18.18%	2	11	1.64
Distance is too far	0.00%	0	40.00%	2	60.00%	3	5	2.6
Not enough benches or trees	0.00%	0	0.00%	0	100.00%	2	2	3
Crossing streets feels dangerous	41.38%	12	31.03%	9	27.59%	8	29	1.86
Don't want to go by myself	0.00%	0	33.33%	1	66.67%	2	3	2.67
Sidewalks or paths don't connect to where I need to go	63.46%	33	26.92%	14	9.62%	5	52	1.46
Don't want to bike on snow and ice	13.04%	3	56.52%	13	30.43%	7	23	2.17
Motorized traffic isn't safe	22.22%	8	50.00%	18	27.78%	10	36	2.06
I'm concerned about crime	0.00%	0	0.00%	0	0.00%	0	0	0
Sidewalks or paths are too dark at night	18.18%	4	18.18%	4	63.64%	14	22	2.45
It is easy to get lost	0.00%	0	0.00%	0	100.00%	1	1	3
I like driving	40.00%	2	0.00%	0	60.00%	3	5	2.2
Not enough places to lock my bike	4.55%	1	36.36%	8	59.09%	13	22	2.55
I can't afford a bike	0.00%	0	100.00%	1	0.00%	0	1	2
							Answered	79
							Skipped	9

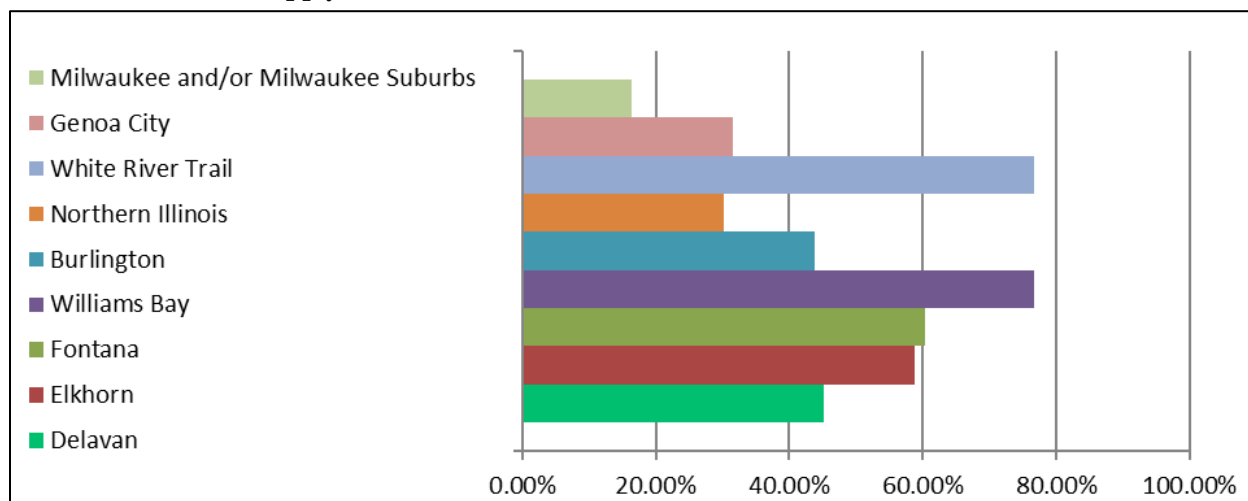
8. Choose the 3 top improvements that would improve your bicycling experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	28.57%	2	14.29%	1	57.14%	4	7	2.29
Better curb cuts for handicap or stroller access	66.67%	2	0.00%	0	33.33%	1	3	1.67
Add lighting to existing sidewalks and paths	31.25%	5	50.00%	8	18.75%	3	16	1.88

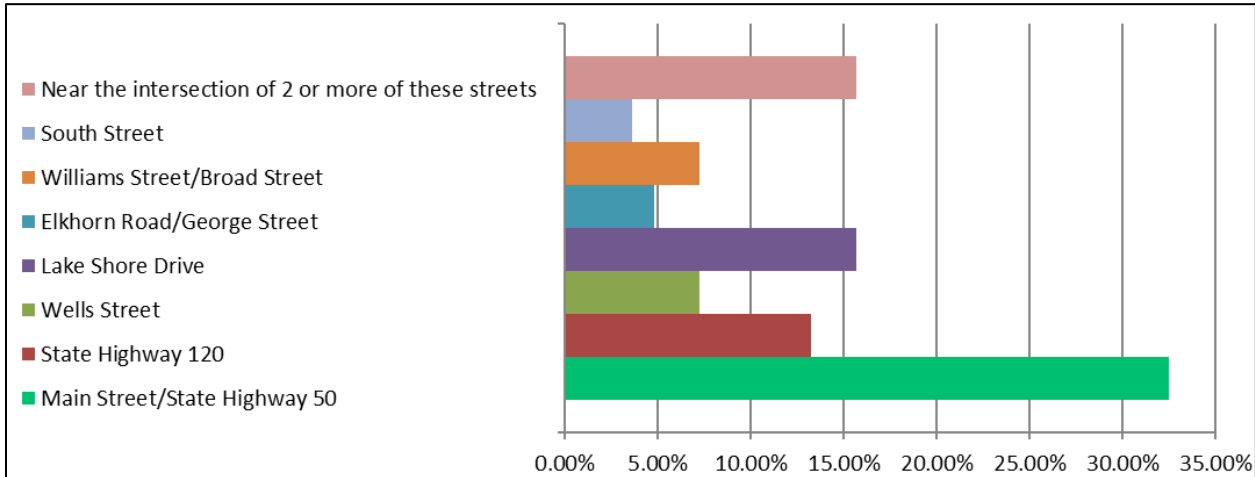
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Add maps and signs that give directions	36.36%	4	36.36%	4	27.27%	3	11	1.91
Add or improve traffic lights that make crossing busy roads easier	36.36%	8	31.82%	7	31.82%	7	22	1.95
More benches and trees	0.00%	0	0.00%	0	100.00%	1	1	3
Plowing snow and ice	17.65%	3	29.41%	5	52.94%	9	17	2.35
Removing sticks and leaves from surface	0.00%	0	40.00%	2	60.00%	3	5	2.6
Make crosswalk distances shorter so crossing is easier	0.00%	0	100.00%	1	0.00%	0	1	2
Add connections to existing sidewalks and paths	39.02%	16	36.59%	15	24.39%	10	41	1.85
Add bike racks in certain locations	10.53%	2	21.05%	4	68.42%	13	19	2.58
Add bike lanes	66.04%	35	28.30%	15	5.66%	3	53	1.4
Add distance between bike lanes and traffic	3.33%	1	46.67%	14	50.00%	15	30	2.47
							Answered	78
							Skipped	10

9. Which of the following communities do you bike to, or would you bike to if a trail connection was made? Select all that apply:



Answer Choices	Responses	
Delavan	45.21%	33
Elkhorn	58.90%	43
Fontana	60.27%	44
Williams Bay	76.71%	56
Burlington	43.84%	32
Northern Illinois	30.14%	22
White River Trail	76.71%	56
Genoa City	31.51%	23
Milwaukee and/or Milwaukee Suburbs	16.44%	12
	Answered	73
	Skipped	15

10. Which part of Lake Geneva needs pedestrian and/or bicycle upgrades the most? Choose one:



Answer Choices	Responses	
Main Street/State Highway 50	32.53%	27
State Highway 120	13.25%	11
Wells Street	7.23%	6
Lake Shore Drive	15.66%	13
Elkhorn Road/George Street	4.82%	4
Williams Street/Broad Street	7.23%	6
South Street	3.61%	3
Near the intersection of 2 or more of these streets	15.66%	13
	Answered	83
	Skipped	5

Appendix C: Summary of Questions and Comments from Open House

1. Did we miss anything? You may draw your ideas or suggestions on the Planned Facilities Map provided on the back of this page. Feel free to use the colored pencils provided to indicate different types of facilities or recreational needs. Please ask if you need additional information or assistance!
2. Did you take the Online Survey offered during Fall 2017? Yes (5) No (5)
3. Do you have any comments or suggestions on the proposed goals, objectives, or policies in the Draft Bicycle and Pedestrian Plan? (Refer to the handout of goals, objectives, and policies)
 - I think the idea to connect to Grand Geneva and other resorts is a great one. Would bring in more cyclists and would bring in more money. Also connecting larger cities (Milwaukee, Chicago).
 - Basic plan is pretty comprehensive. I like the plan for around the lake as it keeps them OFF the lakeshore path.
 - Need a sidewalk on one side of Park Street for pedestrians. This is a commercial area with a lot of truck traffic and we have to walk in the street.
 - Extend pedestrian sidewalks – circled area on map but extend all sidewalks that just stop abruptly.
 - Make the alleyway off of Broad Street one way going in.
 - Goal is to acquire Hillmoor Golf Course and put a visitor's center to filter traffic off of Route 50, in addition rent bikes and have a path behind the museum into town.
 - Could we add the Safe Route to Schools program to objectives? Could we change the stop lights to recognize bicycles?
4. Do you have any comments or suggestions on the proposed Planned Facilities Map? (Refer to the Exhibit of Map 2.)
 - The intersection at Wells and Main Street should be an intersection improvement. There is a sidewalk with a crosswalk, but nowhere to go once you get in front of KFC. Sidewalk or path – where does the crosswalk lead to?
 - There is already sidewalk down Center Street. Don't feel that sidewalk needs to be added to Sage Street – Sage makes sense for bikes though.
 - A path to the local grocery (Piggly Wiggly) – Interchange N.
 - There is a problem at the intersection of Center Street and Wisconsin (which dead-ends at embankment). I live there and observe SO MANY people taking U-turns on Center and having accidents. Also, impossible to see when turning left out of Wisconsin dead-end onto Center. Paths through Hillmoor area where possible.
 - Traffic light at intersection of Townline and Edwards Blvd.
 - Pedestrian walkway lighting. Traffic light at Townline and Edwards.
 - Address the intersection of Broad and North (south of there is a block with three restaurants and many businesses). Traffic from the north is going south at too fast a rate. Dangerous!
 - It is well conceived with seeming attention to ideas presented at the workshop.

5. Do you have any additional comments or suggestions on the Draft Bicycle and Pedestrian Plan? Where else should we plan for bicycle facilities and sidewalks?
- In front of KFC. Paths don't seem to coincide with parks/not near them.
 - Additional sidewalks – Curtis Street, so pedestrians can walk between Townline and Hwy 50 without worrying about traffic; Wells Street: extend sidewalk to Main Street. There is currently a gap. Bike paths – extend the bike path that terminates at Ridges apartments either east to 120 or south to Townline.
 - Need to have pedestrian sidewalk that runs from downtown to LGMS and BHS – we currently have intermittent sidewalks. Also, we need continuous sidewalks from downtown to Wal-Mart (on Main) and downtown to Piggly Wiggly via Broad Street. Sidewalks need to be at least four feet wide to allow for rolling carts.
 - Big Foot –mark routes inside of park that connect Lake Shore to South Street/and Lake Shore Drive to Wells
 - More paths everywhere.
 - Repair existing sidewalks! Negotiate purchase of embankment at north end to Sage, connecting to bike path across street.
 - Put bike lane onto interchange by bakery and Next Door Pub. Like to see bike lane from Lakeview to Elmwood.
 - Townline Road by Hudson and Cumberland Trail needs crosswalks. Lots of young families that bike into town and to Veterans Park.
 - Did I miss signage and maps identifying routes, etc.?

Appendix D: Funding Sources

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Wisconsin Stewardship Programs						
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	50% local match per project. \$4M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Priority for land acquisition. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features.	50% local match per project. \$1.6M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities.	50% local match per project. \$1.6M available each year.	May 1	- Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place. - May include enhancements of nature-based outdoor recreation.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Rivers Grant Program (URGP)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	50% local match per project. \$800,000 available each year.	May 1	- A comprehensive outdoor recreation plan is required to participate. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Federal Programs						
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities.	50% local match per project. - Land acquisition. - Development of recreational facilities.	May 1	A comprehensive outdoor recreation plan is required to participate.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Recreational Trails Program	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	50% local match per project. - Maintenance and restoration of existing trails. - Development and rehabilitation of trailside and trailhead facilities and trail linkages. - Construction of new trails (with certain restrictions on federal lands). - Acquisition of easement or property for trails purchase.	May 1	- Funds may only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan - Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Statewide Transportation Improvement Program (STIP)						
Transportation Alternatives Program (TAP)	Providing facilities for pedestrians and bicyclists. This program includes construction, planning, and design of on-road and off-road trail facilities and infrastructure for safe use by for pedestrians, bicyclists, and other non-motorized forms of transportation.	- Funded through FAST Act. 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	October - January	- Infrastructure projects between \$300,00 and \$1 million - Non-infrastructure projects over \$50,000	WisDOT Regional Transportation Management Area Authority (MPO)	Bob Schmidt Southeast Region (262)548-8789
Surface Transportation Program (STP)	Road improvement funds, which can be spent on a wide variety of projects, including roadway projects, bridges, transit facilities, and bicycle and pedestrian facilities.	- Funded through FAST Act 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	July – 6-year project cycle	- Facilities for pedestrians and bicycles. - System-wide bicycle planning. - Three sub-programs: Urban; Rural; Bridges	WisDOT	Bob Schmidt Southeast Region (262)548-8789

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Federal Transit Administration Funds						
Capital Investment Grants	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	Discretionary local match	Early spring	Funding for this program is allocated on a discretionary basis and requires a multi-year process.	WisDOT Division of Transportation Investment Management	Aileen Switzer (608)266-5791
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.	20% local match per project (funds are not awarded upfront but are reimbursed).	April - June	Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties	Federal Transit Authority WisDOT SEWRPC	Bob Schmidt Southeast Region (262)548-8789
Federal Highway Administration Safety Funds						
Highway Safety Improvement Program	Funds safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly, including intersection improvements.	10% local match per project.	August	Communities must include 5 years of crash data.	WisDOT Division of Transportation Investment Management	District 1 Office (608) 246-3800
Other Programs						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.	Technical assistance in the planning, management and implementation of downtown development projects	Spring	May benefit trail enhancements through streetscaping.	WEDC	Jason Scott (608) 210-6790
Bicycle Infrastructure & Advocacy Grant	Grants to build infrastructure that makes it easier for all people to ride bikes in their communities, including bike paths, bike lanes, trails, bridges, parking, and storage. Can also fund programs and initiatives that advocate for bikes and transform streets for bikes.	- Up to \$10,000 or up to 50% of project cost - No specific match amount, but leverage required	April and October	Applications should include performance metrics for measuring project success	People for Bikes	Zoe Kircos (303) 449-4893 x106

From: [Cindy Forster](#)
To: [Vanessa Jahns](#)
Subject: Univercity Alliance links Aug 20 agenda
Date: Tuesday, August 6, 2024 4:20:17 PM

Dear Cindy,

Great meeting you today! As promised, here are some materials that talk more about our program (including a detailed presentation designed for Lake Geneva):

1. Presentation (to explain more about how we work and what we've done): <https://uwmadison.box.com/s/glxar93obfu4mobwms439w58wulx7g1e>
2. Flyer: <https://uwmadison.box.com/s/9vmcqzkmjr8dn44te20f3em6nbizoj9f>
- 3: UniverCity Application: <https://univercity.wisc.edu/wp-content/uploads/sites/109/2023/06/UniverCity-RFP-2024-27.pdf>

Is this the kind of material that will be useful for you? If you need something different, let me know.

Have a great weekend!
Gavin

Gavin Luter
Managing Director, UniverCity Alliance
University of Wisconsin-Madison
<https://univercity.wisc.edu/>
Support UniverCity Alliance! [CLICK HERE](#).
Subscribe to our mailing list [HERE](#).

608-261-1141 **(NOTE: This number is forwarded to my cell phone)**
Hosted by the High Road Strategy Center, <https://highroad.wisc.edu/>

The University of Wisconsin–Madison occupies ancestral Ho-Chunk land, a place their nation has called Teejop (day-JOPE) since time immemorial. In an 1832 treaty, the Ho-Chunk were forced to cede this territory. Decades of ethnic cleansing followed when both the federal and state government repeatedly, but unsuccessfully, sought to forcibly remove the Ho-Chunk from Wisconsin. This history of colonization informs our shared future of collaboration and innovation. Today, UW–Madison respects the inherent sovereignty of the Ho-Chunk Nation, along with the eleven other First Nations of Wisconsin.

PRIVILEGED AND CONFIDENTIAL INFORMATION Please be advised that because e-mail is not a secure form of communication, I cannot ensure confidentiality of any information sent via e-mail. Nevertheless, this message (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521, is intended to be confidential, and may be privileged. It is intended only for the use of the person(s) named above. If you are not the intended recipient, you are hereby notified that any review, dissemination, distribution, or duplication of this communication is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Thank you for helping to maintain privacy.

UniverCity Alliance

Better • Places • Together



City of Lake Geneva
Thursday, March 14, 2024



Department of Civil and
Environmental Engineering

Division of Extension

Data Science
Institute

Department of Planning and
Landscape Architecture

COWS

Computer
Sciences

Cartography Lab

Population Health
Institute

Law School

La Follette School of
Public Affairs

School of
Business

School of Human
Ecology

School of Education

Global Health Institute

Institute for Research
on Poverty

Nelson Institute for
Environmental Studies

Morgridge Center for
Public Service

School of Medicine

Advisory Board



UniverCity Alliance
UNIVERSITY OF WISCONSIN-MADISON

UniverCity: What do we do?

UCY Four-Step Process



Local government partner identifies issues or questions.



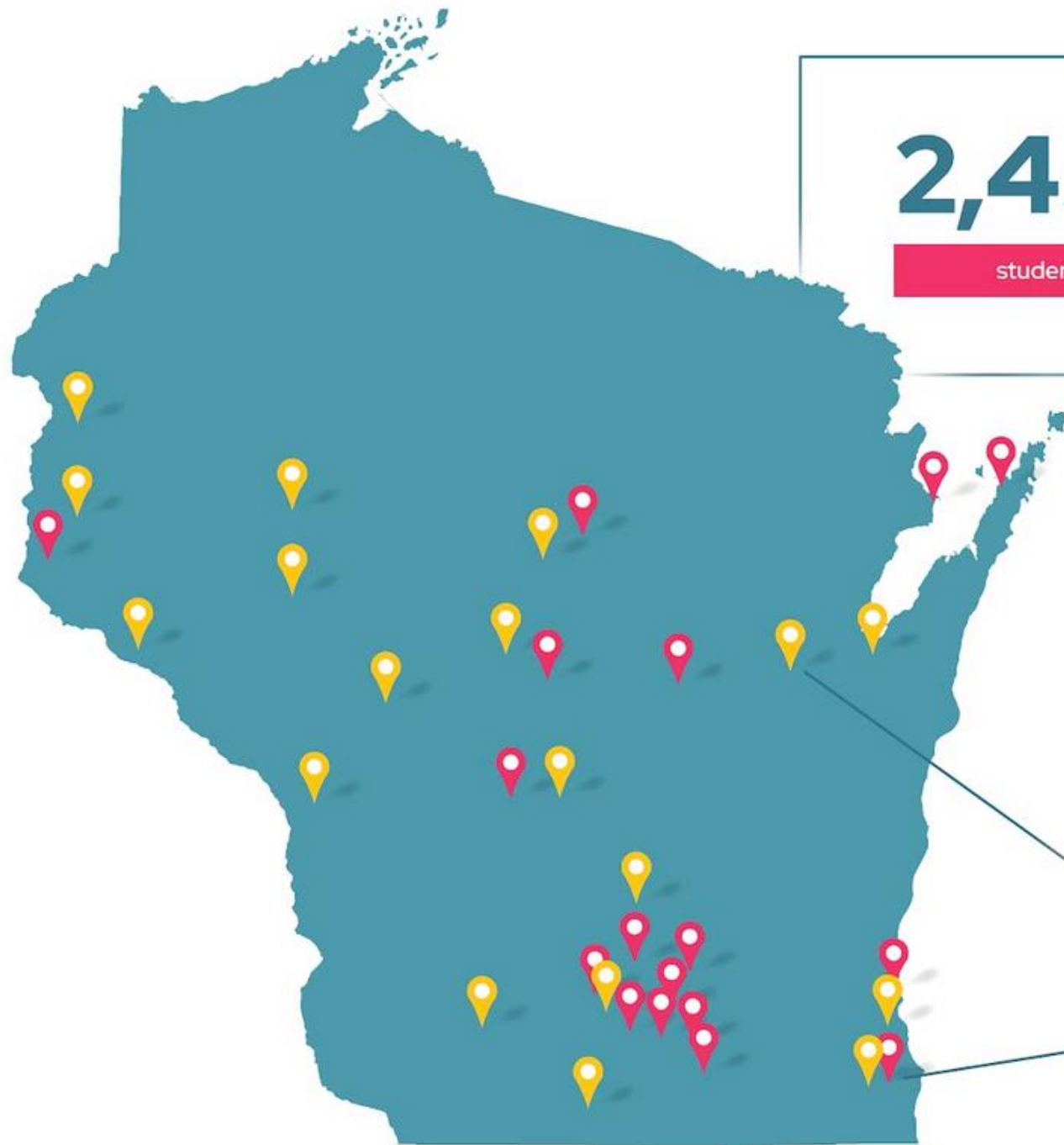
UCY matches projects with solution-based courses.



UW-Madison students work on the issues and questions.



Local government receives research, reports, designs, and implementation support.



2,453

students

325

projects

9

partner institutions

*data collected from 2016-23

Adams County
Brown County
Chippewa County
City of Marinette
City of Milton
City of Monona
City of Stoughton
City of River Falls
City of Waupaca
City of Wausau
City of Wisconsin Rapids
Columbia County

Dane County
Eau Claire County
Green County
Iowa County
Jackson County
Koshkonong Creek Collaborative
La Crosse County
Marathon County
Milwaukee County
Outagamie County
Pepin County
Polk County

Racine County
St. Croix County
Town of Germantown
Village of Cottage Grove
Village of DeForest
Village of Egg Harbor
Village of Marshall
Village of Mount Pleasant
Village of Shorewood
Village of Waunakee
Wood County

18 Counties

17 Cities, villages, towns, and groups

Health, Well-Being, & Equity

Green County

- Mental Health Navigator (Implemented); Teen Intervene Program (Toolkit being used), Data sharing to combat opioid crisis (Secured grant)

Wood County Health Department

- Creating a ROI model for Community Health Improvement Plan, roadmap for health equity, improving technology to activate trails

Adams County process for prioritizing mental health services

Diversity, Equity, and Inclusion: Native Nations, Equity in Hiring, Media Campaigns

City of Madison investigating creation of a “Friends of” group for Civil Rights

Involved Departments: Public Health, Environmental Studies, Civil Society and Community Studies, Industrial Systems Engineering

Sustainability

- Outagamie County: Sustainability Action Plan for Appleton Airport, process for organizing county departments' approaches to sustainability
- Marathon County: Measured public perceptions of Fenwood Creek for next step of public outreach, strategies for reducing salt use
- Brown County: Cost/benefit analysis for alternative uses for blue-green algae, strategies for harvesting the algae
- Juda School District: Energy audit, Alternative energy design, Resulted in more solar panels on the school & lower energy costs (saving \$30,000 per year)

Involved Departments: Public Affairs, Civil & Environmental Engineering, Energy Analysis and Policy, Extension, Nelson Institute for Environmental Studies, Industrial Systems Engineering, Forest & Wildlife Ecology

Criminal Justice Reform

Racine County

- Developing strategies for cultural competence in building of a new juvenile justice facility; Recommending changes for Alternatives to Corrections through Education (ACE) program; Designing community and family engagement strategies for new facility

Marathon County

- Evaluating drug treatment and OWI court; Evaluating arrest-decision models

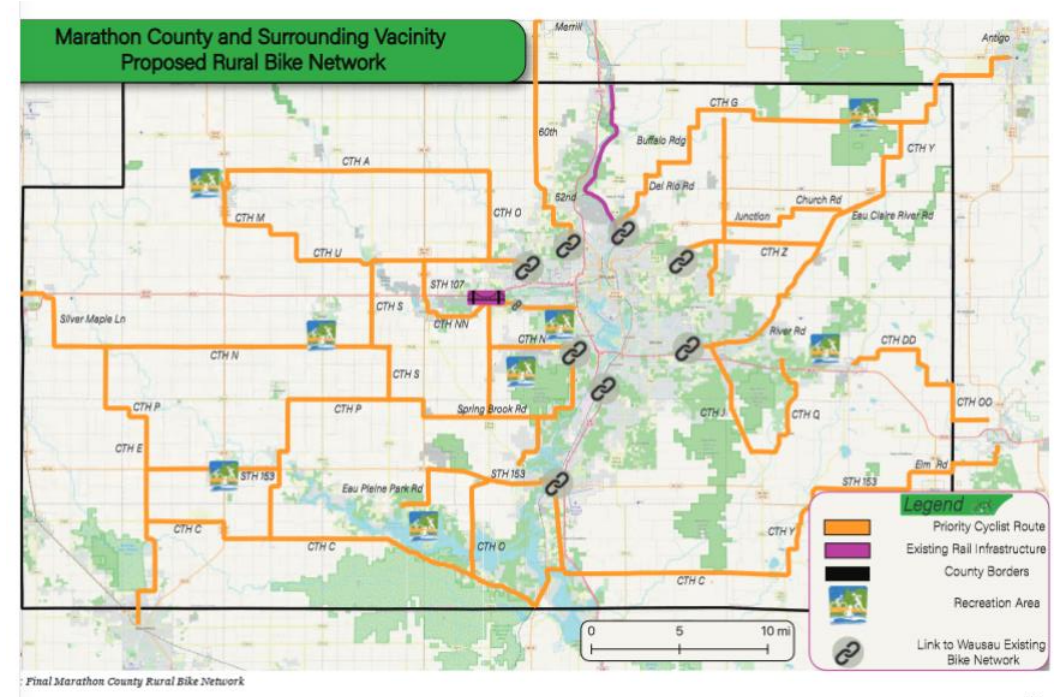
Brown County

- Evidence-based recommendations for prisoner re-entry

Involved Departments: Public Health, Law, Psychology, Human & Family Studies, Public Affairs

Parks & Recreation

- Rural bike infrastructure planning for Marathon County
- Monona Trails Master Planning
- Planting Designs for Ahuska Park in Monona
- Winnequah Park Master Plan
- Improving resident health through biking and walking



Involved Departments: Urban planning,
Soil Sciences, Landscape Architecture

Housing

- Affordable housing site analysis, values, and risks (Currently pitching rural, affordable pocket neighborhoods)
- Senior housing site plans (City council pitching to developers)



Site Acquisition Cost	\$372,700
Construction Budget	\$8,220,000
Developer Fee	\$822,000
Total Capital Budget	\$9,414,700
Less: HOME Grant	\$(400,000)
Less: HUD Grant	\$ (2,235,000)
Less: Tax Credit Equity	\$ (4,801,497)
Net Capital Budget	\$1,978,203

Income 2015	30% AMI	50%AMI	Market
\$43,990	\$13,197	\$21,995	\$26394
Affordable Rent	\$329.93	\$549.88	\$1319.7

Involved Departments: Real Estate & Urban Economics, Civil & Environmental Engineering

Economic Development

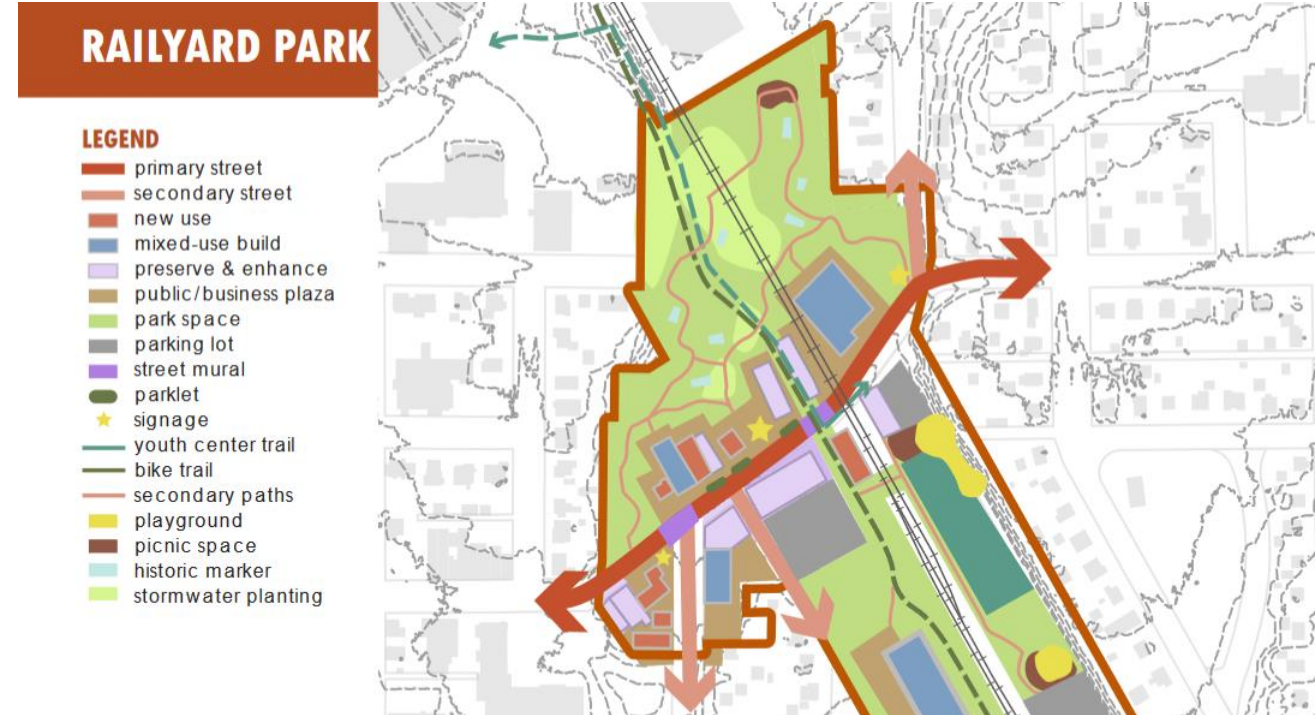
- Polk County re-branding materials (logo, SWOT analysis, stakeholder engagement plans)
- Outagamie County Mosquito Hill Nature Center revenue capture strategies
- Tourism Marketing (Using marketing materials)
- Trade Market Analysis & Planning (New businesses locating in Brodhead; Brought new stakeholders to table in Adams)
- Developing strategies to link arts, culture, and economic development



Involved Departments: Journalism/Communications, Extension, Agriculture & Applied Economics, MBA in Arts Administration, MBA in Marketing, Urban Planning, Landscape architecture

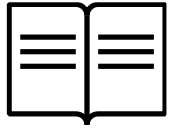
Planning & Placemaking

- Infill development plans (Monroe building a pocket park)
- Stoughton Railyard Park District Redesign
- Durand Main Street Revitalization Strategies
- Cottage Grove Road traffic calming & pedestrian/bike infrastructure planning
- Exploring alternative designs of the State Highway 42 corridor in the Village of Egg Harbor

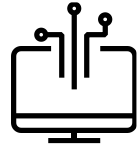


- Involved Departments: Urban Planning, Landscape Architecture, Civil & Environmental Engineering

Examples of work



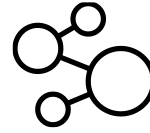
Best practice
reports



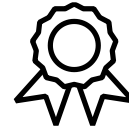
Data analysis



Communications/
promotional
materials



Data
visualization



Program
evaluation



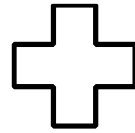
Site plans



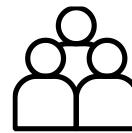
Policy
recommendations



Design
recommendations



Health
impact
assessments



Community
engagement



Staff
trainings



Case study
comparisons

Lake Geneva Parks Assistance

- Site Designs
- Environmental Assessments
- Turfgrass Management
- Economic Development / Marketing
- Public Affairs (Cost/Benefit Analysis)
- Water Resources Management
- And more!



Apply to be a UniverCity Year Partner



Request for Proposals

UniverCity Year

- Applications released in April, due early August 2024
- Required: Document community support, provide project ideas, document financial contribution, tell us general info about your county

Summary

Can students do something productive for communities? YES

Can these activities help communities make progress on community-identified goals? YES

What's needed for this to be successful? STRUCTURE OF UNIVERCITY YEAR

How can we work with Lake Geneva to have long-lasting relationships with all counties? TBD





gavin@cows.org

www.univercity.wisc.edu



UNIVERCITY YEAR

About UniverCity Year

UniverCity Year is a three-year partnership between UW–Madison and Wisconsin communities.

The concept is simple. The community partner identifies projects that would benefit from UW–Madison expertise. Faculty from across the university incorporate these projects into their courses, and UniverCity Year staff provide administrative support to ensure a successful collaboration.

The results are powerful. Partners receive big ideas and feasible recommendations that spark momentum towards a more sustainable, livable, and resilient future.

Join us as we create...
BETTER PLACES TOGETHER

UCY Four-Step Process



Local government partner identifies issues or questions.



UCY matches projects with solution-based courses.



UW–Madison students work on the issues and questions.



Local government receives research, reports, designs, and implementation support.

**A THREE-YEAR PARTNERSHIP
BETWEEN UW-MADISON AND
WISCONSIN COMMUNITIES**

UW-MADISON BENEFITS

UCY helps faculty and staff collaborate with communities across Wisconsin and share their time, talents and expertise with the places we call home.

“UniverCity Year aligns perfectly with our mission to move knowledge and discoveries off the campus and into the real world.”

—Charles Hoslet, UW-Madison Vice Chancellor for University Relations

STUDENT BENEFITS

UCY elevates students’ educational experience. Our undergraduate and graduate students interact regularly with accomplished professionals on real-world projects.

“Being able to talk to Monona staff and have them tell our class what they want is giving me more experience for the real world. What we do in this class will impact the community, when in normal academic settings, it just impacts our grade.”

—Sydney Prusak, UW-Madison student

COMMUNITY BENEFITS

Communities that work with UCY can expect tangible data, analysis, research, concept plans, designs and policy recommendations that create momentum, catalyze projects, and energize staff.

“Our return was definitely worth far more than our initial investment. The completed projects will save Monona tax dollars in the future because we will be able to go to consultants with refined project ideas, avoiding the time and expense of the initial development process.”

—Mary O'Connor, City of Monona Mayor



UniverCity Year Capabilities

What’s possible when you partner with UniverCity Year? High-road, sustainable, livable, and resilient communities. We welcome project proposals on a wide range of issues including the examples listed below.



UniverCity Year is made possible through the generous support of American Family Insurance, Evjue Foundation, UW-Madison Baldwin Wisconsin Idea Endowment, COWS, Nelson Institute for Environmental Studies, and alumnus John Holton.

Photo: Creative Commons, Travis Dewitz



JOIN US

UniverCity Year is comprised of community-focused faculty and staff from across UW-Madison, including those at COWS, Nelson Institute for Environmental Studies, Global Health Institute, Morgridge Center for Public Service, Department of Planning and Landscape Architecture, School of Human Ecology, Wisconsin School of Business, and more.

We thrive on connections. We are continuously seeking partners to accelerate innovation at the local level, to train the next generation of city leaders, to learn from each other, and to improve the places and lives of people across Wisconsin.

To learn more about our work and to get involved, please contact us.

University of Wisconsin-Madison
7122 Sewell Social Sciences
1180 Observatory Drive
Madison, WI 53706
608-261-1141
universityalliance@wisc.edu
university.wisc.edu



UniverCity Alliance
UNIVERSITY OF WISCONSIN-MADISON



REQUEST FOR PARTNERSHIPS

2024-2027

The UniverCity program at the University of Wisconsin-Madison is looking for local government partners to apply in 2024.

**Could this be your community? We can create
BETTER PLACES TOGETHER**

WHAT IS THE UNIVERCITY PROGRAM?

The UniverCity program is a multi-year partnership between UW-Madison and Wisconsin communities.

The concept is simple. Community partners identify projects that would benefit from UW-Madison expertise. Faculty from across the university incorporate these projects into their courses, and UniverCity staff provide administrative support to ensure a successful collaboration.

The results are powerful. Partners receive big ideas and feasible recommendations that spark momentum toward a more sustainable, livable, and resilient future.

WHAT DO WE BRING TO COMMUNITIES?

UW-Madison faculty, staff, and students are eager to help local governments think creatively about issues happening in cities, counties, towns, villages, school districts, or quasi-governmental agencies. The UniverCity program has the capacity to match local issues with upper-level undergraduate or graduate courses and several hundred hours of supervised student time.

Our partners have chosen to address broad issues facing their communities, like sustainability, diversity, economic development, education, social services, health, and housing. Some of the deliverables students have produced include: a mental health media campaign, recommendations to improve childcare opportunities, strategies for harvesting blue-green algae, affordable housing plans, best practices for criminal justice reform, and ways to advance diversity, equity, and inclusion.

Experienced UniverCity staff will guide the partnership every step of the way. We will work with you to write a Memorandum of Understanding (MOU) between our campus and your municipality, define the scope, manage logistics, coordinate media relations, troubleshoot, and generally take care of setting up, running, promoting, and evaluating the effort. We are here to make the partnership as successful and as easy as possible.

WHAT'S EXPECTED OF COMMUNITIES?

A successful UniverCity collaboration requires the local government partner to identify a partnership lead—usually a senior staff person directly accountable to the local government's executive—who supervises and coordinates the partner's participation. This person also oversees the process of identifying the issue-area themes and assigns government staff to support individual projects. Applicants should invite local organizations, businesses, and non-profits to help envision and plan UniverCity Year projects. We strongly encourage projects that address social justice. [Local Extension staff](#) could be a good resource for developing your application.

WHAT WILL THIS COST COMMUNITIES?

To help offset the program's operational costs, the local government partner must make a financial commitment to the effort — approximately \$30,000-\$40,000 for each issue-area or theme. Partners generally identify themes that each include five to seven projects. If you have a smaller number of projects or limited funds, please contact UniverCity program staff. We can help you apply for grants or solicit donors to help fund this effort.



WHEN WILL THIS HAPPEN? **

LATE SUMMER 2024: UniverCity program staff and local government leaders agree on the partnership content (at least in issue-area themes), staffing, expected outcomes, and sign a Memorandum of Understanding.

FALL 2024: Local government staff add specificity to projects and issue areas, and get buy-in from their community. Both partners agree on a robust project list to be matched with courses and faculty at UW-Madison and other campuses.



FALL 2024-WINTER 2025: UniverCity program staff and local government staff meet to deeply discuss the scope of work and final deliverables for each project.

SPRING-SUMMER 2025: UniverCity program staff match projects to faculty and courses.

FALL 2025: Fall semester classes work on UniverCity projects.

SPRING 2026: Spring semester classes work on UniverCity projects.

SUMMER 2026: The UniverCity program publishes a report summarizing projects and recommendations.

FALL 2026-SUMMER 2027: UniverCity program staff and faculty provide follow-up assistance for project implementation.

**** OFF-CYCLE APPLICATIONS:** If your application falls outside of our regular timeline, please contact UniverCity Alliance staff: UniverCityAlliance@wisc.edu

HOW ARE PROPOSALS EVALUATED?

UniverCity program staff and campus stakeholders will evaluate applications based on the following criteria:

TOP-LEVEL ADMINISTRATIVE SUPPORT AND CAPACITY:

The city/county manager or administrator, mayor, elected officials, and department managers indicate a willingness to involve UniverCity program staff and provide resources. There is sufficient staff capacity to successfully engage in a multi-year partnership with numerous projects and to carry work forward at the end of the collaboration.

LIKELIHOOD OF MATCH WITH COURSES:

Projects are within the capability of UW-Madison faculty and students, and involve rigorous research or technical needs.

PROJECT RELEVANCE: Projects directly relate to the community's short-term and long-term strategic goals, as embodied in a strategic plan, work plan, sustainability plan, policies, programs, etc.

FINANCIAL CONTRIBUTION: The financial contribution indicates that the community is committed to and values the partnership.

COMMUNITY COLLABORATION: Projects reflect efforts to collaborate with local organizations to envision, plan, and shape a shared future.

INCLUSIVITY & BELONGING: Projects explore aspects of social and environmental justice, and seek to elevate equity, diversity, and inclusion as part of a sustainable future for all.



WHAT ARE THE NEXT STEPS?

Applicants are encouraged to contact UniverCity program staff before drafting a proposal. We are available to visit your community to discuss the UniverCity program with local government leaders. Call 608.261.1141 for more information.

PROPOSAL REQUIREMENTS

COMMUNITY INFORMATION:

Provide your website address and contact information for your community leadership and the person who will serve as your UniverCityYear partnership lead.

DEMONSTRATION OF SUPPORT:

Include one support letter from a mayor, administrator, elected official, or department head indicating their willingness to help support the project financially and with staff time. Describe collaboration with local organizations for this project. Communities are welcome to submit more than one letter, but it is not expected.

FINANCIAL CONTRIBUTION:

Identify how much you can contribute.

PROPOSED PROJECTS:

Describe one to five issue areas (themes) in one to two paragraphs each. What are the questions? What added value are you expecting? If your projects do not fall into a common theme, give a short overview of each project in list format. Projects do not have to be finalized, but they should reflect a coherent idea, explain the questions you would like to have answered, and provide background about the issue. You can reference existing plans, reports or other documents that are relevant to the project (web links are helpful).

WHEN ARE PROPOSALS DUE?

Proposals are due on August 1, 2024. Contact us to discuss off-cycle options. Email your completed proposal in PDF format to UniverCityAlliance@wisc.edu

TESTIMONIALS

"UniverCity Year is important because it brings that experience at UW-Madison ... right down to the local community and says, 'Here's what's possible.'"

— Mike Olson
President and CEO, Bank of Brodhead

"To do that kind of work on such diverse, different topics would have never been done at the county level without being a part of UniverCity."

— Dave Mack,
Program Manager, Marathon County
Conservation, Planning & Zoning Department

"We see this as an opportunity to bring resources to issues that have been identified by our communities in their comprehensive plans and other planning processes, but without funding or staff, have been delayed."

— Cara Carper
Former Executive Director
Green County Development Corporation

"There is benefit not just to a county looking for assistance with projects ... but for our future workforce as well by students gaining practical experience they're going to see in the real world, that they may not see in the classroom."

— Phil Rentmeester
Director,
Marathon County Emergency Management

"We have moved the needle on some of the most important work that we need to do that often gets buried under the day-to-day grind."

— Todd Schmidt
Village of Waunakee Administrator

PHOTO CREDITS

Cover: University of Wisconsin-Madison
Page 3: Patrick Bodell



PROGRAMMING AGREEMENT

THIS AGREEMENT dated the 13th day of May, 2024, by and between the City of Lake Geneva (hereinafter "City") and the Geneva Lakes Family YMCA, Inc. (hereinafter "YMCA").

WITNESSETH:

WHEREAS, City and YMCA wish to work cooperatively to provide recreational services and utilize athletic fields owned by the City; and

WHEREAS, City and YMCA wish to ensure that recreational facilities and programs are available to as many residents of the City as possible; and

WHEREAS, City and YMCA wish to clarify the relative roles and responsibilities of each party to provide recreational facilities and programs to the residents of the City;

NOW THEREFORE, the mutual covenants contained herein and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged the parties hereto agree as follows:

1. The above recitals are incorporated herein by reference.
2. The term of this agreement shall be for a term of one (1) year commencing on the 13th day of May, 2024.
3. For the services recited herein, the City shall pay the sum of Sixty One Thousand Eight Hundred (\$61,800.00) Dollars per year for the term of this agreement. The sum shall be paid in bi-monthly installments.
4. In exchange for the sum provided herein, the YMCA shall do the following:
 - a. Provide no less than 2 written reports to the Board of Park Commissioners. Reports will be provided midseason and end of season and emailed to the City Clerk for distribution.
 - b. Provide recreational programs at Veterans Park as appropriate. List of programs shall include but not be limited to: T-Ball, Baseball, Softball, Travel baseball/ softball, Tournament level baseball/ softball, flag football, volleyball, soccer, Lacrosse, Adult softball, Coed softball, Adult Kickball, Pickleball.
 - c. Coordinate the use of the athletic fields at Veterans Park for use by all groups interested in using said fields in a non-discriminating manner. Ensure that all groups and organizations have equal access to the athletic fields provided by the City.

- d. Prepare the baseball/ softball fields for use by any organization regardless of their affiliation with the YMCA by marking the fields and placing of necessary equipment such as bases or volleyball nets. The YMCA shall be notified a minimum of one week in advance of events to coordinate proper staffing.
- e. Coordinate the use of the fields with the City of Lake Geneva through a shared calendar such as google calendar.
- f. Make books and records available to the City showing revenues received and expenses paid for use of Veterans Park. Submit a written, year-end financial statement directly to the Board of Park Commissioners.
- g. Provide no less than 15% discount rates for City residents participating in activities through the YMCA which are conducted at Veterans Park.
- h. Tournaments and other rentals at Veterans Park will be booked through the YMCA. Net proceeds will be shared equally between the City and the YMCA. A separate rental agreement will be used. See attached agreement.
- i. The YMCA and City of Lake Geneva shall each provide a One Million (\$1,000,000.00) Dollar liability insurance policy naming the other as an additional insured.
- j. Responsibilities and equipment available for use at Veterans Park shall be as follows:

City of Lake Geneva

Mowing

Trash pickup of entire park (except Concession stand and 2nd floor of Lions Den/asphalt area)

Gas for power equipment

Flowerbeds

Clean and maintain bathrooms

Bids out concession stand

City allows YMCA to use the garage for storage of equipment related to these activities (not use of Lions Den)

Owns and maintains regulation size soccer goals and nets

Basketball nets

YMCA

All field work/maintenance

Any field rental agreements

Check oil/filters, wash groomer

Concession Stand and 2" floor Lion' s Den/asphalt areas/ prep/ cleaning/trash pickup

Equipment purchases for programs

Maintain Batting cages

Owens Volleyball nets

Owens Bases

Owens chalker

Dispense of watering required for baseball game usage (water supplied by City)

Operations of any tournaments run thru the YMCA

Communication with City Clerk on scheduling of park

Repair and maintenance of ball field groomer.

Replacement cost of groomer when needed.

Owner of lawn tractor, push mower, golf cart- do all maintenance

k. The YMCA will ensure that the fields and facilities are used in a reasonable manner by all patrons and invitees of the YMCA.

l. YMCA serves as concessionaire for Veterans Park according to 2- year agreement. See attached agreement.

IN WITNESS WHEREOF, the undersigned have set their hand and seal this 13th of May, 2024.



Official Stamp
Todd Krause
Mayor

CITY OF LAKE GENEVA, a municipal corporation

BY

Todd Krause, Mayor

Attest:

Lana Kropf, City Clerk

GENEVA LAKES FAMILY YMCA., Inc.

BY