Village Hall, 262-567-2757
Fax, 262-567-4115
Public Works Dept., 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141
www.villageofsummitwi.gov

Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

AGENDA
Village Board Meeting
Thursday, July 9, 2026, at 6:30 P.M.
At the Summit Village Hall, 37100 Delafield Road

1. CALL TO ORDER
2. ROLL CALL AND CONFIRM POSTING
3. PLEDGE OF ALLEGIANCE

4. PUBLIC HEARING – To receive comments regarding an Ordinance to Create New Sections 30-42.5, 30-99.5, 30-137.5, 30-206.5, 30-235.5 & 30-272.5 in Chapter 30 entitled Waterways, Article II entitled Watercraft, to Regulate the Operation of a Motorboat in a Manner that Creates a Wake that is, or is Intended to be, or has the Ability to be Surfed by a Person.

5. PUBLIC HEARING – To receive comments regarding a request by Ryan Buck, Executive Pastor of White Stone Community Church, to amend the Village of Summit Future Land Use Map, which is part of the Village of Summit 2045 Comprehensive Plan, from the Industrial/Business Park designation to the Institutional designation on a portion of lands adjacent to the property that contains the current White Stone Church facilities, for the purpose of accommodating a new building used for religious and community related purposes. The property is part of Lot 2 of CSM #11983, located in the SE ¼ of Section 16, T7N, R17E (SUMT0637999009).

6. PUBLIC COMMENT

7. CONSENT AGENDA - Items listed under the Consent Agenda are considered in one motion unless a Village Board Member requests that an item be removed from the Consent Agenda
   A. Minutes of June 11, 2026 Regular Meeting
   B. June 2026 payables
   C. Acceptance and designation of donated funds from Oconomowoc Area Baseball Club in the amount of $15,015.00 for construction of a dumpster enclosure at Genesee Lake Road Park (Village Park)
   D. Acceptance and designation of donated funds from Oconomowoc Area Baseball Club in the amount of $675.00 for the purchase of a Pet Waste Station at Genesee Lake Road Park (Village Park)
   E. Application for Special Events License for GLP Acquisitions, dba Golden Lake Pub for a car show fundraiser for Type One Diabetes on August 8, 2026 from 12 pm to 6 pm at 604 S Golden Lake Road

8. PLANNING DEPARTMENT
   A. Discussion and action on an Ordinance to amend the Village of Summit Future Land Use Map, which is part of the Village of Summit 2045 Comprehensive Plan, from the Industrial/Business Park designation to the Institutional designation on a portion of lands adjacent to the property that contains the current White Stone Church facilities to accommodate a new building used for religious and community related purposes. The property is owned by White Stone Community Church as is described as part of Lot 2 of CSM #11983, located in the SE ¼ of Section 16, T7N, R17E (SUMT0637999009).

B. Discussion and action on an Ordinance to amend the text of the Village of Summit Zoning and Shoreland Protection Ordinance that repeals and recreates Section 111-353 to create a new Mixed Use Zoning District at the request of Cobalt Partners, LLC on behalf of Pabst Farms Land Co C LLC and Pabst Farms Land Co R LLC, property owners of land in the Pabst Farms Development identified as SUMT0629998011 & SUMT0629998012.
C. Discussion and action to initiate an application to modify and create new definitions in Article XV "Definitions" of the Zoning and Shoreland Protection Ordinance to provide meaning to the terms fast casual, interactive/individual teller machine, and building height.
D. Discussion and action on request to use a home in the Village of Summit for Christmas Fantasy House 2026

9. WESTERN LAKES FIRE DISTRICT
   A. Monthly Report
   B. Discussion and action on a Memorandum of Understanding between City of Oconomowoc, Villages of Summit, Dousman, Lac LaBelle, and Towns of Ottawa, Merton, Oconomowoc and the Western Lakes Fire District regarding Fire Station Impact Fees and Cost Sharing

10. PUBLIC WORKS DEPARTMENT
   A. Monthly Administrative Report
   B. Discussion and action on approval of a 2026 Farmland Lease Agreement with Daniel Rollefson for rental of land at Genesee Lake Road Park (Village Park)
   C. Discussion and action on Road Bond Policy
   D. Discussion and action on proposed Resolution to Amend the Official Traffic Map to Prohibit Parking on a Portion of N Cedar Ridge Road
   E. Discussion and action on status of Massey Ferguson tractor
   F. Discussion and action on Park Needs Assessment & Impact Fee Analysis proposals & recommendation of Contract Award

11. POLICE DEPARTMENT
   A. Monthly Report

12. VILLAGE BOARD
   A. Discussion and action on an Ordinance Create New Sections 30-42.5, 30-99.5, 30-137.5, 30-206.5, 30-235.5 & 30-272.5 in Chapter 30 entitled Waterways, Article II entitled Watercraft, to Regulate the Operation of a Motorboat in a Manner that Creates a Wake that is, or is Intended to be, or has the Ability to be Surfed by a Person.
   B. Discussion and action on application and resolution for authorization of borrowing for 2026 Capital Improvement Projects
   C. Discussion and action to allow an individual to act on behalf of the Village of Summit to allow future multi-jurisdictional access for ATV/UTV routes
   D. Discussion and action to set date for special meeting to discuss event facilities
   E. Discussion and action to set date for 2027 Budget and Capital Improvement Projects Workshop
   F. Discussion and action to set items for August 13, 2026 regular Village Board meeting

13. ADJOURN VILLAGE BOARD MEETING

Respectfully Submitted,

Debra J. Michael, WCMC

Village Administrator-Clerk/Treasurer
Next Regular Meeting: August 13, 2026 **Posted: July 2, 2026**

**** Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service contact the Village Hall at 567-2757.
It is possible that members of and possible a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any other governmental body except by the Village Board noticed above.

Village Hall, 262-567-2757
Fax, 262-567-4115
Public Works Dept., 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141

Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

PUBLIC HEARING NOTICE
VILLAGE OF SUMMIT, WISCONSIN

Thursday, July 9, 2026

The Village of Summit Village Board will be convening a public hearing on **Thursday, July 9, 2026, at 6:30 p.m.,** at the Summit Village Hall located at 37100 Delafield Road, Summit, Wisconsin as required by section 30.77(3)(aw)(2) of the Wisconsin Statutes. The purpose of this hearing is to receive comments regarding an Ordinance to create new sections of Chapter 30 entitled Waterways, Article II entitled Watercraft, to regulate the operation of a motorboat in a manner that creates a wake that is, or is intended to be, or has the ability to be surfed by a person.

The proposed ordinance and supporting documentation are available for review at the Village of Summit Village Hall, 37100 Delafield Road, during normal business hours starting June 5, 2026.

All persons interested are invited to attend this hearing and be heard. Written comments regarding this public hearing may be emailed to the Village Deputy Clerk at deputyclerk@villageofsummitwi.gov or by using this link: https://villageofsummitwi.gov/contact-comment/ and those comments will be provided to the Village Board members.

For more information regarding this public hearing, please contact Debbie Michael, Village Administrator-Clerk/Treasurer, at the Summit Village Hall (262) 567-2757 or administrator@villageofsummitwi.gov.

VILLAGE OF SUMMIT

Debra J. Michael, WCMC
Administrator-Clerk/Treasurer

Posted: June 5, 2026

Village Hall, 262-567-2757
Fax, 262-567-4115
Highway Dept., 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141
www.villageofsummitwi.gov

Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

PUBLIC HEARING NOTICE
VILLAGE OF SUMMIT, WISCONSIN

Thursday, July 9, 2026

Please be advised that in accordance with § 66.1001 Wisconsin Statutes, this Class I notice provides notification that the Village of Summit Village Board will be convening a public hearing immediately following another public hearing that will take place on **Thursday, July 9, 2026, at 6:30 p.m.,** at the Summit Village Hall located at 37100 Delafield Road, Summit, Wisconsin. The purpose of this hearing is to receive and respond to comments regarding a request by Ryan Buck, Executive Pastor of White Stone Community Church, to amend the Village of Summit Future Land Use Map, which is part of the Village of Summit 2045 Comprehensive Plan, from the Industrial/Business Park designation to the Institutional designation on a portion of adjacent lands to the church property to accommodate a new building used for religious and community related purposes. The property is part of Lot 2 of CSM #11983, located in the SE ¼ of Section 16, T7N, R17E (SUMT0637999009).

Information regarding this application is available for review at the Village of Summit Village Hall, 37100 Delafield Road, during regular business hours. Citizens may email written comments regarding this public hearing to the Village Deputy Clerk at deputyclerk@villageofsummitwi.gov or by using this link: https://villageofsummitwi.gov/contact-comment/. Verbal comments may be provided at the meeting. For more information regarding this public hearing, please contact Amy Barrows, Village Planner, at the Summit Village Hall (262) 567-2757.

All interested parties will be heard.

VILLAGE OF SUMMIT

Amy Barrows, Village Planner

Published: June 4, 2026
Posted: June 4, 2026

VILLAGE OF SUMMIT
Payables Report for
July 9, 2026 Meeting
Prepared by Debbie Michael

Summary of June 2026 Payables

Batches For Payment:

Paid Batches:

$ Amount	Description
7,680.00	May Planner

To be Paid Batches:

$ Amount	Description
192,171.12	June Payables
-	Credit Card -DON'T HAVE YET

Total $ 199,851.12	

Total June Payables for Approval: $ 199,851.12

Approved by the Summit Village Board on this the 9th day of July, 2026

Engineering	**$**	**4,573.52**
Village		1,125.99
Chargebacks		3,447.53
Planning		**7,680.00**
Planner		5,520.00
Special Project		-
Chargebacks		2,160.00
Legal	**$**	**12,598.50**
Village		8,522.20
Chargebacks		4,076.30

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
	7/10/2026	10-33 VEHICLE SERVICES LLC			
SET UP NEW F-150					
400-00-57400-000-000	CAPITAL PURCHASE				8,074.32
SET UP NEW F-150			4507		
				Total	8,074.32
	7/10/2026	ACCURATE APPRAISAL LLC			
JULY 2026					
100-00-51530-290-000	ASSESSOR O/S SERVICES				2,500.00
JULY 2026			6431		
				Total	2,500.00
	7/10/2026	ACE HARDWARE OF OCONOMOWOC			
fasteners					
100-00-53300-350-000	PUBLIC WORKS EQUIP MAINT				15.11
fasteners			264085		
100-00-54910-390-000	CEMETERY EXPENSE				9.16
FASTENERS			264337		
100-00-51600-240-000	VILLAGE HALL REPAIRS & MAINT				10.00
WASP/HORNET FOAM			264320		
				Total	34.27
	7/10/2026	AUTO SERVICE AIDS LLC			
VEHICLE LIFT INSPECTION					
100-00-53300-350-000	PUBLIC WORKS EQUIP MAINT				100.00
VEHICLE LIFT INSPECTION			6926		
				Total	100.00
	7/10/2026	B&B TRAILERS			
DUPLICATE TITLE 2021 LOAD TRAIL TRAILER					
100-00-53300-390-000	PUBLIC WORKS EXPENSE				75.00
DUPLICATE TITLE 2021 LOAD TRAIL TRAILER			42411		
				Total	75.00
	7/10/2026	BIG JIM'S SMALL ENG SERV			
LABOR CHAINSAW					
100-00-53300-350-000	PUBLIC WORKS EQUIP MAINT				36.12
LABOR CHAINSAW			162372		
				Total	36.12

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
	7/10/2026	CITY OF DELAFIELD POLICE DEPARTMENT			
SEATBELT GRANT MAR 2026					
100-00-52104-000-000		POLICE GRANT POOL PYMNT			362.80
SEATBELT GRANT MAR 2026			MARCH 2026		
100-00-52104-000-000		POLICE GRANT POOL PYMNT			1,077.97
SEATBELT GRANT POOL MAY 2026			MAY 2026		
				Total	1,440.77
	7/10/2026	CITY OF OCONOMOWOC POLICE DEPARTMENT			
SEATBELT GRANT MAR 2026					
100-00-52104-000-000		POLICE GRANT POOL PYMNT			3,352.04
SEATBELT GRANT MAR 2026			MARCH 2026		
100-00-52104-000-000		POLICE GRANT POOL PYMNT			2,605.22
SEATBELT GRANT POOL MAY 2026			MAY 2026		
				Total	5,957.26
	7/10/2026	CITY OF WAUKESHA			
RETIREMENT SIGN CHIEF HARTERT					
100-00-53300-390-000		PUBLIC WORKS EXPENSE			75.00
RETIREMENT SIGN CHIEF HARTERT			32260115		
				Total	75.00
	7/10/2026	COREY OIL LTD			
490.7 GAL GAS					
100-00-52100-250-000		POLICE FUEL			1,621.77
490.7 GAL GAS			417579		
100-00-52100-260-000		POLICE SQUAD REP & MAINT			-20.00
55 G DRUM RETRUN			183900		
100-00-53300-250-000		PUBLIC WORKS FUEL			1,245.91
297 GAL DIESEL			417457		
100-00-52100-250-000		POLICE FUEL			1,183.24
347.5 GAL UNLEADED GAS			417930		
100-00-53300-250-000		PUBLIC WORKS FUEL			994.72
264.2 GAL DIESEL			418726		
				Total	5,025.64
	7/10/2026	CORNERSTONE ONE LLC			
LABOR WATERHEATER IN LOCKDOWN MODE					

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
100-00-51600-240-000	VILLAGE HALL REPAIRS & MAINT				362.00
LABOR WATERHEATER IN LOCKDOWN MODE		9529			
				Total	362.00
	7/10/2026	DAN PLAUTZ CLEANING SERVICE, INC.			
JUNE CLEANING					
100-00-51600-280-000	VILLAGE HALL CLEANING				794.00
JUNE CLEANING		9780			
				Total	794.00
	7/10/2026	DECKER SUPPLY CO INC			
BARRICADES & TRAFFIC CONTROL SIGNS					
100-00-53300-390-000	PUBLIC WORKS EXPENSE				1,651.50
BARRICADES & TRAFFIC CONTROL SIGNS		937003			
				Total	1,651.50
	7/10/2026	DIVERSIFIED BENEFIT SERVICES INC			
JUNE FSA ADMIN					
100-00-51600-210-000	VILLAGE HALL 3RD PARTY ADMIN				105.00
JUNE FSA ADMIN		481465			
				Total	105.00
	7/10/2026	FIRST RESPONDERS PSYCHOLOGICAL SERVICES LLC			
OFFICE THERAPY - COMM OUTREACH HERBERT					
100-00-52105-000-000	COMMUNITY OUTREACH PROG				750.00
OFFICE THERAPY - COMM OUTREACH HERBERT		0526SUMPD			
				Total	750.00
	7/10/2026	G-BROCKS AUTO REPAIR			
618 2016 FORD EXPLORER MOUNT/BAL					
100-00-52100-260-000	POLICE SQUAD REP & MAINT				124.00
618 2016 FORD EXPLORER MOUNT/BAL		159865			
100-00-54910-390-000	CEMETERY EXPENSE				52.50
2000 CHEVY 3500 INSTALL TUBE		159704			
				Total	176.50
	7/10/2026	GFL ENVIRONMENTAL			
MSW/RECY/YW 2311					
100-00-53620-000-000	GARBAGE & RECYCLING				45,166.09
MSW/RECY/YW 2311		U7000000000362660			

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
				Total	45,166.09
	7/10/2026	HOOPSTER PERFORMANCE GRAPHICS			
GRAPHICS FOR 2026 F150 #616					
400-00-57400-000-000		CAPITAL PURCHASE			580.00
GRAPHICS FOR 2026 F150 #616			7184		
				Total	580.00
	7/10/2026	HUFF-N-PUFF			
TREADMILL & ELIPTICAL SERVICE - COMM OUT					
100-00-52105-000-000		COMMUNITY OUTREACH PROG			225.00
TREADMILL & ELIPTICAL SERVICE - COMM OUT			130854		
				Total	225.00
	7/10/2026	INSIGHT FS			
125 GAL TURF TREATMENT					
100-00-53300-370-000		PUBLIC WORKS ROAD MAINTENANCE			121.31
125 GAL TURF TREATMENT			57059256		
100-00-55200-390-000		RECREATION EXPENSE			121.31
125 GAL TURF TREATMENT			57059256		
				Total	242.62
	7/10/2026	ITU ABSORB TECH INC			
COVERALLS					
100-00-53300-390-000		PUBLIC WORKS EXPENSE			7.08
COVERALLS			8739973		
100-00-53300-390-000		PUBLIC WORKS EXPENSE			7.08
COVERALLS			8747348		
100-00-51600-240-000		VILLAGE HALL REPAIRS & MAINT			17.12
MATS & SHOP TOWELS			8743681		
100-00-53300-390-000		PUBLIC WORKS EXPENSE			7.08
COVERALLS			8743681		
100-00-51600-240-000		VILLAGE HALL REPAIRS & MAINT			145.95
MATS & SHOP TOWELS			8751060		
100-00-53300-350-000		PUBLIC WORKS EQUIP MAINT			7.08
COVERALLS			8751060		
				Total	191.39
	7/10/2026	KM TREE SERVICES LLC			
2 BOX ELDERS					

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
100-00-53300-370-000		PUBLIC WORKS ROAD MAINTENANCE			850.00
2 BOX ELDERS			2795		
				Total	850.00

7/10/2026 KONTNEY COMPUTER GROUP
OFFICER SCHNEIDER SET UP

100-00-52100-390-000		POLICE EXPENSE			112.50
OFFICER SCHNEIDER SET UP			26651		
				Total	112.50

7/10/2026 METLIFE
SUPPLEMENTAL VISION

100-00-21530-000-000		INSURANCE PAYABLE			31.10
SUPPLEMENTAL VISION			JULY 1 2026		
				Total	31.10

7/10/2026 MUNICIPAL INSPECTORS LLC
MAY BLDG PERMITS

100-00-52400-290-000		BUILDING INSPECT O/S SERVICES			16,480.04
MAY BLDG PERMITS			MAY 2026		
				Total	16,480.04

7/10/2026 MUNICIPAL LAW & LITIGATION GROUP SC
MISC LEGAL MAY/JUN

100-00-51300-290-000		LEGAL EXPENSE O/S SERVICES			6,835.40
MISC LEGAL MAY/JUN			18064		
100-00-51300-290-000		LEGAL EXPENSE O/S SERVICES			1,336.80
COURT V OF SUMMIT			18064		
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE			188.90
ROGERS			18064		
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE			928.70
WHITE STONE			18064		
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE			2,541.70
PABST FARMS			18064		
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE			35.00
KOPPLIN			18064		
100-00-51300-290-000		LEGAL EXPENSE O/S SERVICES			125.00
LIBBEY LITIGATION			18064		

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE			35.00
LAYLAN EXT TERR CSM			18064		
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE			347.00
CHOPP			18064		
100-00-51300-290-000		LEGAL EXPENSE O/S SERVICES			225.00
WATERVILLE LAKE DAM			18064		
				Total	12,598.50

7/10/2026 OCONOMOWOC LANDSCAPE SUPPLY
3/4" CRUSHED LIMESTONE 2.96TN BALL FIELD

100-00-55200-390-000		RECREATION EXPENSE			106.56
3/4" CRUSHED LIMESTONE 2.96TN BALL FIELD			S422424		
100-00-54910-390-000		CEMETERY EXPENSE			26.99
STRAW BLANKET			S421764		
100-00-53300-340-000		PUBLIC WORKS ICE & SNOW			26.99
STRAW BLANKET			S421764		
100-00-54910-390-000		CEMETERY EXPENSE			26.99
STRAW BLANKET - GRAVES			S421490		
100-00-54910-390-000		CEMETERY EXPENSE			96.99
STRAW BLANKET & SCREENED TOPSOIL			S421382		
				Total	284.52

7/10/2026 ORGANIZATION DEVELOPMENT CONSULTANTS
LIU ASSESSMENT

100-00-52100-390-000		POLICE EXPENSE			450.00
LIU ASSESSMENT			14482		
				Total	450.00

7/10/2026 POMP'S TIRE SERVICE INC
4 ENFORCER TIRES #618

100-00-52100-260-000		POLICE SQUAD REP & MAINT			500.00
4 ENFORCER TIRES #618			950561335		
				Total	500.00

7/10/2026 PROHEALTH CARE
LEGAL LAB DRAWS 2

100-00-52100-390-000		POLICE EXPENSE			78.78
LEGAL LAB DRAWS 2			10009479271		
				Total	78.78

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
	7/10/2026	RAY O'HERRON			
TASER HOLSTER					
100-00-52100-313-000	POLICE CLOTHING ALLOW				67.98
TASER HOLSTER			2483536		
				Total	67.98
	7/10/2026	SHORT ELLIOTT HENDRICKSON INC			
LAKE COUNTRY VILLAGE					
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				784.60
LAKE COUNTRY VILLAGE			509999		
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				420.07
ROGERS MEMORIAL			509999		
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				298.07
LURVEY/THE GATHERING			509999		
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				1,511.79
ESCHWEILER - BARK RIVER CONS			509999		
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				49.50
COSTCO			509999		
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				249.50
KOPPLIN			509999		
100-00-13100-000-000	CUSTOMER ACCOUNTS RECEIVABLE				134.00
LORBERT LOT 6			509999		
100-00-53101-000-000	ENGINEERING O/S SERVICES				909.74
2025 ROAD PROGRAM			510671		
100-00-53101-000-000	ENGINEERING O/S SERVICES				216.25
GENESEE LAKE RD PARK PARKING LOT DESIGN			510672		
				Total	4,573.52
	7/10/2026	STANDARD INSURANCE COMPANY RC			
STD/LTD JUL					
100-00-52100-132-000	POLICE INSURANCE				514.48
STD/LTD JUL			JULY 2026		
100-00-53300-132-000	PUBLIC WORKS INSURANCE				255.02
STD/LTD JUL			JULY 2026		
100-00-51422-132-000	VILLAGE OFFICE INSURANCE				31.93
STD/LTD JUL			JULY 2026		
100-00-51420-132-000	ADMIN C/T INSURANCE				83.49
STD/LTD JUL			JULY 2026		

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
				Total	884.92

7/10/2026 STARK PAVEMENT CORPORATION
CRUSHED ASPHALT 37.38 TON

100-00-53300-370-000	PUBLIC WORKS ROAD MAINTENANCE			355.12
	CRUSHED ASPHALT 37.38 TON	05074038		
100-00-53300-370-000	PUBLIC WORKS ROAD MAINTENANCE			266.30
	CRUSHED ASPHALT 28.03 TON	05074086		
100-00-53300-370-000	PUBLIC WORKS ROAD MAINTENANCE			424.95
	CRUSHED ASPHALT 44.73 TON	05074198		
100-00-53300-370-000	PUBLIC WORKS ROAD MAINTENANCE			97.38
	CRUSHED ASPHALT 10.25 TON	05074026		
400-00-57400-000-000	CAPITAL PURCHASE			1,168.73
	N DOUSMAN RD TRL - TAP	0239631		
400-00-57400-000-000	CAPITAL PURCHASE			292.18
	N DOUSMAN RD TRL STEWARDSHIP	0239631		
			Total	2,604.66

7/10/2026 TIM'S AUTO PARTS
TRUCK 1 BAND CLAMP

100-00-53300-350-000	PUBLIC WORKS EQUIP MAINT			42.66
	TRUCK 1 BAND CLAMP	11557-845655		
			Total	42.66

7/10/2026 TOP PACK DEFENSE
ARMORSKIN SHIRTS

100-00-52100-313-000	POLICE CLOTHING ALLOW			367.36
	ARMORSKIN SHIRTS	18915		
			Total	367.36

7/10/2026 VILLAGE OF DOUSMAN
CITATIONS MAY 2026

100-00-45100-000-000	TRAFFIC FINES & FORFEITURE			1,266.00
	CITATIONS MAY 2026	MAY 2026		
			Total	1,266.00

7/10/2026 VILLAGE OF HARTLAND POLICE DEPARTMENT
SEATBELT GRANT MAR

100-00-52104-000-000	POLICE GRANT POOL PYMNT			1,492.47
	SEATBELT GRANT MAR	MARCH 2026		

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
100-00-52104-000-000		POLICE GRANT POOL PYMNT			746.72
SEATBELT GRANT POOL MAY 2026			MAY 2026		
				Total	2,239.19
	7/10/2026	VITAL SHRED			
PAPER DESTRUCTION					
100-00-52100-390-000		POLICE EXPENSE			50.76
PAPER DESTRUCTION			6518702		
				Total	50.76
	7/10/2026	WAUKESHA COUNTY TREASURER			
PRISINOR HOUSING MAY 2026 - 1					
100-00-52100-390-000		POLICE EXPENSE			31.43
PRISONER HOUSING MAY 2026 - 1			CINV2026-02336		
100-00-53300-370-000		PUBLIC WORKS ROAD MAINTENANCE			2,589.60
PAVEMENT MARKING 3.12 MILES			CINV2026-02524		
				Total	2,621.03
	7/10/2026	WESTERN CULVERT & SUPPLY INC			
RETURNS 15 FLARED END, BAND, CMP					
100-00-53300-345-000		PUBLIC WORKS MS4			-202.87
RETURNS 15 FLARED END, BAND, CMP			CM075480		
100-00-53300-345-000		PUBLIC WORKS MS4			168.60
12X2, BAND, FLARED END SECTIONS			075513		
100-00-53300-345-000		PUBLIC WORKS MS4			202.87
15X2 CMP, 15 BAND, 15 FLARED END SECTION			075480		
				Total	168.60
	7/10/2026	WESTERN LAKES FIRE DISTRICT			
2026 2% FIRE DUES FROM STATE OF WI					
100-00-52200-321-000		FIRE DISTRICT DUES			71,852.18
2026 2% FIRE DUES FROM STATE OF WI			2026 FIRE DUES		
				Total	71,852.18
	7/10/2026	WI DEPARTMENT OF TRANSPORTATION			
N DOUSMAN RD TRAIL DESIGN					
400-00-57400-000-000		CAPITAL PURCHASE			54.17
N DOUSMAN RD TRAIL DESIGN			395-0000441122		
				Total	54.17

Dated From: 7/10/2026 From Account:
Thru: 7/10/2026 Thru Account:

Voucher Nbr	Check Date	Payee			Amount
	7/10/2026	WISCONSIN PROFESSIONAL POLICE ASSOCATION INC			
LEER, PAC, ELPP 7 EMP					
100-00-21550-000-000	UNION DUES				371.00
LEER, PAC, ELPP 7 EMP			28693		
				Total	371.00
	7/10/2026	WOLF PAVING CO INC			
.97 TON ASPHALT HMA					
100-00-53300-370-000	PUBLIC WORKS ROAD MAINTENANCE				59.17
.97 TON ASPHALT HMA			55566		
				Total	59.17
				Grand Total	192,171.12

BANK 59 ALL Checks

Posted From: 6/15/2026 From Account:
Thru: 7/02/2026 Thru Account:

Check Nbr	Check Date	Payee	Amount
410042	7/02/2026	PLANNING & ZONING LLC	
MAY 2026 PLANNING 46 HRS			
100-00-56301-290-000		VILLAGE PLANNER O/S SERVICES	5,520.00
MAY 2026 PLANNING 46 HRS		248	
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE	1,530.00
PABST FARMS DEVELOPMENT		249	
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE	180.00
SOLOMON CHOPP TREE MITIGATION		249	
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE	120.00
KOPPLIN		249	
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE	240.00
WHITE STONE CHURCH		249	
100-00-13100-000-000		CUSTOMER ACCOUNTS RECEIVABLE	90.00
STOFFER/ROGERS BOATHOUSE		249	
		Total	7,680.00
		Grand Total	7,680.00

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www.summitvillage.org

Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 1, 2026

Re: Discussion and Action on Acceptance of Donation from Oconomowoc Area Baseball Club (OABC) to Construct a Dumpster Enclosure at Genesee Lake Road Park

---

PURPOSE:
To request formal acceptance of a donation by the OABC for construction of a dumpster enclosure at Genesee Lake Road Park.

BACKGROUND:
At the May 14, 2026 Village Board meeting, staff presented the bid results for the Dumpster Enclosure Construction Project. The bid results were $15,015 higher than budgeted, and various options to offset unanticipated costs were evaluated. The OABC expressed interest in assisting with the cost, and they presented a proposal for funding the additional $15,015 to ensure the project moves forward in 2026. The proposal included a donation of $15,015 in 2026, with a reduction of their license agreement payments for 2027 – 2031 to $0. License payments would resume in 2032 at the rate agreed upon in the revised license agreement. This financial arrangement would allow for OABC to have more funds allocated to their planned improvements to the park, which will ultimately be dedicated to the Village. A donation in the amount of $15,015 was received by OABC in June.

RECOMMENDATION:
Village staff recommends that the Village Board accept the $15,015 donation from OABC and express gratitude for their generous donation.

ATTACHMENTS: Village Board meeting minutes from May 14, 2026 regular meeting.

FISCAL IMPACT: $15,015 donation for the construction of a dumpster enclosure.

RECOMMENDED MOTION: **Motion to approve the donation by the Oconomowoc Area Baseball Club in the amount of $15,015 for the**

purpose of constructing a dumpster enclosure at Genesee Lake Road Park.

Trustee Mellone suggested that if someone does it for 2-3 years, they get the sign. Trustee Arenz explained the way Waukesha County does it and it's a two-part sign and the bottom part which has the individual or group name, so that can be replaced and still use the top part of the sign.

Director Nash added she is not aware that other communities that charge for the signs. They are usually happy to have the participants.

Trustee Henrickson stated there are people that want to do clean ups but not necessarily adopt a part. Trustee Arenz asked if that would fall under "Friends of the Park". Maybe the Village people get a group together and they would do it on a Saturday and adopt a segment of the road.

There was discussion about adding that if you don't it for one entire year, the segment becomes available.

MOTION: (Arenz, Phillips) *to approve the Village of Summit Adopt-A-Highway Program Policy with the changes discussed.* Carried.

Discussion and action on a Resolution for support of the Waukesha County established street and highway width map for CTH DR at 100-foot width

MOTION: (Arenz, Mellone) *to adopt Resolution No. 26-486 in Support of Waukesha County Established Street and Highway Width Map for CTH DR at 100-width.* Carried.

Discussion and action on consideration for special permission per Section 24-34(b)(2)(i)(a) of the Village of Summit Code to allow for a driveway width exceeding 24 feet at 1772 N Waterville Road

MOTION: (Arenz, Phillips) *to grant special permission per Section 24-34(b)(2)(i)(a) of the Village of Summit Code to allow for a driveway width exceeding 24 feet at 1772 N Waterville Road* to remain at 30' 4". Carried.

Discussion and action on consideration for special permission per Section 24-34(b)(2)(i)(a) of the Village of Summit Code to allow for a driveway width exceeding 24 feet at 34136 Davies Drive

MOTION: (Arenz, Phillips) *to approve special permission per Section 24-34(b)(2)(i)(a) of the Village of Summit Code to allow for a driveway width exceeding 24 feet at 34136 Davies Drive* to remain at 39'. Carried.

Discussion and action on Genesee Lake Road Park Dumpster Enclosure bid results and authorization to award contract

Director Nash explained that two bids were received this time but one bid was considered non-responsive because bid security was not provided. The remaining bid came in at $55,015 which exceeds the $40,000 that was approved in the Capital Improvement Budget. Director Nash stated she provided three options in her Summary.

Oconomowoc Area Baseball Club (OABC) is looking for reduced payment of their license fees, so they would pay the $15,015 as the license fee for the next 2 years and then there wouldn't be a license fee for

the following three years.

Trustee Arenz stated the focus 30 years ago was with the vision to develop the park and to partner with people so he likes the ability to work through this and OABC will benefit from this as well.

Trustee Hendrickson questioned if the Village is foregoing the revenue string for several years, what would the money be used for. Director Nash responded that $7,500 is the license agreement and in lieu of paying us they would use the money to go towards their improvements so we are losing $18,000 but they are putting in $100,000 in assets at the park.

MOTION: (Arenz, Phillips) *to approve the bid results for the Genesee Lake Road Park Dumpster Enclosure and to authorize staff to proceed with awarding the contract to the lowest responsible bidder, Wellspring Construction Group, LLC, at a cost not-to-exceed $55,015 utilizing Option 1.* Carried.

Discussion and action on amendment of the 2026 Capital Improvement Plan to include additional funding for the Genesee Lake Road Park Dumpster Enclosure project

MOTION: (Phillips, Henrickson) *to approve Resolution No. 26-488 approving an amendment to the 2026 Capital Improvement Plan Budget and the 2026 Operating budget for the purpose of increasing funding for the Genesee Lake Road Park Dumpster Enclosure Construction project utilizing funds donated by the Oconomowoc Area Baseball Club.* Carried.

POLICE DEPARTMENT

Monthly Report

Chief Wraalstad reviewed the monthly report.

Discussion and action on Ordinance 148-2026 related to Truancy

MOTION: (Arenz, Phillips) *to approve Ordinance 148-2026.* Carried.

WESTERN LAKES FIRE DISTRICT

Monthly Report

Chief Bowen dropped off a Monthly Chief Officer Report.

VILLAGE BOARD

Discussion and action on appointments to the following:

a. Plan Commission: 1 *one year – Village Board member*

MOTION: (Riley, Phillips) *to appoint Lisa Mellone as a member of the Plan Commission for a one-year term.* Carried.

Village Hall, 262-567-2757
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Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 1, 2026

Re: Discussion and Action on Acceptance of Donation from Oconomowoc Area Baseball Club (OABC) to Purchase a Pet Waste Station at Genesee Lake Road Park

---

PURPOSE:
To request formal acceptance of a donation by the OABC for the purchase of an additional pet waste station at Genesee Lake Road Park.

BACKGROUND:
The OABC President has been active with the Friends of Summit Parks and Trails group. In 2025, the group was successful in obtaining donations of two pet waste stations. OABC indicated that they were also interested in donating to install a third station to help keep the park clean. A donation in the amount of $675 was received by OABC in June.

RECOMMENDATION:
Village staff recommends that the Village Board accept the $675 donation and express gratitude for their generous donation.

ATTACHMENTS: None.

FISCAL IMPACT: $675 donation for purchase of a third pet waste station.

RECOMMENDED MOTION: **Motion to approve the donation by the Oconomowoc Area Baseball Club in the amount of $675 for the purpose of purchasing a pet waste station for Genesee Lake Road Park.**

VILLAGE OF SUMMIT

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MEMORANDUM

To: Village Board

From: Debbie Michael, Village Administrator-Clerk/Treasurer

Date: July 1, 2026

Re: Consent Agenda Item – Special Event – GLP Acquisitions

BACKGROUND: Golden Lake Pub has applied for 1 special event:
Saturday, August 8, 2026 12 pm – 6 pm
Car Show/Fundraiser for Type I Diabetes
This event was held in 2025

ATTACHMENTS: Application

FISCAL IMPACT: $50 revenue for each day

Staff recommends approval of the special events as part of the Consent Agenda

RECEIVED
$50.00
JUN 30 2026
BY: CK# 1099

VILLAGE OF SUMMIT

APPLICATION FOR SPECIAL EVENTS LICENSE

FEE: $50.00 PER DAY

FOR THE SALE OF FERMENTED MALT BEVERAGES AND INTOXICATING LIQUORS AT SPECIAL EVENTS, PICNICS OR SERVICE OUTSIDE OF THE CURRENT PLAN OF OPERATION FOR AN ESTABLISHMENT THAT CURRENTLY HOLDS A COMBINATION LIQUOR LICENSE IN THE VILLAGE OF SUMMIT, WAUKESHA COUNTY.

NAME OF LIQUOR LICENSE HOLDER GLP Acquisitions, LLC

TRADE NAME Golden Lake Pub

THE ABOVE NAMED HAS APPLIED FOR A SPECIAL EVENTS LICENSE FOR THE PREMISES LOCATED AT:

604 S. Golden Lake Rd.

FOR A SPECIAL EVENT TO BEGIN: 8/8 12:00 pm (Date & Time) AND END: 8/8 6:00 pm (Date & Time)

AND AGREES TO COMPLY WITH ALL LAWS, RESOLUTIONS, ORDINANCES AND REGULATIONS (INCLUDING STATE, FEDERAL AND LOCAL).

TYPE OF EVENT Fund Raiser / car show for Type One Diabetes

ESTIMATED NUMBER OF PEOPLE TO ATTEND THE EVENT 50 - 100

LIST PROVISIONS IN EFFECT FOR ADDITIONAL PARKING AND RESTROOM FACILITIES

Parking at 460 S. Golden Lake Rd.

DOES THE EVENT INCLUDE: MUSIC X FOOD X OTHER raffles

SECURITY WILL BE PROVIDED BY: Golden Lake Pub

IT IS FURTHER UNDERSTOOD THAT THE PERMIT HOLDER WILL MAKE PROVISIONS TO ASSURE ALL ALCOHOLIC BEVERAGES REMAIN ON THE LICENSED PREMISE AND THAT NO ALCOHOLIC BEVERAGES ARE SERVED TO MINORS.

DECLARATION: I HEREBY ACCEPT AND ASSUME FULL RESPONSIBILITY FOR ALL BUSINESS CONDUCTED RELATIVE TO ALCOHOLIC BEVERAGES ON THE ABOVE REFERENCED PREMISES.

SIGNED THIS DATE 6/30/26 BY _____ _____
Officer, agent, partner or individual(s)

****

APPROVED ON _____ BY VILLAGE OF SUMMIT BOARD

VILLAGE OF SUMMIT VILLAGE BOARD ZONING REPORT

TO: Village of Summit Village Board

FROM: Amy Barrows, Village Planner
Planning & Zoning LLC

MEETING DATE: July 9, 2026

RE: **White Stone Community Church Future Land Use Map Amendment**
Part of SUMT0637999009

The following report is provided for cursory review prior to action. Specifics relating to the submitted documents of this application may be referenced in the Meeting Packet.

Property Owner: White Stone Community Church
Applicant: Ryan Buck, Executive Director
Existing Zoning: A-1 Agricultural
Existing Land Use Plan: Industrial/Business Park

CURRENT REQUEST:

- Amend the Future Land Use Map from Industrial/Business Park to Institutional

FUTURE REQUESTS:

- Amend the zoning district from the A-1 Agricultural District to the Institutional District.
- Certified Survey Map to combine the acreage identified in Exhibit A with the adjacent property known as Lot 1 CSM # 11983, also owned by White Stone Community Church.
- Review Site Development and Operational Plans.

PROJECT SUMMARY:

The applicant is proposing to transfer the lands described in Exhibit A to the adjacent property to the east and north of the subject parcel described as Lot 1 CSM # 11983 to expand church operations. The applicant would like to construct a 2,600 sq. ft. multi-purpose building for religious and community services. A summary of uses is included in the packet. Site Development plans will be presented at a future meeting. The planned location is outside of the church's existing property that is already planned and zoned for institutional purposes. Therefore, the applicant is required to amend the Future Land Use Category and Zoning District for the lands that will need to be combined with the church property to accommodate the building. The applicant is also proposing to amend the land use designation for a portion of the property to accommodate an additional land transfer so that a proposed parking lot on the church property will comply with the setback requirements to the south and so that an existing prayer house located further west than the proposed multi-purpose building will be located on the church property and comply with all setback requirements.

The proposed land use amendment to accommodate the land transfer that will enlarge the church property is a minor request and does not appear to impact the goals and objectives of the land use plan. The remnant parcel will still be economically viable for Industrial/Business Park purposes.

Adjacent Land Uses:

North	North of I-94 is residential, Existing White Stone Church property is north of a portion of the lands and is designated as Institutional.
West	Agricultural (Planned Industrial/Business Park)
East	City of Oconomowoc Business Park
South	Hope Church (Institutional), Residential/Agricultural (Planned Industrial/Business Park)

PLAN COMMISSION RECOMMENDATION (May 21, 2026): Plan Commission adopted the enclosed resolution recommending that Village Board approve the proposed amendment to the Village of Summit 2045 Comprehensive Plan – Future Land Use Map category from the Industrial/Business Park category to the Institutional category on a portion of the subject property more specifically described in Exhibit A, subject to Village Attorney review. The enclosed resolution was reviewed by the Village Attorney.

ATTACHMENTS:

- Draft Ordinance
- Resolution # 26-489
- Neighbor Letter
- Project Description

FISCAL IMPACT: The land use plan amendment will result in additional land designated as Institutional which may provide for land uses that are tax exempt.

POSSIBLE MOTION: Adopt the enclosed Ordinance amending the Village of Summit 2045 Comprehensive Plan – Future Land Use Map category from the Industrial/Business Park category to the Institutional category on a portion of the subject property more specifically described in Exhibit A, subject to Village Attorney review.

STATE OF WISCONSIN VILLAGE OF SUMMIT WAUKESHA COUNTY

ORDINANCE NO. ____

AN ORDINANCE TO AMEND THE VILLAGE OF SUMMIT 2045 COMPREHENSIVE PLAN APPENDIX A: THE 2045 FUTURE LAND USE MAP OF THE WISCONSIN STATUTES

WHEREAS, Section 61.35 of Wisconsin Statutes applies the standards and requirements of Section 62.23 - City Planning - on Villages in the State of Wisconsin and the Village of Summit has by ordinance established a Plan Commission for the Village of Summit pursuant to said Sections of the Wisconsin Statutes; and

WHEREAS, Section 62.23 (2), and (3) of the Wisconsin Statutes provides that it shall be the function and duty of the Plan Commission to make and adopt a Master Plan for the physical development of the Village of Summit and environs, which, together with accompanying maps, plats, charts, and descriptive and explanatory matter, shall show the Plan Commission's recommendations for such physical development; and

WHEREAS, Section 62.23(3)(a) of the Wisconsin Statutes provides that the master plan shall be made "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development"; and

WHEREAS, in 1999, the Wisconsin Legislature enacted a comprehensive planning law, which is set forth in Section 66.1001 of the Wisconsin Statutes, that requires that master plans (which are referred to under Section 66.1001 as "comprehensive" plans; referred to herein as "comprehensive master plan") be completed and adopted by local governing bodies in order for a town, county, city, or village to enforce its zoning, subdivision, or official mapping ordinances; and

WHEREAS, the Town of Summit prepared such a plan in June, 2001, as one of the first comprehensive master plans approved under Section 66.1001 of the Wisconsin Statutes, with the recommendation that the Plan be reviewed and updated at the end of ten years; and

WHEREAS, Section 66.1001(2) of the Wisconsin Statutes sets forth specific requirements affecting the contents and procedures for adoption of a comprehensive master plan; and

WHEREAS, as of January 1, 2010, Sections 62.23(3)(b) and 66.1001(3) of the Wisconsin Statutes requires, in part, that villages engaging in any of the following actions to take such actions in accordance with their comprehensive master plan:

- Official mapping established or amended under Section 62.23(6) of the Wisconsin Statutes;
- Local subdivision regulation under Section 236.45 or 236.46 of the Wisconsin Statutes;
- Zoning ordinances and shoreland zoning ordinances enacted or amended under Section 61.35, 62.23(7) and 61.351 of the Wisconsin Statutes and other laws; and

WHEREAS, the Town of Summit was incorporated into the Village of Summit on July 29, 2010, taking on the responsibilities and authorities of the previous Town of Summit; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission approved the Village of Summit Master Plan 2020 on November 3, 2011 which fully complied with Section 62.23 and 66.1001 of the Wisconsin Statutes; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission have previously approved amendments to the Village of Summit Master Plan 2020 from time to time; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission approved a comprehensive update to the Plan that was published and posted on September 8, 2023, titled "Village of Summit 2045 Comprehensive Plan"; and

WHEREAS, pursuant to Section 10.5 of the Village of Summit 2045 Comprehensive Plan, the Village of Summit has received a request from a petitioner to amend the Future Land Use Map of the Village of Summit 2045 Comprehensive Plan to amend the designation of approximately 4.72 acres of land, identified as part of Lot 2, Certified Survey Map No. 11983 (the "subject property") from the Industrial/Business Park category to the Institutional category, more specifically described and illustrated on Exhibit A, which is attached hereto and incorporated herein by reference; and

WHEREAS, the owner of the subject property and the owners of all properties within 500 feet of the subject property were notified of the May 21, 2026 Plan Commission meeting and will be notified of the public hearing concerning the proposed amendment that will take place at a future Village Board meeting, in accordance with the adopted Public Participation Plan that is part of the Village of Summit 2045 Comprehensive Plan; and

WHEREAS, the Village of Summit Plan Commission finds that the proposed amendments to the Future Land Use Map and amendments to the text of the Village of Summit 2045 Comprehensive Plan comply with Section 66.1001 of the Wisconsin Statutes and are consistent with the purpose and intent of the comprehensive master plan and are

compatible with surrounding properties; and

WHEREAS, on May 14, 2026 the Village of Summit Plan Commission adopted Resolution # 26-489 by a majority vote of the entire Village of Summit Plan Commission recommending the Village Board adopt the amended Land Use Map pursuant to Section 66.1001(4)(b) of the Wisconsin Statutes; and

WHEREAS, the Village Clerk sent the adopted resolution, proposed amendment and related map(s), if applicable, to all entities listed in Section 66.1001(4)(b) of the Wisconsin Statutes; and

WHEREAS, a Class 1 Public Notice was properly published in the Oconomowoc Enterprise on June 4, 2026 for the duly noticed public hearing that was conducted by the Village Board on, June 11, 2026, in accordance with Section 66.1001(4)(d) of the Wisconsin Statutes; and

WHEREAS, the Village Board of the Village of Summit, having determined that all procedural requirements and notice requirements have been satisfied, having given consideration to all public comments received, and having given the matter due consideration, including consideration of the plan components related to issues and opportunities, housing, transportation, utilities and community facilities, agricultural, natural and cultural resources, economic development, intergovernmental cooperation, land use, and implementation, and having based its determination on the effect of the land use amendment accomplishing coordinated, adjusted, and harmonious development of the Village which, in accordance with existing and future needs, would in the opinion of the Village Board best promote public health, safety, morals, order, convenience, prosperity of the general welfare, as well as efficiency and economy in the process of development.

NOW, THEREFORE, the Village Board of the Village of Summit, Waukesha County, Wisconsin, by a majority vote of the members-elect of the Village Board, DOES ORDAIN as follows:

SECTION 1: That the Future Land Use Map of the Village of Summit 2045 Comprehensive Plan be amended from the Industrial/Business Park category to the Institutional category on approximately 4.72 acres of land, identified as part of Lot 2, Certified Survey Map No. 11983 (the "subject property"), more specifically described and illustrated on Exhibit A, is approved by the Plan Commission and hereby recommended for adoption by the Village Board per Section 66.1001(4)(b) of the Wisconsin Statutes by a majority vote of the entire Plan Commission provided the following condition is met:

1) The Future Land Use Map Amendment is not effective until such time the subject property is rezoned by the Village of Summit Board to the IN Institutional Zoning District and a Certified Survey Map is reviewed and approved by the Village of Summit Board and recorded that combines the portion of the subject property as identified on Exhibit A with

the adjacent property owned by White Stone Community Church identified as Parcel No. SUMT0637999008 (Lot 1 CSM # 11983).

SECTION 2. FILING.

The Village Clerk is directed to provide a copy of this Ordinance that is hereby adopted, and any related map and descriptive materials related to the application, to the persons and entities described in Section 66.1001(4)(b) of the Wisconsin Statutes, as required by Section 66.1001(4)(c) of the Wisconsin Statutes.

SECTION 3. SEVERABILITY.

The several sections and portions of this Ordinance are declared to be severable. If any section or portion thereof shall be declared by a decision of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of any other provisions, sections or portions thereof of the Ordinance. The remainder of the Ordinance shall remain in full force and effect. Any other Ordinances whose terms are in conflict with the provisions of this Ordinance are hereby repealed as to those terms that conflict.

SECTION 4. EFFECTIVE DATE.

This Ordinance shall be in full force and effect from and after its passage and publication as provided by law.

Passed and adopted this _____ day of _____, 2026.

VILLAGE OF SUMMIT

_____
Jack Riley, Village President

ATTEST:

_____
Debra J. Michael, Village Administrator-Clerk/Treasurer

Published and posted this _____ day of _____, 2026.

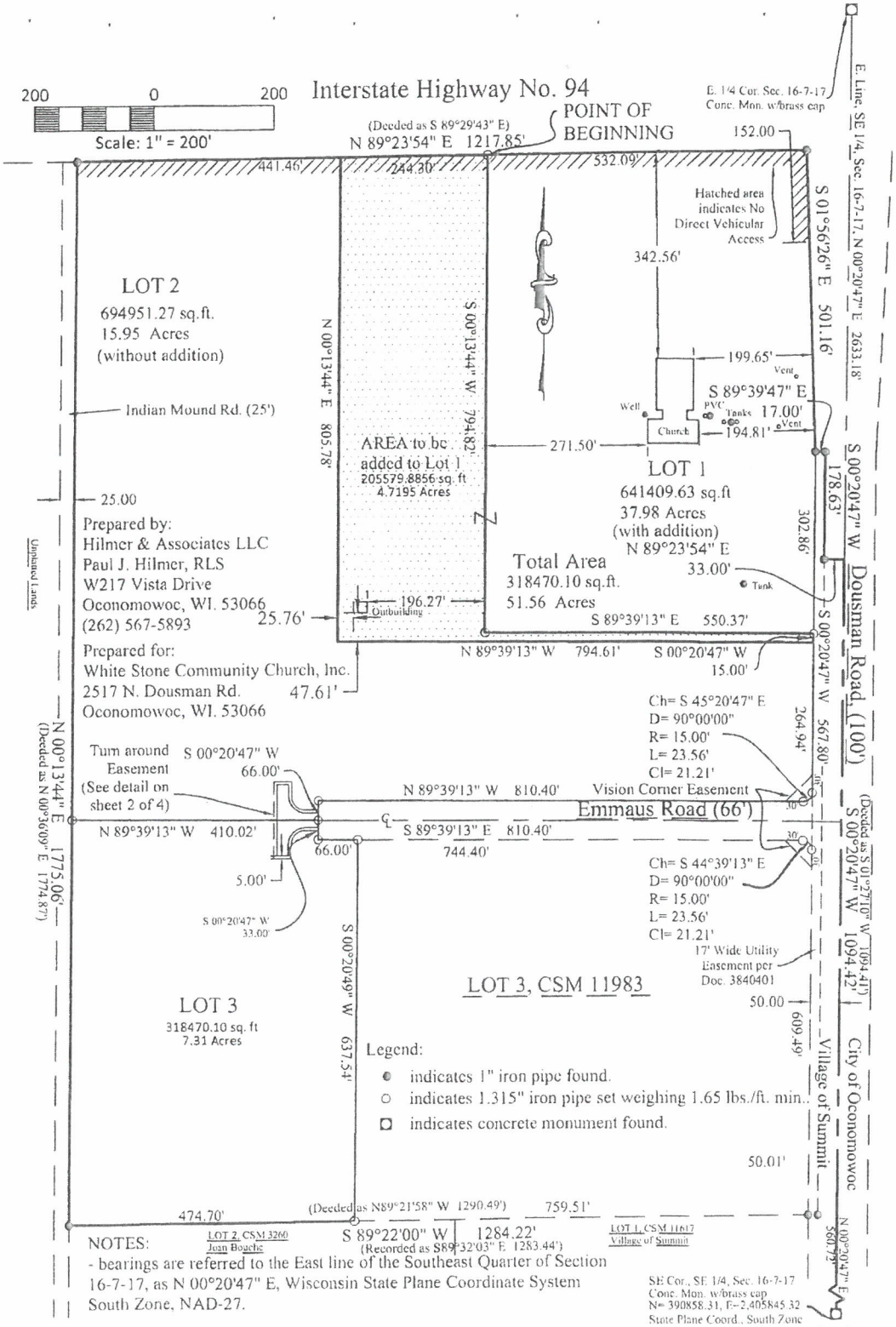
This instrument drafted by
Amy Barrows, Village Planner

Exhibit A (1 of 2)

Description for Additional Area to be added to Lot 1.

All that part of Lot 2, Certified Survey Map No. 11983, recorded on March 10, 2020 as Document No. 4458728, in Volume 121 of Certified Survey Maps, Waukesha County Register of Deeds, on pages 294 thru 297 bounded and described as follows: Commencing at an 1" iron pipe being the Northeast Corner of Lot 2 and the Northeast Corner of Lot 1 of said CSM, thence S 00d13'44" W along the west line of said Lot 2, 794.82 feet to a 1" iron pipe found; thence S 89d39'13" E along the North line of Lot 2 and the South line of Lot 1, 550.37 feet to a 1" iron pipe being on the West right of way line of Dousman Road; thence S00d20'47" W, 15.00 feet to a point; thence N 89d39'13" W, 794.61 feet to a point; thence N 00d13'44" E, 805.78 feet to a point on the North line of said Lot 2; thence N 89d23'54" E, along said North line, 244.30 feet to the point of beginning. Said Lands containing 205579.89 square feet or 4.72 Acres of Land.

Exhibit A (2 of 2)



NOTES:
- bearings are referred to the East line of the Southeast Quarter of Section 16-7-17, as N 00°20'47" E, Wisconsin State Plane Coordinate System South Zone, NAD-27.

This instrument drafted by Paul J. Hilmer

VILLAGE OF SUMMIT WAUKESHA COUNTY STATE OF WISCONSIN

PLAN COMMISSION OF THE
VILLAGE OF SUMMIT, WISCONSIN

RESOLUTION NO. 26-489

RESOLUTION RECOMMENDING AN AMENDMENT TO THE VILLAGE OF SUMMIT 2045 COMPREHENSIVE PLAN APPENDIX A: THE 2045 FUTURE LAND USE MAP PURSUANT TO WISCONSIN STATUTES SECTION 66.1001

WHEREAS, Section 61.35 of the Wisconsin Statutes applies the standards and requirements of Section 62.23 - City Planning - on Villages in the State of Wisconsin; and

WHEREAS, Section 62.23 (2), and (3) of Wisconsin Statutes provides that it shall be the function and duty of the Plan Commission to make and adopt a Master Plan, herein referred to as "Plan", for the physical development of the Village of Summit and environs, which, together with the accompanying maps, plats, charts, and descriptive and explanatory matter, shall show the Plan Commission's recommendations for such physical development; and

WHEREAS, Section 62.23(3)(a) of the Wisconsin Statutes provides that the Plan shall be made "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development"; and

WHEREAS, in 1999, the Wisconsin Legislature enacted a comprehensive planning law, which is set forth in Section 66.1001 of the Wisconsin Statutes, that requires that master plans (which are referred to under Section 66.1001 as "comprehensive" plans; referred to herein as "comprehensive master plan") be completed and adopted by local governing bodies in order for a town, county, city, or village to enforce its zoning, subdivision, or official mapping ordinances; and

WHEREAS, the Town of Summit prepared such a plan in June, 2001, as one of the first comprehensive master plans approved under Section 66.1001 of the Wisconsin Statutes, with the recommendation that the Plan be reviewed and updated at the end of ten years; and

WHEREAS, Section 66.1001(2) of the Wisconsin Statutes sets forth specific requirements affecting the contents and procedures for adoption of a comprehensive master plan; and

WHEREAS, as of January 1, 2010, Sections 62.23(3)(b) and 66.1001(3) of the Wisconsin Statutes require, in part, that Villages engaging in any of the following actions to take such actions in accordance with their comprehensive master plan:

- Official mapping established or amended under Section 62.23(6) of the Wisconsin Statutes;
- Local subdivision regulation under Section 236.45 or 236.46 of the Wisconsin Statutes;
- Zoning ordinances and shoreland zoning ordinances enacted or amended under Section 61.35, 62.23(7) and 61.351 of the Wisconsin Statutes and other laws; and

WHEREAS, the Town of Summit was incorporated into the Village of Summit on July 29, 2010, taking on the responsibilities and authorities of the previous Town of Summit; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission approved the Village of Summit Master Plan 2020 on November 3, 2011; and

WHEREAS, pursuant to Section 66.1001(2)(i) of the Wisconsin Statutes, a Comprehensive Plan must be updated no less than once every 10 years; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission have approved amendments to the Village of Summit Master Plan 2020; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission approved a comprehensive update to the Plan that was published and posted on September 8, 2023, titled "Village of Summit 2045 Comprehensive Plan"; and

WHEREAS, the Village Board, at the recommendation of the Village of Summit Plan Commission have, from time to time and as permitted by the Village of Summit Comprehensive Plan, approved amendments to the Village of Summit 2045 Comprehensive Plan; and

WHEREAS, the Village of Summit has received a request from a petitioner to amend the Future Land Use Map of the Village of Summit 2045 Comprehensive Plan to amend the designation of approximately 4.72 acres of land, identified as part of Lot 2, Certified Survey Map No. 11983 (the "subject property") from the Industrial/Business Park category to the Institutional category, more specifically described and illustrated on Exhibit A, which is attached hereto and incorporated herein by reference; and

WHEREAS, the owner of the subject property and the owners of all properties within 500 feet of the subject property were notified of the May 21, 2026 Plan Commission meeting and will be notified of the public hearing concerning the proposed amendment that will take place at a future Village Board meeting, in accordance with the adopted Public Participation Plan that is part of the Village of Summit 2045 Comprehensive Plan; and

WHEREAS, the Village of Summit Plan Commission finds that the proposed amendment to the Future Land Use Map of the Village of Summit 2045 Comprehensive Plan comply with Section 66.1001 of the Wisconsin Statutes and is consistent with the purpose and intent of the comprehensive master plan and is compatible with surrounding properties; and

WHEREAS, the Village of Summit Plan Commission recommends the Village Board adopt the amended Future Land Use Map of the Village of Summit 2045 Comprehensive Plan pursuant to Section 66.1001 of the Wisconsin Statutes.

WHEREAS, the Village Clerk is directed to send the adopted resolution, proposed amendment and map(s) to all entities listed in Section 66.1001(4)(b) of the Wisconsin Statutes.

NOW, THEREFORE, BE IT RESOLVED by the Village Plan Commission of the Village of Summit, Wisconsin that the amendment to the Future Land Use Map of the Village of Summit 2045 Comprehensive Plan from the Industrial/Business Park category to the Institutional category on approximately 4.72 acres of land, identified as part of Lot 2, Certified Survey Map No. 11983 (the "subject property"), more specifically described and illustrated on Exhibit A, is approved by the Plan Commission and hereby recommended for adoption by the Village Board per Section 66.1001(4)(b) of the Wisconsin Statutes by a majority vote of the entire Plan Commission provided the following condition is met:

1) The Future Land Use Map Amendment is not effective until such time the subject property is rezoned by the Village of Summit Board to the IN Institutional Zoning District and a Certified Survey Map is reviewed and approved by the Village of Summit Board and recorded that combines the portion of the subject property as identified on Exhibit A with the adjacent property owned by White Stone Community Church identified as Parcel No. SUMT0637999008 (Lot 1 CSM # 11983).

BE IT FURTHER RESOLVED, That the vote of the Plan Commission concerning this Resolution shall be recorded in the official minutes of the Plan. Commission.

BE IT FURTHER RESOLVED, the Village Clerk is directed to send the adopted resolution, proposed amendment and map(s) to all entities listed in Section 66.1001(4)(b) of the Wisconsin Statutes.

BE IT FURTHER RESOLVED that action taken by the Village of Summit Plan Commission is recorded by the identifying signature of the Village Administrator/Clerk-Treasurer.

Adopted and approved this 21th day of May, 2026.

VILLAGE OF SUMMIT PLAN COMMISSION

By: _____
James Siepmann, Commission Chairman

By: _____
Debra Michael, Village Administrator/Clerk-Treasurer

This resolution was approved on a motion by Commissioner Schmitter, seconded by Commissioner Murray, and as voted on as set forth below, with the affirmation of votes of not less than a majority of all the members of the Village of Summit Plan Commission being required for adoption:

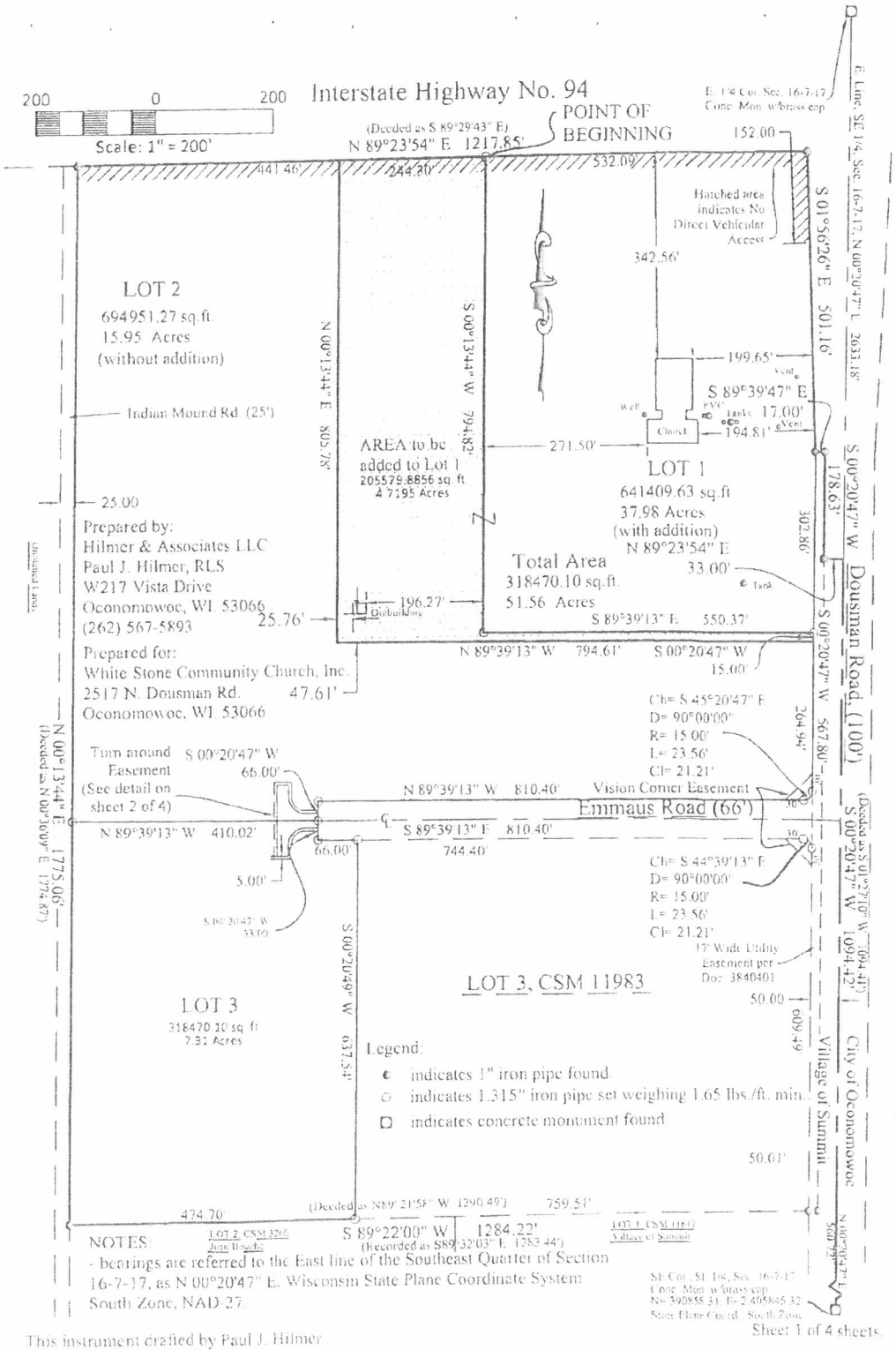
Jim Siepmann	_x___	Gloria Lehrer	__x__
John Konopacki	_x___	Jay Obenberger	__x__
Paul Schmitter	_x___	Lisa Mellone	__x__
Matt Katz	_absent	Alternate Sandra Murray	__x__

Exhibit A (1 of 2)

Description for Additional Area to be added to Lot 1.

All that part of Lot 2, Certified Survey Map No. 11983, recorded on March 10, 2020 as Document No. 4458728, in Volume 121 of Certified Survey Maps, Waukesha County Register of Deeds, on pages 294 thru 297 bounded and described as follows: Commencing at an 1" iron pipe being the Northeast Corner of Lot 2 and the Northeast Corner of Lot 1 of said CSM, thence S 00d13'44" W along the west line of said Lot 2, 794.82 feet to a 1" iron pipe found; thence S 89d39'13" E along the North line of Lot 2 and the South line of Lot 1, 550.37 feet to a 1" iron pipe being on the West right of way line of Dousman Road; thence S00d20'47" W, 15.00 feet to a point; thence N 89d39'13" W, 794.61 feet to a point; thence N 00d13'44" E, 805.78 feet to a point on the North line of said Lot 2; thence N 89d23'54" E, along said North line, 244.30 feet to the point of beginning. Said Lands containing 205579.89 square feet or 4.72 Acres of Land.

Exhibit A (2 of 2)



This instrument crafted by Paul J. Hilmer

VILLAGE OF SUMMIT

Village Hall, 262-567-2757
Fax, 262-567-4115
Highway Dept., 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141
www.villageofsummitwi.gov
Summit Village Hall • 37100 Delafield Road • Summit, Wisconsin 53066

VILLAGE OF SUMMIT 2045 COMPREHENSIVE PLAN LAND USE MAP AMENDMENT ON A PORTION OF PROPERTY DESCRIBED AS LOT 2 OF CSM #11983, LOCATED IN THE SE ¼ OF SECTION 16, T7N, R17E (SUMT0637999009)

May 12, 2026

TO: Property owners directly impacted and within 500 ft. of the property subject to a 2045 Comprehensive Plan - Future Land Use Map amendment request

RE: Village of Summit 2045 Comprehensive Plan Future Land Use Map Amendment for a portion of property described as Lot 2 of CSM #11983, located in the SE ¼ of Section 16, T7N, R17E (SUMT0637999009)

To Whom It May Concern:

White Stone Community Church is requesting an amendment to the Village of Summit 2045 Comprehensive Plan - Future Land Use Map on a portion of the property located directly west and south of the church property to accommodate a new building used for religious and community related purposes. The property is part of Lot 2 of CSM #11983, located in the SE ¼ of Section 16, T7N, R17E (SUMT0637999009). The request includes modifying the future land use designation from the Industrial/Business Park designation to the Institutional designation.

The Village of Summit Plan Commission will be considering the adoption of a resolution on **May 21, 2026 at their regularly scheduled meeting which starts at 5:30 pm**. The Plan Commission would like to receive public input regarding the requested land use map amendment before adopting a resolution for consideration by the Village Board. The requested map amendment will require a public hearing at the July 9, 2026 Village Board meeting before final action is taken. Action may be taken on the same day following the July 9th public hearing.

We encourage your attendance at the May meeting if you have any concerns or comments related to the proposed land use map amendment to the 2045 Comprehensive Plan. If you have any questions in the meantime, feel free to reach out to me at (262) 567-2757. I am in the office on Mondays, Tuesdays, and Thursdays 12:00 pm-3 pm.

Respectfully,

Amy Barrows

Amy Barrows
Village Planner

cc: Village Plan Commission Members
Village Board Members
Village Administrator

White Stone Community Church would like to construct a small, multi-purpose building just to the southwest of its parking lot. The planned location of this building is outside the church's 10-acre footprint that is zoned Institutional. The church would like to move its west lot line approximately 200 feet further west, into church-owned land currently zoned Agricultural. The expanded footprint would include both an existing prayer cottage and the planned 40' X 65' building. The church would also like to move its south lot line approximately 10' further south to bring its parking lot expansion project into compliance with the village's setback requirements.

The planned building will be owned by the church, but will be the home of the Oconomowoc Men's Shed...a community service organization. The Men's Shed's primary purpose is to help the people in the surrounding area (especially widows and single moms) with home repair and other projects. This building will also provide a Christian environment for men to interact, work on projects together and learn from each other. The building will also be used for weekly food distribution to needy families.

VILLAGE OF SUMMIT VILLAGE BOARD ZONING REPORT

TO:	Village of Summit Board
FROM:	Amy Barrows, Village Planner *Planning & Zoning LLC*
MEETING DATE:	July 9, 2026
RE:	**Text Amendment to create a Mixed-Use Zoning District as part of the Zoning and Shoreland Protection Ordinance**

The following report is provided for cursory review prior to action. Specifics relating to the submitted documents of this application may be referenced in the Meeting Packet.

Applicant: Cobalt Partners, LLC on behalf of Pabst Farms Land Co C LLC and Pabst Farms Land Co R LLC, property owners of land in the Pabst Farms Development identified as SUMT0629998011 & SUMT0629998012

PROJECT SUMMARY:

The applicant is proposing to create a new zoning district that will accommodate a mixed-use development, specifically to support development of The Harvest at Pabst Farms. Although the Village has a Multi-Family Residential Zoning District that accommodates ten units per acre (MF-2) and a Neighborhood Commercial Zoning District that accommodates certain commercial uses, the Village does not currently have a zoning district that accommodates a combination of retail, service, office, and other commercial uses that are requested as part of The Harvest at Pabst Farms development. Information related to the proposed development can be found in the meeting packet from the April Plan Commission meeting: https://files.heygov.com/summitvillage.org/meetings/me_01knwegvefc1nvs350zdjca4q5/41626-pc-epacket.pdf.

The development is subject to the review of several separate approval processes, including a land use plan text and map amendment (completed), rezone, planned development overlay district, site plan and business plan of operation approvals, and possible land divisions. The development review process is still pending and is not subject to this request.

PLAN COMMISSION RECOMMENDATION:

At their June 18, 2026 meeting, Plan Commission *unanimously recommended that Village Board approve the proposed text amendments to the Village of Summit Zoning and Shoreland Protection Ordinance to create the MU-PF Mixed Use – Pabst Farms District subject to staff preparing an ordinance for consideration by Village Board and subject to Village Attorney review, removal of hotel uses, removal of satellite dish language, and attorney review of the parking provisions.*

The text amendments presented to the Plan Commission at their June meeting are included in the meeting packet as well as the text amendments with the changes recommended by Plan Commission.

Plan Commission meetings & Public Hearing (Public Hearing - May 21, 2026 & continued on June 18, 2026)
At the April meeting, Plan Commission discussed the proposed text amendments and scheduled a public hearing for the May meeting. The meeting materials and minutes for the May meeting are available on the Village's Website https://villageofsummitwi.gov/agendas-minutes/. However, hard copies of these materials are not included in the meeting packet.

At the May meeting, Plan Commission held a public hearing, which was adjourned until the June meeting. The meeting materials and minutes for the May meeting are available on the Village's Website https://villageofsummitwi.gov/agendas-minutes/. However, hard copies of these materials are not included in the meeting packet.

At the June meeting, Plan Commission continued the public hearing. The meeting materials and minutes are available on the Village's Website https://villageofsummitwi.gov/agendas-minutes/. Hard copies of relevant materials are included in the meeting packet.

Written public comment as part of the public hearing process is included in the meeting packet. Comments provided at the Plan Commission meetings are available in the minutes for each meeting. *Draft Plan Commission meeting minutes from the June Plan Commission meeting will be available to the Village Board in advance of the July 9th meeting*.

The enclosed ordinance reflects Plan Commission's motion. In accordance with Section 111-386(b)(5), the Village Board has the authority to approve, modify and approve, or disapprove the proposed amendments The Plan Commission may also approve, modify and approve, or disapprove of plan commission's recommendation.

ATTACHMENTS:

- Draft Ordinance
- Text amendment language for Village Board consideration
- Text amendment language presented to Plan Commission on June 18, 2026
- Community parking examples
- Public comment

FISCAL IMPACT: The text amendments to the Zoning Ordinance do not result in a fiscal impact to the Village. The applicant is paying for all professional review fees. If the text amendments result in new development within the Village of Summit, there may be significant tax revenue benefits to the Village and associated cost of services. These fiscal impacts would be analyzed at the time the development is reviewed.

POSSIBLE MOTION: Adopt the enclosed Ordinance to amend the text of the Village of Summit Zoning and Shoreland Protection Ordinance, specifically to repeal and re-create Section 111-353 to create a MU-PF Mixed Use – Pabst Farms District with provisions subject to Village Attorney review.

The applicant has requested that the Village Board consider incorporating hotels as a permitted use, which was originally requested by the applicant. The enclosed Ordinance reflects Plan Commission's motion, which does not include hotels as a permitted use.

STATE OF WISCONSIN VILLAGE OF SUMMIT WAUKESHA COUNTY

ORDINANCE NO. _____

AN ORDINANCE TO REPEAL AND RE-CREATE THE TEXT OF CHAPTER 111 ENTITLED "ZONING AND SHORELAND PROTECTION," ARTICLE XII ENTITLED "DISTRICT REGULATIONS," SECTION 111-353 ENTITLED "RESERVED," OF THE VILLAGE OF SUMMIT CODE OF ORDINANCES TO CREATE A NEW ZONING DISTRICT IN SECTION 111-353 ENTITLED "MU-PF MIXED USE – PABST FARMS" WITH PROVISIONS.

WHEREAS, pursuant to Section 111-386(b)(1), of the Village Code, property owners of property tax key numbers SUMT0629998011 & SUMT0629998012 located in the Village of Summit initiated an application on March 30, 2026 to amend the regulations of the Village Code recommending amending the text of Chapter 111 "Zoning and Shoreland Protection" of the Village of Summit Code of Ordinances in order to repeal and re-create Section 111-353 to create a new zoning district titled "MU-PF Mixed Use – Pabst Farms with provisions, and

WHEREAS, the proposed text amendments were presented to the Plan Commission at their April 16, 2026 meeting for consideration. Plan Commission directed staff to finalize the text amendments and schedule a public hearing for the May Plan Commission meeting; and

WHEREAS, upon publication of the required "Notice of Public Hearing" pursuant to Section 111-387(b)(1)(a) of the Village Code and mailing of said "Notice of Public Hearing" to all parties-in-interest as required by Section 111-387(b)(1)(b) of the Village Code, the Plan Commission for the Village of Summit held a public hearing on May 21, 2026, as required by Section 111-386(b)(4) of the Village Code; and

WHEREAS, at the May 21, 2026 public hearing, the Village Zoning Administrator presented information on the proposed text amendments and the Plan Commission adjourned the public hearing until the June 18, 2026 Plan Commission meeting; and

WHEREAS, following the public hearing at the June 18, 2026 Plan Commission meeting, the commissioners considered the information presented at the public hearing; and

WHEREAS, the Plan Commission recommended approval of the proposed changes subject to the removal of hotels as a principal permitted use and roof-mounted satellite fixtures as an accessory permitted use and subject to the Village Attorney reviewing the parking provisions for Village Board consideration; and

WHEREAS, this zoning text amendment was requested and approved by the APPLICANT, evidenced by the Applicant's signature that will be shown on this

Ordinance before the Ordinance can take effect, and therefore the super-majority vote requirement of Wisconsin Statutes Section 66.10015(3) does not apply to this Ordinance; and

WHEREAS, the Village Board of the Village of Summit, having determined that all procedural requirements and notice requirements have been satisfied, having given the matter due consideration, and having based its determination on the effect of the granting of such rezoning text amendments on the health, safety and welfare of the community, hereby determine that the rezoning will not violate the spirit or intent of the Village Code, and will not be contrary to the public health, safety or general welfare of the Village of Summit; and

NOW, THEREFORE, the Village Board of the Village of Summit, Waukesha County, Wisconsin, DO ORDAIN as follows:

SECTION 1: Chapter 111 of the Village of Summit Municipal Code entitled "Zoning and Shoreland Protection," Article XII entitled "District Regulations," Section 111-353 entitled "Reserved," is hereby repealed and re-created to read as follows:

Sec. 111-353. - Mixed Use – Pabst Farms (MU-PF).

(a) Location and intent

The MU-PF District is intended to provide for the orderly and attractive grouping of diverse office, retail, customer service, single-family residential, multi-family residential, and park and open space uses where the appearance of such mixed uses is enhanced by pleasing building architecture and generously landscaped sites free of outside storage and outside display of products. The MU-PF District may allow for single-use or multi-use projects. The district is intended to be located in highly visible locations adjacent to arterial highways, and should be buffered by means of landscaping and berms from residential uses. More specifically, properties zoned MU-PF shall be limited to lands within the Pabst Farms development described as Lot 2 and Lot 3 of Certified Survey Map #11510.

(b) Development criteria

Development within the MU-PF District will require a heightened level of site design. All developments shall be considered as a Planned Development Overlay District in accordance with Section 111-359 of this Ordinance. The Planned Development may include a single property or several neighboring properties. Individual buildings shall be arranged in a unified fashion to be complementary and harmonious to each other. The Planned Development provides design flexibility and is the mechanism that establishes dimensional, area, parking, and other site standards unique to each development to achieve economic, aesthetic and quality of life benefits while maintaining orderly and

efficient land use. Each development shall have elements that benefit the public, such as pedestrian facilities, public gathering spaces, and dynamic places that are attractive for people to live, work and enjoy within.

(c) Principal permitted uses:

(1) General retail, excluding adult-oriented establishments and tobacco shops that include the sale of cigarettes, vaping, cartridges, and/or cigars and the sale of related paraphernalia, except for sales incidental to grocery stores, pharmacies, and other specialty stores where the sales area dedicated to such items does not exceed 10% of the floor area of the occupied tenant space, or 50 square feet, whichever is lesser.
(2) Restaurant (sit-down or fast casual), tavern, coffee shop, bakery, and café, which could include outdoor dining and seating. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway. As part of the original approval of the Planned Development Overlay District, the number and location of drive-throughs within the development shall be established.
(3) Grocery and specialty food
(4) Cultural uses, including art studio or gallery
(5) Day-care facility, provided that any outside play area is surrounded by fencing; that no day care center is located within 300 feet of a gasoline service station, underground gasoline storage tanks, or any other storage of explosive material.
(6) Microbrewery or distillery. As part of the original approval of the Planned Development Overlay District, the number and location of microbreweries and distilleries within the development shall be established.
(7) Personal or professional service and sales, excluding automotive and boat service and sales and gas stations
(8) Health clubs
(9) Bank or financial institution. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway. As part of the original approval of the Planned Development Overlay District, the number and location of drive-throughs within the development shall be established.
(10) Offices
(11) Medical or dental clinic
(12) Veterinary clinic or animal grooming
(13) Private and/or public commercial indoor and outdoor recreational facilities
(14) Civic and community center
(15) Private and/or public park and green spaces, including community gardens
(16) Private and/or public utility installations
(17) Residential uses, including only detached single-family and multi-family dwellings, may be permitted as part of an integrated mixed-use Planned

Development Overlay District provided a commercial use is also present within the development area of the Planned Development Overlay District and subject to the following standards:

a. Definitions of multi-family dwelling units. For the purposes of this section, multi-family dwellings include the following three housing types:

    1. Garden-style, defined as a multi-unit low-rise building containing no more than two stories above grade with each building surrounded by green space, lawns, and landscaped gardens. Dwelling units are on one floor and residents may have separate dwelling units above, below, and to the side of them. Each dwelling unit has a separate and private front entrance door leading to the outside or a street-facing stoop.

    2. Townhouse (townhome), defined as a multi-unit building containing no more than three stories above grade with multi-story units that shares side wall(s) with separate dwelling units. There are no separate units above or below an individual dwelling unit. Each dwelling unit typically has a separate and private front entrance door leading to the outside or a street-facing stoop.

    3. Traditional apartment, defined as a multi-unit building containing no more than three stories above grade. Dwelling units are on one floor and residents may have separate dwelling units above, below, and to the side of them. Each level of the apartment building is accessible by an elevator and staircase and entrances to the individual dwelling units are by a shared hallway and do not have direct entry to the outside, except that first floor dwelling units may have separate and private front door entrances to the outside or a street-facing stoop.

b. Density. The density of dwelling units shall not exceed ten (10) units per acre of the area designated for residential development within the approved Planned Development Overlay District.

c. Residential unit mix, size, design, and parking requirements shall be established in the adopting Planned Development Overlay District ordinance and approved site, building, and operational plans.

d. Minimum floor area.

    1. The minimum floor area per garden-style and traditional apartment dwelling unit shall comply with the following:

a. Junior one-bedroom (partial-wall separating bedroom from remaining living unit): 500 square feet.

b. One-bedroom: 650 square feet.

c. Two-bedroom: 1,000 square feet.

d. Three-bedroom or greater: 1,250 square feet.

2. The minimum total floor area per townhouse dwelling unit shall be 1,300 square feet with at least 650 square feet on the first floor.

3. The minimum floor area for each detached single-family dwelling shall be 1,400 square feet with at least 1,000 square feet on the first floor.

e. Parking. Parking may include stalls available outside or in an attached or detached garage or enclosed parking area. The minimum number of parking stalls is determined as follows:

1. There shall be at least two parking stalls constructed per each single-family detached dwelling unit and each multi-family dwelling unit with two or more bedrooms constructed at time of development.

2. There shall be at least one and one-half parking stalls constructed per multi-family dwelling units with one bedroom or junior one bedroom constructed at time of development for each subject property. The developer shall design the subject property for at least two parking stalls per multi-family dwelling unit with one bedroom or junior one bedroom and the developer and/or owner of the subject property shall reserve the space for at least two parking stalls per multi-family dwelling unit with one bedroom or junior one bedroom, including the implementation of stormwater management facilities that accommodate all reserved and designed parking stalls. If it is determined by Plan Commission at any time that additional parking stalls are needed to address the needs of the subject property, the owner of the subject property is required to construct a sufficient number of the additional pre-designed parking stalls to reasonably accommodate the parking demand as determined by the Plan Commission. The owner of the subject property shall record a deed restriction with the Waukesha County Register of Deeds, in a form acceptable to the village zoning administrator, requiring compliance with the parking stall space reservation and design provisions specified herein.

f. As part of a site, building, and operational plan of approval in accordance with Article X, the plan commission may be more restrictive than subsections a through e above and any other provisions of the Village code as to the location, number, size, and design of the dwelling units and parking spaces to ensure the use is compatible with and complementary to the commercial uses on the property and surrounding neighborhood.

(d) Accessory Permitted Uses:

(1) Off-street parking and loading areas.
(2) Automated teller machine and Individual/Interactive teller machine. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway.
(3) Catering establishment for off-site food service.
(4) Accessory structures for the personal storage of vehicles, equipment, and materials in conjunction with a principal residential use.

(e) Conditional uses: None.

(f) Bulk regulations. Bulk and dimensional standards, including lot size, lot width, setback, area, height, and impervious surface requirements, shall be established in the adopting Planned Development Overlay District process, except that all development shall comply with the following:

(1) Maximum impervious coverage: 75 %, consideration may be given to combined lots if specified in the Planned Development Overlay District.

(2) Minimum setbacks for structures containing a commercial use:

a. Front/street setback: 15 feet from the base setback line.

b. Side yard setback: 20 feet.

c. Rear yard setback: 20 feet.

d. Pavement setback: none.

(3) Minimum setbacks for structures containing a residential use (including all housing types):

a. Front/street setback: 25 feet from the base setback line or front lot line.

b. Side yard setback: 10 feet.

c. Rear yard setback: 25 feet for principal structures and 10 feet for accessory structures.

d. Pavement setback: 3 feet.

(4) Maximum structure height.

a. Principal commercial structure: 50 ft. from the lowest exposed point to the highest ridge line, no more than three stories above grade.

b. Principal residential structure (detached single-family, garden-style, and townhouse): 35 ft. from the lowest exposed point to the highest eave.

c. Principal residential structure (traditional apartment): 54 ft. from the lowest exposed point to the highest ridge line, excluding subterranean parking access, and no more than three stories above grade.

d. Accessory structure: 15 ft. from the lowest exposed point to the highest eave.

(g) Commercial Parking and Access.

(1) Shared parking facilities, including shared parking agreements, cross-access easements, private drives, and coordinated internal circulation systems may satisfy parking and access requirements if approved as part of the adopting Planned Development Overlay District and recorded in forms acceptable to the Village.

(2) Lots or parcels within an approved Planned Development Overlay District may be served by public streets, or, if approved as part of the Planned Development Overlay District process, private streets or recorded access easements, consistent with Section 111-68 and the approved land division and site plan documents.

(h) Signage. Signage in the MU-PF District is subject to the same regulations that apply to the NC Neighborhood Commercial District. As part of the Planned Development Overlay District and associated Design Guidelines, the Plan Commission may modify the signage provisions if it is determined that the signage would be compatible with the general area, and that the impact of such a sign will not adversely impact any nearby residential areas.

(i) Landscaping. The Plan Commission may modify the requirements for landscaping found in Article X, as well as the landscape requirements of Section 111-157 Parking requirements, provided landscape treatments improve

the appearance of the development, enhance architectural features, screen parking areas, minimize the impact of structures, and enhance the streetscape.

(j) Erosion Control. As described in the Village of Summit Erosion Control Ordinance when applicable.

(k) Plans and specifications to be submitted to the Plan Commission in accordance with Article X of this chapter.

(1) Development shall be designed as a coordinated, walkable, high-quality mixed-use environment with cohesive architecture, integrated open space, connected streets and paths, screened service areas, and coordinated signage, lighting, and landscaping

(2) To encourage a commercial environment that is compatible with the character of the Village, and as contemplated in subsection k(1) above, building permits and site improvements for permitted uses in the MU-PF District shall not be issued without review and approval from the plan commission in accordance with Article X. Single-family detached residential construction is exempt from this provision.

(3) This review and approval shall be concerned with general layout, building plans, ingress and egress, loading and unloading, signage, landscaping, open space use, and hours of operation appropriate relative to surrounding land uses. The process used to review a development in the MU-PF District is set forth in Section 111-359 of this chapter.

(4) Development shall be subject to Design Guidelines that must be established by the Plan Commission and adopted by the Village Board as part of the establishment of the Planned Development Overlay District for the subject properties.

SECTION 13. SEVERABILITY.

The several sections and portions of this Ordinance are declared to be severable. If any section or portion thereof shall be declared by a decision of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of any other provisions, sections or portions thereof of the Ordinance. The remainder of the Ordinance shall remain in full force and effect. Any other Ordinances whose terms are in conflict with the provisions of this Ordinance are hereby repealed as to those terms that conflict.

SECTION 14. EFFECTIVE DATE.

This Ordinance shall be in full force and effect from and after its passage and publication.

Passed and adopted this _____ day of _____, 2026.

VILLAGE OF SUMMIT

_____
Jack Riley, Village President

ATTEST:

_____
Debra J. Michael, Village Administrator-Clerk/Treasurer

Published and posted this _____ day of _____, 2026.

APPROVAL OF APPLICANT

Dated this _____ day of _____, 2026.

_____
APPLICANT

By: _____
Authorized Signatory

This instrument drafted by
Amy Barrows, Village Planner

TEXT AMENDMENTS PRESENTED FOR CONSIDERATION AT VILLAGE BOARD MEETING

MU-PF Mixed Use – Pabst Farms (**revised on June 30, 2026**)

(a) Location and intent

The MU-PF District is intended to provide for the orderly and attractive grouping of diverse office, retail, customer service, single-family residential, multi-family residential, and park and open space uses where the appearance of such mixed uses is enhanced by pleasing building architecture and generously landscaped sites free of outside storage and outside display of products. The MU-PF District may allow for single-use or multi-use projects. The district is intended to be located in highly visible locations adjacent to arterial highways, and should be buffered by means of landscaping and berms from residential uses. More specifically, properties zoned MU-PF shall be limited to lands within the Pabst Farms development described as Lot 2 and Lot 3 of Certified Survey Map #11510.

(b) Development criteria

Development within the MU-PF District will require a heightened level of site design. All developments shall be considered as a Planned Development Overlay District in accordance with Section 111-359 of this Ordinance. The Planned Development may include a single property or several neighboring properties. Individual buildings shall be arranged in a unified fashion to be complementary and harmonious to each other. The Planned Development provides design flexibility and is the mechanism that establishes dimensional, area, parking, and other site standards unique to each development to achieve economic, aesthetic and quality of life benefits while maintaining orderly and efficient land use. Each development shall have elements that benefit the public, such as pedestrian facilities, public gathering spaces, and dynamic places that are attractive for people to live, work and enjoy within.

(c) Principal permitted uses:

(1) General retail, excluding adult-oriented establishments and tobacco shops that include the sale of cigarettes, vaping, cartridges, and/or cigars and the sale of related paraphernalia, except for sales incidental to grocery stores, pharmacies, and other specialty stores where the sales area dedicated to such items does not exceed 10% of the floor area of the occupied tenant space, or 50 square feet, whichever is lesser.
(2) Restaurant (sit-down or fast casual), tavern, coffee shop, bakery, and café, which could include outdoor dining and seating. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway. As part of the original approval of the Planned Development Overlay District, the number and location of drive-throughs within the development shall be established.
(3) Grocery and specialty food

(4) Cultural uses, including art studio or gallery
(5) Day-care facility, provided that any outside play area is surrounded by fencing; that no day care center is located within 300 feet of a gasoline service station, underground gasoline storage tanks, or any other storage of explosive material.
(6) Microbrewery or distillery. As part of the original approval of the Planned Development Overlay District, the number and location of microbreweries and distilleries within the development shall be established.
(7) Personal or professional service and sales, excluding automotive and boat service and sales and gas stations
(8) Health clubs
(9) Bank or financial institution. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway. As part of the original approval of the Planned Development Overlay District, the number and location of drive-throughs within the development shall be established.
(10) Offices
(11) Medical or dental clinic
(12) Veterinary clinic or animal grooming
(13) Hotel (*Plan Commission recommended removal of hotels as a permitted use with 4 of 7 members voting against the motion to include hotels*)
(14) Private and/or public commercial indoor and outdoor recreational facilities
(15) Civic and community center
(16) Private and/or public park and green spaces, including community gardens
(17) Private and/or public utility installations
(18) Residential uses, including only detached single-family and multi-family dwellings, may be permitted as part of an integrated mixed-use Planned Development Overlay District provided a commercial use is also present within the development area of the Planned Development Overlay District and subject to the following standards:

a. Definitions of multi-family dwelling units. For the purposes of this section, multi-family dwellings include the following three housing types:

1. Garden-style, defined as a multi-unit low-rise building containing no more than two stories above grade with each building surrounded by green space, lawns, and landscaped gardens. Dwelling units are on one floor and residents may have separate dwelling units above, below, and to the side of them. Each dwelling unit has a separate and private front entrance door leading to the outside or a street-facing stoop.

2. Townhouse (townhome), defined as a multi-unit building containing no more than three stories above grade with multi-story units that shares side wall(s) with separate dwelling units. There are no separate units above or below an individual dwelling unit. Each dwelling unit typically has a separate and private front entrance door leading to the outside or a street-facing stoop.

3. Traditional apartment, defined as a multi-unit building containing no more than three stories above grade. Dwelling units are on one floor and residents may have separate dwelling units above, below, and to the side of them. Each level of the apartment building is accessible by an elevator and staircase and entrances to the individual dwelling units are by a shared hallway and do not have direct entry to the outside, except that first floor dwelling units may have separate and private front door entrances to the outside or a street-facing stoop.

b. Density. The density of dwelling units shall not exceed ten (10) units per acre of the area designated for residential development within the approved Planned Development Overlay District.

c. Residential unit mix, size, design, and parking requirements shall be established in the adopting Planned Development Overlay District ordinance and approved site, building, and operational plans.

d. Minimum floor area.

1. The minimum floor area per garden-style and traditional apartment dwelling unit shall comply with the following:

a. Junior one-bedroom (partial-wall separating bedroom from remaining living unit): 500 square feet.

b. One-bedroom: 650 square feet.

c. Two-bedroom: 1,000 square feet.

d. Three-bedroom or greater: 1,250 square feet.

2. The minimum total floor area per townhouse dwelling unit shall be 1,300 square feet with at least 650 square feet on the first floor.

3. The minimum floor area for each detached single-family dwelling shall be 1,400 square feet with at least 1,000 square feet on the first floor.

e. Parking. Parking may include stalls available outside or in an attached or detached garage or enclosed parking area. The minimum number of parking stalls is determined as follows:

1. There shall be at least two parking stalls constructed per each single-family detached dwelling unit and each multi-family dwelling unit with two or more bedrooms constructed at time of development.

2. There shall be at least one and one-half parking stalls constructed per multi-family dwelling units with one bedroom or junior one bedroom constructed at time of development for each subject property. The developer shall design the subject property for at least two parking stalls per multi-family dwelling unit with one bedroom or junior one bedroom and the developer and/or owner of the subject property shall reserve the space for at least two parking stalls per multi-family dwelling unit with one bedroom or junior one bedroom, including the implementation of stormwater management facilities that accommodate all reserved and designed parking stalls. If it is determined by Plan Commission at any time that additional parking stalls are needed to ~~accommodate a particular multi-family residential project~~address the needs of the subject property ~~because parking utilization exceeds ninety-five percent (95%) of capacity for two consecutive months~~, the owner of the subject property is required to construct a sufficient number of the additional pre-designed parking stalls to reasonably accommodate the parking demand as determined by the Plan Commission. The ~~developer and/or the~~ owner of the subject property shall record a deed restriction with the Waukesha County Register of Deeds, in a form acceptable to the village zoning administrator, requiring compliance with the parking stall space reservation and design provisions specified herein.

f. As part of a site, building, and operational plan of approval in accordance with Article X, the plan commission may be more restrictive than subsections a through e above and any other provisions of the Village code as to the location, number, size, and design of the dwelling units and parking spaces to ensure the use is compatible with and complementary to the commercial uses on the property and surrounding neighborhood.

(d) Accessory Permitted Uses:

(1) Off-street parking and loading areas.
(2) Automated teller machine and Individual/Interactive teller machine. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway.
(3) Catering establishment for off-site food service.
(4) Accessory structures for the personal storage of vehicles, equipment, and materials in conjunction with a principal residential use.

(e) Conditional uses: None.
(f) Bulk regulations. Bulk and dimensional standards, including lot size, lot width, setback, area, height, and impervious surface requirements, shall be established in the adopting Planned Development Overlay District process, except that all development shall comply with the following:

(1) Maximum impervious coverage: 75 %, consideration may be given to combined lots if specified in the Planned Development Overlay District.

(2) Minimum setbacks for structures containing a commercial use:

a. Front/street setback: 15 feet from the base setback line.

b. Side yard setback: 20 feet.

c. Rear yard setback: 20 feet.

d. Pavement setback: none.

(3) Minimum setbacks for structures containing a residential use (including all housing types):

a. Front/street setback: 25 feet from the base setback line or front lot line.

b. Side yard setback: 10 feet.

c. Rear yard setback: 25 feet for principal structures and 10 feet for accessory structures.

d. Pavement setback: 3 feet.

(4) Maximum structure height.

a. Principal commercial structure: 50 ft. from the lowest exposed point to the highest ridge line, no more than three stories above grade.

b. Principal residential structure (detached single-family, garden-style, and townhouse): 35 ft. from the lowest exposed point to the highest eave.

c.Principal residential structure (traditional apartment): 54 ft. from the lowest exposed point to the highest ridge line, excluding subterranean parking access, and no more than three stories above grade.

d. Accessory structure: 15 ft. from the lowest exposed point to the highest eave.

(g) Commercial Parking and Access.

(1) Shared parking facilities, including shared parking agreements, cross-access easements, private drives, and coordinated internal circulation systems may satisfy parking and access requirements if approved as part of the adopting Planned Development Overlay District and recorded in forms acceptable to the Village.

(2) Lots or parcels within an approved Planned Development Overlay District may be served by public streets, or, if approved as part of the Planned Development Overlay District process, private streets or recorded access easements, consistent with Section 111-68 and the approved land division and site plan documents.

(h) Signage. Signage in the MU-PF District is subject to the same regulations that apply to the NC Neighborhood Commercial District. As part of the Planned Development Overlay District and associated Design Guidelines, the Plan Commission may modify the signage provisions if it is determined that the signage would be compatible with the general area, and that the impact of such a sign will not adversely impact any nearby residential areas.

(i) Landscaping. The Plan Commission may modify the requirements for landscaping found in Article X, as well as the landscape requirements of Section 111-157 Parking requirements, provided landscape treatments improve the appearance of the development, enhance architectural features, screen parking areas, minimize the impact of structures, and enhance the streetscape.

(j) Erosion Control. As described in the Village of Summit Erosion Control Ordinance when applicable.

(k) Plans and specifications to be submitted to the Plan Commission in accordance with Article X of this chapter.

(1) Development shall be designed as a coordinated, walkable, high-quality mixed-use environment with cohesive architecture, integrated open space, connected streets and paths, screened service areas, and coordinated signage, lighting, and landscaping

(2) To encourage a commercial environment that is compatible with the character of the Village, and as contemplated in subsection k(1) above, building permits and site improvements for permitted uses in the MU-PF District shall not be issued without review and approval from the plan commission in accordance with Article X. Single-family detached residential construction is exempt from this provision.

(3) This review and approval shall be concerned with general layout, building plans, ingress and egress, loading and unloading, signage, landscaping, open space use, and hours of operation appropriate relative to surrounding land uses. The process used to review a development in the MU-PF District is set forth in Section 111-359 of this chapter.

(4) Development shall be subject to Design Guidelines that must be established by the Plan Commission and adopted by the Village Board as part of the establishment of the Planned Development Overlay District for the subject properties.

Proposed Definitions (to be reviewed at future meeting):

Fast Casual means a restaurant that combines elements of fast-food service such as counter ordering without full table service, with other elements, such as made-to-order food, that are typical of a full-service restaurant.

Interactive/Individual teller machine (ITM) means a banking kiosk, similar to an automated teller machine, but with service from a live teller via video.

Building height means the vertical distance from the lowest exposed point to the highest eave. The highest eave is the tallest of all eaves on a building and measured at a point where the sidewall, including the sidewall of any dormer or architectural feature, meets the roof's lower edge.

MU-PF Mixed Use – Pabst Farms (PRESENTED TO PLAN COMMISSION ON JUNE 18, 2026, revised on June 4, 2026 and June 18, 2026)

(a) Location and intent

The MU-PF District is intended to provide for the orderly and attractive grouping of diverse office, retail, customer service, single-family residential, multi-family residential, and park and open space uses where the appearance of such mixed uses is enhanced by pleasing building architecture and generously landscaped sites free of outside storage and outside display of products. The MU-PF District may allow for single-use or multi-use projects. The district is intended to be located in highly visible locations adjacent to arterial highways, and should be buffered by means of landscaping and berms from residential uses. More specifically, properties zoned MU-PF shall be limited to lands within the Pabst Farms development described as Lot 2 and Lot 3 of Certified Survey Map #11510.

(b) Development criteria

Development within the MU-PF District will require a heightened level of site design. All developments shall be considered as a Planned Development Overlay District in accordance with Section 111-359 of this Ordinance. The Planned Development may include a single property or several neighboring properties. Individual buildings shall be arranged in a unified fashion to be complementary and harmonious to each other. The Planned Development provides design flexibility and is the mechanism that establishes dimensional, area, parking, and other site standards unique to each development to achieve economic, aesthetic and quality of life benefits while maintaining orderly and efficient land use. Each development shall have elements that benefit the public, such as pedestrian facilities, public gathering spaces, and dynamic places that are attractive for people to live, work and enjoy within.

(c) Principal permitted uses:

(1) General retail, excluding adult-oriented establishments and tobacco shops that include the sale of cigarettes, vaping, cartridges, and/or cigars and the sale of related paraphernalia, except for sales incidental to grocery stores, pharmacies, and other specialty stores where the sales area dedicated to such items does not exceed 10% of the floor area of the occupied tenant space, or 50 square feet, whichever is lesser.
(2) Restaurant (sit-down or fast casual), tavern, coffee shop, bakery, and café, which could include outdoor dining and seating. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway. As part of the original approval of the Planned Development Overlay District, the number and location of drive-throughs within the development shall be established.
(3) Grocery and specialty food
(4) Cultural uses, including art studio or gallery

(5) Day-care facility, provided that any outside play area is surrounded by fencing; that no day care center is located within 300 feet of a gasoline service station, underground gasoline storage tanks, or any other storage of explosive material.
(6) Microbrewery or distillery. As part of the original approval of the Planned Development Overlay District, the number and location of microbreweries and distilleries within the development shall be established.
(7) Personal or professional service and sales, excluding automotive and boat service and sales and gas stations
(8) Health clubs
(9) Bank or financial institution. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway. As part of the original approval of the Planned Development Overlay District, the number and location of drive-throughs within the development shall be established.
(10) Offices
(11) Medical or dental clinic
(12) Veterinary clinic or animal grooming
(13) Hotel
(14) Private and/or public commercial indoor and outdoor recreational facilities
(15) Civic and community center
(16) Private and/or public park and green spaces, including community gardens
(17) Private and/or public utility installations
(18) Residential uses, including only detached single-family and multi-family dwellings, may be permitted as part of an integrated mixed-use Planned Development Overlay District provided a commercial use is also present within the development area of the Planned Development Overlay District and subject to the following standards:

a. Definitions of multi-family dwelling units. For the purposes of this section, multi-family dwellings include the following three housing types:

1. Garden-style, defined as a multi-unit low-rise building containing no more than two stories above grade with each building surrounded by green space, lawns, and landscaped gardens. Dwelling units are on one floor and residents may have separate dwelling units above, below, and to the side of them. Each dwelling unit has a separate and private front entrance door leading to the outside or a street-facing stoop.

2. Townhouse (townhome), defined as a multi-unit building containing no more than three stories above grade with multi-story units that shares side wall(s) with separate dwelling units. There are no separate units above or below an individual dwelling unit. Each dwelling unit typically has a separate and private front entrance door leading to the outside or a street-facing stoop.

3. Traditional apartment, defined as a multi-unit building containing no more than three stories above grade. Dwelling units are on one floor and residents may have separate dwelling units above, below, and to the side of them. Each level of the apartment building is accessible by an elevator and staircase and entrances to the individual dwelling units are by a shared hallway and do not have direct entry to the outside, except that first floor dwelling units may have

separate and private front door entrances to the outside or a street-facing stoop.

b. Density. The density of dwelling units shall not exceed ten (10) units per acre of the area designated for residential development within the approved Planned Development Overlay District.

~~b~~c. Residential unit mix, size, design, and parking requirements shall be established in the adopting Planned Development Overlay District ordinance and approved site, building, and operational plans.

~~e~~d. Minimum floor area.

1. The minimum floor area per garden-style and traditional apartment dwelling unit shall comply with the following:

a. Junior ~~(partial)~~ one-bedroom (partial-wall separating bedroom from remaining living unit): 500 square feet.

b. One-bedroom: 650 square feet.

c. Two-bedroom: 1,000~~800~~ square feet.

d. Three-bedroom or greater: 1,~~000~~ 250 square feet.

2. The minimum total floor area per townhouse dwelling unit shall be 1,300 square feet with at least 650 square feet on the first floor.

3. The minimum floor area for each detached single-family dwelling shall be 1,400 square feet with at least 1,000 square feet on the first floor.

e. Parking. Parking may include stalls available outside or in an attached or detached garage or enclosed parking area. The minimum number of parking stalls is determined as follows:

1. There shall be at least two parking stalls constructed per each single-family detached dwelling unit and each multi-family dwelling unit with two or more bedrooms constructed at time of development.

2. ~~There shall be at least one parking stall~~ There shall be at least one and one half parking stalls constructed per multi-family dwelling units with one bedroom or junior one bedroom constructed at time of development. The developer shall design the subject property for at least two parking stalls per multi-family dwelling unit with one bedroom or junior one bedroom and the developer and/or owner of the subject property shall reserve the space for at least two parking stalls per multi-family dwelling unit with one bedroom or junior one bedroom, including the implementation of stormwater management facilities that accommodate all reserved and designed parking stalls. If it is

determined by Plan Commission at any time that additional parking stalls are needed to accommodate a particular multi-family residential project because parking utilization exceeds ninety-five percent (95%) of capacity for two consecutive months, the owner of the subject property is required to construct a sufficient number of the additional pre-designed parking stall to reasonably accommodate the parking demand as determined by the Plan Commission. The developer and/or the owner of the subject property shall record a deed restriction with the Waukesha County Register of Deeds, in a form acceptable to the village zoning administrator, requiring compliance with the parking stall space reservation and design provisions specified herein.

~~per one-bedroom residential dwelling unit and a minimum of two parking stalls for residential dwelling units with more than one bedroom. Visitor parking shall be assessed on a case-by-case basis.~~

~~e.~~f. As part of a site, building, and operational plan of approval in accordance with Article X, the plan commission may be more restrictive than subsections a through ~~f~~ e above and any other provisions of the Village code as to the location, number, size, and design of the dwelling units and parking spaces to ensure the use is compatible with and complementary to the commercial uses on the property and surrounding neighborhood.

(d) Accessory Permitted Uses:

(1) Off-street parking and loading areas.
(2) Roof-mounted satellite fixtures, provided they are screened from view.
(3) Automated teller machine and Individual/Interactive teller machine. For a drive-through, the Plan Commission must find that the vehicle stacking and noise from its operation will not adversely impact surrounding properties or any public roadway.
(4) Catering establishment for off-site food service.
(5) Accessory structures for the personal storage of vehicles, equipment, and materials in conjunction with a principal residential use.

(e) Conditional uses: None.

(f) Bulk regulations. Bulk and dimensional standards, including lot size, lot width, setback, area, height, and impervious surface requirements, shall be established in the adopting Planned Development Overlay District process, except that all development shall comply with the following:

(1) Maximum impervious coverage: 75 %, consideration may be given to combined lots if specified in the Planned Development Overlay District.

(2) Minimum setbacks for structures containing a commercial use:

a. Front/street setback: ~~20~~ 15 feet from the base setback line.

b. Side yard setback: 20 feet.

c. Rear yard setback: 20 feet.

d. Pavement setback: none.

(3) Minimum setbacks for structures containing a residential use (including all housing types):

a. Front/street setback: ~~20~~ 25 feet from the base setback line or front lot line.

b. Side yard setback: ~~7~~ 10 feet.

c. Rear yard setback: ~~20~~ 25 feet for principal structures and 10 feet for accessory structures.~~.~~

d. Pavement setback: 3 feet.

(4) Maximum structure height.

a. Principal commercial structure: 50 ft. from the lowest exposed point to the highest ridge line, no more than three stories above grade.

b. Principal residential structure (detached single-family, ~~and~~ garden-style, and townhouse): 35 ft. from the lowest exposed point to the highest eave.

c. Principal residential structure (~~multi-family~~ traditional apartment~~-~~): 54 ft. from the lowest exposed point to the highest ridge line, excluding subterranean parking access, and no more than three stories above grade.

d. Accessory structure: 15 ft. from the lowest exposed point to the highest eave.

(g) Commercial Parking and Access.

(1) Shared parking facilities, including shared parking agreements, cross-access easements, private drives, and coordinated internal circulation systems may satisfy parking and access requirements if approved as part of the adopting Planned Development Overlay District and recorded in forms acceptable to the Village.

(2) Lots or parcels within an approved Planned Development Overlay District may be served by public streets, or, if approved as part of the Planned Development Overlay District process, private streets or recorded access easements, consistent with Section 111-68 and the approved land division and site plan documents.

(h) Signage. Signage in the MU-PF District is subject to the same regulations that apply to the NC Neighborhood Commercial District. As part of the Planned Development Overlay District and associated Design Guidelines, the Plan Commission may modify the signage provisions if it is determined that the signage would be compatible with the general area, and that the impact of such a sign will not adversely impact any nearby residential areas.

(i) Landscaping. The Plan Commission may modify the requirements for landscaping found in Article X, as well as the landscape requirements of Section 111-157 Parking requirements, provided landscape treatments improve the appearance of the development, enhance architectural features, screen parking areas, minimize the impact of structures, and enhance the streetscape.

(j) Erosion Control. As described in the Village of Summit Erosion Control Ordinance when applicable.

(k) Plans and specifications to be submitted to the Plan Commission in accordance with Article X of this chapter.

(1) Development shall be designed as a coordinated, walkable, high-quality mixed-use environment with cohesive architecture, integrated open space, connected streets and paths, screened service areas, and coordinated signage, lighting, and landscaping

(2) To encourage a commercial environment that is compatible with the character of the Village, and as contemplated in subsection ~~j~~k(1) above, building permits and site improvements for permitted uses in the MU-PF District shall not be issued without review and approval ~~of~~ from the plan commission in accordance with Article X. Single-family detached residential construction is exempt from this provision.

(3) This review and approval shall be concerned with general layout, building plans, ingress and egress, loading and unloading, signage, landscaping, ~~and~~ open space use, and hours of operation appropriate relative to surrounding land uses. The process used to review a development in the MU-PF District is set forth in Section 111-359 of this chapter.

(4) Development shall be subject to Design Guidelines that must be established by the Plan Commission and adopted by the Village Board as part of the establishment of the Planned Development Overlay District for the subject properties.

Proposed Definitions:

Fast Casual means a restaurant that combines elements of fast-food service such as counter ordering without full table service, with other elements, such as made-to-order food, that are typical of a full-service restaurant.

Interactive/Individual teller machine (ITM) means a banking kiosk, similar to an automated teller machine, but with service from a live teller via video.

Building height means the vertical distance from the lowest exposed point to the highest eave. The highest eave is the tallest of all eaves on a building and measured at a point where the sidewall, including the sidewall of any dormer or architectural feature, meets the roof's lower edge.

Community Parking Examples for Multi-Family Residential

Community	Ordinance Provision	Notes
City of Oconomowoc	1.5/du for one-bedroom units 2/du for all other units All projects shall provide 0.25 guest spaces per unit Properties zoned MC mixed commercial are exempt from off-street parking requirements.	Several PUD's identify modified parking requirements unique to development PUD for "The Harvest" allows parking exemptions, including # of stalls, access isles, and parking ratios, which will be granted after review and approval and determined on a case-by-case basis upon review of the site plans for outlots and individual building sites. Determined prior to site plan and development plan approval.
Village of Sussex	two (2) spaces per dwelling unit plus one (1) guest parking space per five (5) dwelling units (10 percent guest parking). All parking except guest parking shall be provided in enclosed garages. Attached garages or underground parking is preferred. Housing for the elderly—one (1) space per dwelling unit.	
Village of Dousman	2 spaces per unit. Garage space can be used to satisfy this requirement.	
Village of Pewaukee	RM multi-family: Minimum required enclosed parking spaces in the RM district shall be: (1)One bedroom units: 1.75 parking spaces per unit. (2)Two bedroom units: 2.00 parking spaces per unit. (3)Three bedroom units: 2.00 parking spaces per unit.	

City of Pewaukee	Rm-2 multi-family (9 units/acre): There shall be a minimum of 2 1/2 two-hundred-square-foot off-street parking spaces provided for each residential unit, of which at least two must be located in a garage as defined in § **340-16.2**. Rm-3 multi-family (12 units/acre): Suggested minimum parking. One and one-half off-street parking spaces provided for each efficiency, one-bedroom, or two-bedroom unit and 2 1/2 off-street parking spaces provided for each three or more bedroom unit or as determined practical by the Plan Commission.	
City of Delafield	Multi-family 2 spaces per dwelling unit. Elderly multi-family 1.5 spaces per dwelling unit. Exception for elderly housing. Where in the opinion of the plan commission, an elderly housing development may need less than 1.5 parking spaces per dwelling unit due to the nature of the facility or the fact that many of the residents will not own or drive automobiles, the plan commission may grant an exception to the required 1.5 spaces per dwelling unit.	

Waukesha County	Developments containing more than four (4) dwelling units shall provide a minimum of two (2) spaces per dwelling unit. Parking may be reduced to a ratio of 1.75 spaces per dwelling unit if a minimum of twenty percent (20%) of the dwelling units are one bedroom or efficiency units. Visitor parking shall be assessed on a case-by-case basis.	

Sarah LaValliere

From:	breinders
Sent:	Monday, May 11, 2026 7:57 PM
To:	Sarah LaValliere
Subject:	Public Comment re May 21 plan comm public hearing
Follow Up Flag:	Follow up
Flag Status:	Flagged

DEAR Plan Commission,
RE changing the text and regulations around Mixed Use in the Village of Summit. It is my humble opinion that the density and amount of dense retail requested by the developer is not appropriate in the Village. The standing Mixed Use code was determined and well thought out by past village board members and laid a vision of what Summit was allowed to have and not have as Mixed Use areas. Im sure past members painstakingly defined Mixed Use as what they deemed an appropriate well-received and appealing atmosphere for the Village. I understand it currently allows 6 Units/Acre as an historically acceptable density here in the Village. One current board or group of members presently presiding temporarily should not be swayed by ONE developer who desperately seeks a certain revenue goal. The Village was content with 6 Units all these years and one current board should not be swayed by one Developer "passing thru town" to perhaps mistakenly forever change the future look, atmosphere, greenspace, traffic patterns, quality of lfe, peace and quiet, crime level, and allow this type of density both residential and retail to go on in perpituity by any and every developer on any piece of land anywhere in the Village going Forward. Any new code verbage will have to be accepted and not able to be denied anywhere in the Village by any Developer who applies. For Example, all along DR, along P Sawyer Rd to the South, in the Area of Panga, the Vacant farm land on the NW Corner of Valley & Sawyer. This new verbage will be deemed acceptable anywhere in Summit from Now On.....So dear Commission please consider what you are doing to the future of Summit because of this One Developer and his demands. PLEASE compromise and Allow 7 or 8 units max. Ten per acre is clearly not well-received and Summit will be destroyed by this and all future Developers who are allowed that everywhere else. Please dont allow him to be the voice of the future of our Village. Seven units/ac is plenty for his project and all those that may come in the upcoming years.
Please note, the above opinion applies to RETAIL as well. Once you change this wording, it will apply across the Village wherever and whenever any future Developers apply.
Thank you
Barbara Reinders
3095 Walleye Dr
Summit, WI 53066

Sarah LaValliere

From:
Sent: Wednesday, May 13, 2026 12:44 PM
To: Sarah LaValliere
Cc:
Subject: Proposed Cobalt Development

Dear Village of Summit Plan Commission Members:

I am writing to you to raise several concerns I have with the proposed "Cobalt" development.

We reside in Lake Country Village, moving to Summit in 2020. We truly enjoy the Village, its location, and the amenities found within our subdivision. We are not opposed to development, in general.

You are aware that the website for Summit includes the following language: "The Village offers the benefits of a quiet, rural and lake country setting near urban amenities.... The Village includes a variety of quality housing developments and excellent school districts, with many shopping and dining opportunities within a short drive. Through well-planned and controlled development, Summit is a growing, thriving community where residents find opportunities to live, work and play."

I believe our subdivision reflects the description set forth on the Summit website. An aerial view of our subdivision, and the adjacent subdivision in Oconomowoc, shows well laid out streets, spaces between residences, and green space for residents and green space and amenities for youngsters to enjoy. Our subdivision's building requirements and necessary approvals insure that each residence will be built so as not to impose or overtly "overlook" a neighboring property, so all can enjoy some level of privacy, such as can be provided in a residential community.

The Cobalt proposal indicates that there will be parking lot parking for the apartment buildings. That type of parking will require outdoor lighting. Such lighting is often placed on high poles and it shines over a broad area. While the lighting does not appear to be necessary directly adjacent to our subdivision, the needed height for the poles would likely cause ambient lighting from these poles to reach the subdivision. This would be intrusive to the residences immediately north of the proposed development.

As you know there is a berm between the southern boundary of the Lake Country Village residences and the area proposed to be developed by Cobalt. The proposed development would place densely placed, multi story homes immediately against the southern slope of the berm. These homes would be close to and look out upon the existing Lake Country Village properties in a manner and with a close proximity to existing residences, that, I believe, would greatly intrude on the privacy of the existing Lake Country Village residences.

In addition, the three story building proposed by Cobalt, while not directly adjacent to the berm described above, would be of a height that would again provide the occupants with a direct sight line across the berm.

I am aware that other communities that approve developments often require developers to take into account privacy concerns of neighboring property owners. I ask that this board do the same: require the

developer to place trees, fencing or a combination of the same on the development's northern border (or with the permission and approval of Lake Country Village on the berm) to preserve the privacy of the existing residential properties. I would note that Oconomowoc has used a similar concept in its landscaping around the new well which provides a visual barrier for the residents of East Lake so that those residents do not directly view a commercial building.

A review of an aerial of Lake Country Village will clearly show that our developer, perhaps in consultation with this Board prior to development, included green space and amenities for use by youngsters in the development. I note that the Cobalt proposal contains no amenities for youngsters. Since Cobalt has indicated it is proposing single family homes, it is logical that these homes (especially in light of the multi story images presented) will be occupied by families and not by, for example, retirees. The green space presented in Cobalt's proposal appears more likely to be a narrow space provided for aesthetic purposes and not for much actual use. The lack of amenities for use by families and youth in a dense residential are as is being proposed (i.e., a total of 600+ living units for the total development) would present a potentially dangerous situation where youth either have to cross Sawyer Road to get to the limited recreational facilities directly East of the intersection leading into Cobalt's proposed development, or cross over into Lake Country Village to use the facilities which are privately paid for and maintained by Lake Country Village. I would hope the Board would understand the need for facilities which would be used by, and convenient to, the individuals buying into Cobalt's single family development as well as the families that would be renting the planned apartments. For comparison, note that the Hackney House has only 302 units and has quite extensive recreational facilities for its residents. Also note that while at the "zoning approval" meeting your committee pointed out that the paths of Lake Country Village are "open" to the public, there is no path leaving Lake Country Village to the Cobalt planned development and I understand that our HOA would not agree to the addition of a new path to the proposed development.

Finally, I have been watching the development of the five or more multi story apartments to the West of the Cobalt proposed development. Those are huge buildings that clearly standout against the skyline of the existing residential properties North of the apartment development. I do not believe more of such three story apartments fit the existing appearance and plan of our community.

Thank you. Robert Storm

Sarah LaValliere

From: Trudy
Sent: Wednesday, May 13, 2026 5:34 PM
To: Sarah LaValliere
Subject: Public Hearing May 21

Amy,

I do plan on coming to the meeting so not sure if this letter is necessary but if you pass to planning great.
Thank you for all you do. Trudy

deputyclerk@villageofsummitwi.gov

We disagree with the MU-1 district intentions of "The Harvest" development which is not in agreement with the 2045 Comprehensive Plan 9.7.4 mixed -use which states that **residential density shall not exceed a net four (4) units per acre**. We as many residents have moved into Summit, WI with the promise of the low-**density ratios. A person's home is their sanctuary.**

We would appreciate the board and planning commission to uphold their 2045 Comprehensive plan, summit zoning section111-359 C-5 (a) For exclusively residential development where the" ratio of preserved lands" is
Defined to includes at least 40 percent of the project area and keep this new development at the 4 units per acre. **Which would give Cobalt a total of available units on the village side of 143.2 units for the 35.8 acres he is purchasing.**

Under the Principal permitted uses of which Cobalt states only to create high end uses, we disagree with the
Following permitted uses, we **would not** like to have:

(2) Taverns
(6) Microbrewery or distillery
(13) Hotel

We would not like these items in our backyard or Lot 2? of the Certified plan. Whichever is the other side of our berm.

Therefore, we do not want a vertically integrated mix-use buildings opposite our berm do to traffic, crime and hurting our future property values.

The minimum floor area per dwelling should be kept in order with the other apartment complexes in the
Area – Hackney, Locklyn, and Norden in order to **keep Cobalt's promise of high-end development**.
Thus we propose:

1. NO Junior
2. 1-bedroom should be 700 sq. feet (which is Lockyn smallest unit)
3. 2-bedroom should be 1100 sq feet (which is Hackney smallest unit)

4. 3-bedroom should be 1350 sq feet (which is Locklyn smallest unit)

Cobalt has promised high end let us not build low end cheap rentals.

Cobalt is also asking for roof-mounted satellite fixtures, provided they are screened from view. (Whose view the roads then again, our subdivision has to see this eyesore- in 2026 this is unnecessary Option for renters.)

He is asking that lots or parcels within PD Overlay be served by public streets. We hope that Cobalt is like any developer paying for these public streets to exist.

Again, no connecting walkways to our subdivision, and we would like to have Cobalt plant at the onset of his develop at least 150 additional evergreens to protect our neighborhood from this upcoming development on the berms adjacent and also on either side of Sawyer Road.

Another thought I have because he is already going after city of Oconomowoc for TIFFS. Of course, we are totally against this TIFF program but I would also point out to this development that with his current adding of 332 apartment units that he also be asset at onset of development for the fire dept services at least same rate as us per household which would be yearly 332 x $560 ++ unit $185,920.00 for fire service. And Pabst farm stormwater 332 x 41.11= $13, 645.20. **Again, we do not want any TIFFS given. Therefore, being responsible for the property taxes yearly at the net value assessed rate.**

We did not hire Cobalt because the area needed development. He is the one wanting to develop our quiet rural area please let him do it all on his own dime.

Thank you for hearing our comments and we appreciate your consideration.
Kind regards,
Dan and Trudy Gerbing

Sarah LaValliere

From:	duwayne schumacher
Sent:	Thursday, May 14, 2026 3:32 PM
To:	Sarah LaValliere
Subject:	Proposed new mixed use zoning district- lots 2and 3csm#11510

I am in the LCV development and would like to comment to this proposed development.
1. Should have no more then 6 units per acre.
2. The units should have a larger square feet per unit, the units are too small and no more than 2 stories.
3 no opening to egress into LCV trails from end of development.
4. Less street parking for minimum parking requirements.
Thank you for reading and including my comments in the public hearing since I will be out of town for the hearing.
DuWayne Schumacher
2921 Winnebago Dr.
Summit
Sent from Yahoo Mail for iPhone

Jason Church
34954 Breens Rd.
Summit, WI 53066
jasonleechurch44@gmail.com · (715) 308-4313

June 18, 2026

Village of Summit Plan Commission
c/o Amy Barrows, Village Planner
37100 Delafield Road, Summit, WI 53066
Submitted by email to: deputyclerk@summitvillage.org

Re: Opposition to Agenda Items 7 & 8.A — request by Cobalt Partners, LLC to repeal and recreate Section 111-353 to create the "MU-PF" Mixed Use – Pabst Farms District (The Harvest at Pabst Farms)

Dear Chairperson Siepmann and Members of the Plan Commission:

I am a resident of the Village of Summit, and I respectfully urge the Commission not to recommend approval of the proposed MU-PF zoning text amendment or, at a minimum, to continue the matter until the safeguards described below are in place.

The Village's own identity is at stake. Summit describes itself as "a quiet, rural and lake country setting" that grows through "well-planned and controlled development." A district allowing up to 10 dwelling units per acre, as many as roughly 360 apartments on the 36-acre residential parcel, together with a hotel and drive-through commercial is urban-scale development. As Commissioner Murray noted on the record, that density "is not the vision that Village residents have." Adopting this district writes that intensity into our ordinance before the binding design standards even exist.

"A new tax base" deserves a closer look. A tax base built on rental apartments and a hotel is not the stable, owner-occupied base that has long defined Summit. Renters and transient hotel guests are not the permanent stakeholders that home ownership creates, and high-density and hospitality uses generate outsized demand for services: the Police Department and Western Lakes Fire District have already submitted letters describing increased service needs, and apartments add children to our schools. Independent "cost of community services" studies routinely find that higher-density residential costs a municipality more than it returns in revenue. The burden of proof should rest on an independent fiscal-impact study, not the developer's projections, before the Village accepts the tax-base premise.

Traffic will be pushed south, where most of us live. The site sits at the northwest corner of I-94 and CTH P, but the majority of the Village's population is to the south. A hotel, grocery, and drive-through retail are traffic magnets, and many of those trips will funnel south through residential streets and toward the lakes. The applicant's own analysis shows the largest increase on Saturdays, peak lake and family traffic, and measures impacts against a hypothetical full industrial build-out rather than today's open land. It also does not fully capture the cumulative traffic from the adjacent Costco/mixed-use project, for which the Village has itself

posted a Traffic Impact Analysis. An independent peer review of traffic should precede any zoning change.

Additional reasons to pause:

- **Premature, project-specific zoning.** The MU-PF district is written for one developer's project on two parcels. Approving it grants the entitlement before the Planned Development Overlay design standards, parking analysis, signage limits, building-height definitions, and the unresolved hotel question are settled, all still open in the record.
- **No revocation safeguard.** The Commission itself has asked whether the rezoning could be undone if the project does not proceed. Without that protection, the Village risks a permanent high-density entitlement with no guaranteed public benefit.
- **Infrastructure is not yet secured.** The amendments depend on first amending the wastewater agreement with the City of Oconomowoc. Zoning should not outrun the utilities and intergovernmental agreements required to support it.

I am not opposed to thoughtful growth that fits Summit's character. I am opposed to creating an urban-scale district before the protections for our rural, lake-country community are in place. I respectfully ask the Commission to vote not to recommend approval, or to continue the item until an independent fiscal study, an independent traffic peer review, and the final Planned Development Overlay standards are complete.

Thank you for your service and for considering my comments.

Respectfully,

Jason Church
34954 Breens Rd, Summit, WI 53066
jasonleechurch44@gmail.com · (715) 308-4313

VILLAGE OF SUMMIT VILLAGE BOARD ZONING REPORT

TO:	Village of Summit Board
FROM:	Amy Barrows, Village Planner *Planning & Zoning LLC*
MEETING DATE:	July 9, 2026
RE:	**Text Amendment to modify and add definitions in the Zoning and Shoreland Protection Ordinance**

The following report is provided for cursory review prior to action. Specifics relating to the submitted documents of this application may be referenced in the Meeting Packet.

PROJECT SUMMARY:

As part of the review of the text amendments for the Mixed Use – Pabst Farms Zoning District, Plan Commission requested that definitions be created for "Fast Casual" restaurants and Interactive/Individual teller machines. Plan Commission also requested that the highest eave in the definition of "Building height" be further defined. Since the public hearing notice did not include a reference to the definition section of the Zoning Code, Staff is requesting that Village Board initiate an application to amend the definition section to include the following terms.

Fast Casual means a restaurant that combines elements of fast-food service such as counter ordering without full table service, with other elements, such as made-to-order food, that are typical of a full-service restaurant.

Interactive/Individual teller machine (ITM) means a banking kiosk, similar to an automated teller machine, but with service from a live teller via video.

Building height means the vertical distance from the lowest exposed point to the highest eave. The highest eave is the tallest of all eaves on a building and measured at a point where the sidewall, including the sidewall of any dormer or architectural feature, meets the roof's lower edge.

POSSIBLE MOTION: Initiate an application to amend Arcticle XV "Definitions" of the Zoning and Shoreland Protection Ordinance as summarized in the staff report provided to the Village Board on July 9, 2026.

VILLAGE OF SUMMIT VILLAGE BOARD ZONING REPORT

TO:	Village of Summit Board
FROM:	Amy Barrows, Village Planner *Planning & Zoning LLC*
MEETING DATE:	July 9, 2026
RE:	**Christmas Fantasy House Proposal, 1187 Meadow Park Place (Lot 11 Bark River Conservancy)**

The following report is provided for cursory review prior to action. Specifics relating to the submitted documents of this application may be referenced in the Meeting Packet.

PROJECT SUMMARY:

The Village of Summit received a request to use the house that is under construction at 1187 Meadow Park Place, which is Lot 11 of Bark River Crossing Subdivision, as the Christmas Fantasy House. The Christmas Fantasy House is a holiday tradition in the greater Milwaukee area that benefits the Ronald McDonald House Charities of Eastern Wisconsin. Designers join forces to turn the home into a winter wonderland. Visitors purchase tickets that benefit the charity. Parking is proposed to take place off-site and patrons will be bused to the property. The event takes place for approximately one week. The event is anticipated to take place between November 1st through 8th this year and there is expected to be approximately 4,000 to 5,000 attendees. The house will be completed by the date of the event. There will not be any other homes completed by the time of the event. A link to the charity's website can be found at https://christmasfantasyhouse.com.

The Village of Summit does not currently have any ordinance language that addresses this type of activity/event on a residential property. Staff is requesting direction from the Village Board regarding whether the Village should pursue a process that would allow such an event.

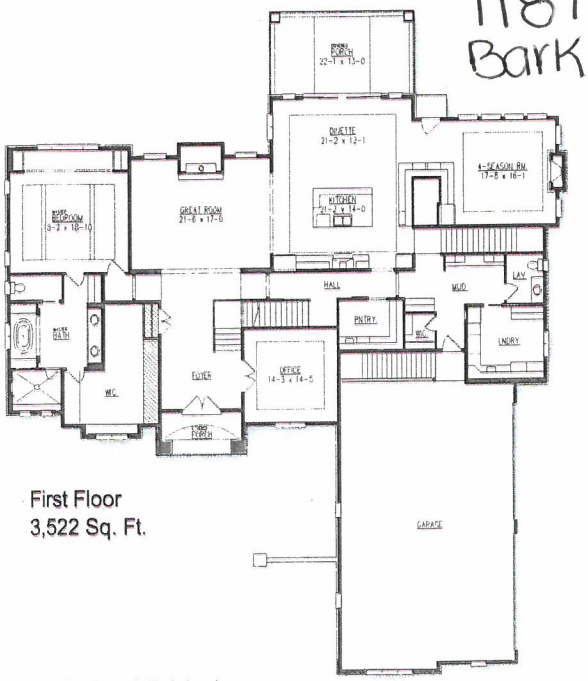
ATTACHMENT:

- Model of home that would be used for the event.

FISCAL IMPACT: There would be staff cost involved in pursuing a process to permit the event.

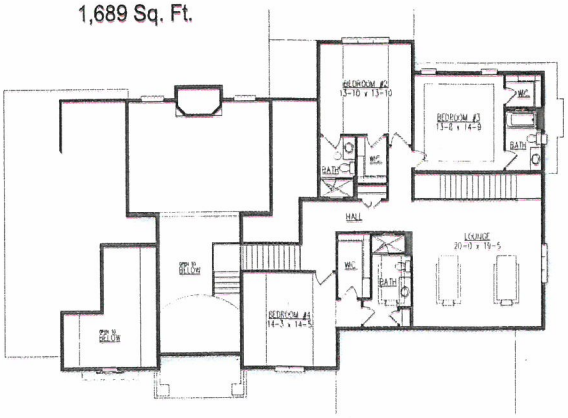
VICTORY
HOMES OF WISCONSIN, INC.
DISTINCTIVE DESIGNS. SUPERIOR CRAFTSMANSHIP.

1187 Meadow Park Pl.
Bark River Conservancy

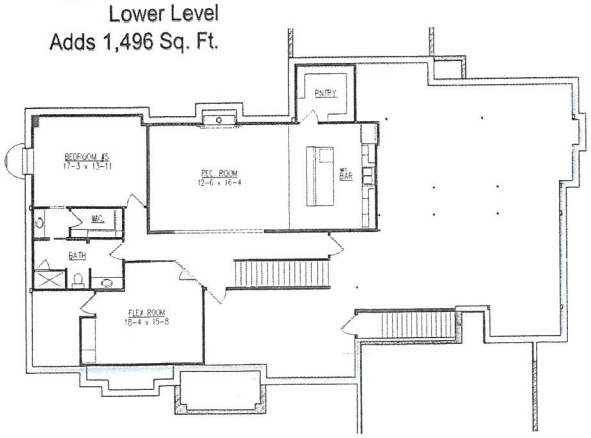


First Floor
3,522 Sq. Ft.

Second Floor
1,689 Sq. Ft.



Optional Finished
Lower Level
Adds 1,496 Sq. Ft.



POINTS OF INTEREST

- 5,211 Sq. Ft.
- 4 bedroom, 4.5 baths
- 4-car side entry garage
- Home office, 4-season room, covered porch, second floor lounge
- 1,496 Sq. Ft. finished lower level adds rec room, wet bar, walk-in pantry, flex room, fifth bedroom and 3/4 bath

Model Hours: Coming Soon!

Lot 11, Bark River Crossing, Summit

Directions: I-94, exit 283 onto N. Sawyer Rd. South on N. Sawyer Rd. to Genesee Lake Rd. West onto Genesee Lake Rd. South onto Meadow Park Ln. at subdivision entrance.

follow us on

Model home as depicted may not represent base home plan. Please see a sales representative for details.

N118 W18531 Bunsen Drive, Germantown, WI 53022 | 866-705-7000 | victoryhomesofwisconsin.com

TRAFFIC ANALYSIS & DESIGN, INC.

PROVIDING TRAFFIC ENGINEERING SOLUTIONS

Date: April 8, 2026

Technical Memorandum

To: Brian Bell
Pabst Farms Development Inc.

From: Don Lee, P.E.
John Bieberitz, P.E., PTOE

Subject: Trip Generation Comparison
Pabst Farms Mixed-Use Development
City of Oconomowoc & Village of Summit, Wisconsin

Traffic Analysis & Design, Inc. prepared a Traffic Impact Analysis (TIA), dated 4/29/2025, for the referenced project located in the City of Oconomowoc and Village of Summit, Waukesha County, Wisconsin. The TIA was approved by WisDOT, Waukesha County, the City of Oconomowoc, and the Village of Summit. After the approval of the TIA, other than the Costco parcel located in Area A, the other land use assumptions for areas A and B as identified in the TIA are being investigated for potential modification. Exhibit 1 shows the location of referenced parcels on an overview map as well as the conceptual site plan used in the previous study. This memorandum is meant to compare the future land use assumptions originally assumed in the TIA to several potential build out scenarios being considered within the Village of Summit. For this exercise, the areas have been broken out into four separate areas noting that the Costco parcel from the previously approved TIA has been excluded from all calculations. The areas include:

- Oconomowoc, north of Pabst Farms Boulevard
- Oconomowoc, south of Pabst Farms Boulevard
- Summit, north of Pabst Farms Boulevard
- Summit, south of Pabst Farms Boulevard

Exhibit 2 shows the newly proposed conceptual site plan. The previously approved land use assumptions for the full build scenarios include the following, noting that the roman numerals correspond to the land use parcel shown in the original site plan on Exhibit 1:

Exhibit 3 shows the previously anticipated and TIA approved land uses and expected trip generation for the aforementioned land uses under the full build scenario. Since the Costco parcel (Parcel XI), including outlots, is currently under construction, all land uses for this parcel were excluded from the trip generation comparison tables.

Exhibits 4A&B shows the newly proposed land uses and expected trip generation for the parcels of land north and south of Pabst Farms Boulevard located within the City of Oconomowoc.

Exhibits 5A&B shows the newly proposed land uses and expected trip generation for the parcels of land north and south of Pabst Farms Boulevard located within the Village of Summit.

Exhibits 6A&B shows the newly proposed land uses and expected trip generation for two additional build out scenarios for the parcels of land north and south of Pabst Farms Boulevard located within the Village of Summit. These two additional scenarios include a scenario where the residential component is built out at 60-percent of the proposed conceptual plan build out (Exhibit 6A) and a scenario where these two parcels are built out with industrial land uses (Exhibit 6B).

Exhibit 7 shows a comparison of the weekday morning, weekday evening, and Saturday midday peak hour trips when compared to the previously approved TIA assumptions under each of the following four build out scenarios.

Scenario 1

- Oconomowoc, new commercial and residential build out as shown on new site plan.
- Summit, no build out.

Scenario 2

- Oconomowoc, new commercial and residential build out as shown on new site plan.
- Summit, industrial land use build out.

Scenario 3

- Oconomowoc, new commercial and residential build out as shown on new site plan.
- Summit, new commercial and residential build out as shown on new site plan.

Scenario 4

- Oconomowoc, new commercial and residential build out as shown on new site plan.
- Summit, new commercial build out as shown on new site plan, 60-percent reduction in residential build out.

As shown in the summary tables in Exhibit 7, ***under scenario 1***, the weekday morning peak hour trips are expected to decrease by 715 new trips, the weekday evening peak hour trips are expected to decrease by 610 new trips, and the Saturday midday peak hour trips are expected to increase by 250 new trips when compared to the previously approved TIA assumptions. The weekday daily (24-hour) trips are expected to decrease by 7,070 new trips.

Under scenario 2, the weekday morning peak hour trips are expected to decrease by 45 new trips, the weekday evening peak hour trips are expected to increase by 285 new trips, and the Saturday midday peak hour trips are expected to increase by 440 new trips when compared to the previously approved TIA assumptions. The weekday daily (24-hour) trips are expected to decrease by 2,640 new trips.

Under scenario 3, the weekday morning peak hour trips are expected to decrease by 230 new trips, the weekday evening peak hour trips are expected to increase by 310 new trips, and the Saturday midday peak hour trips are expected to increase by 1,245 new trips when compared to the previously approved TIA assumptions. The weekday daily (24-hour) trips are expected to increase by 1,390 new trips.

Under scenario 4, the weekday morning peak hour trips are expected to decrease by 300 new trips, the weekday evening peak hour trips are expected to increase by 200 new trips, and the Saturday midday peak hour trips are expected to increase by 1,155 new trips when compared to the previously approved TIA assumptions. The weekday daily (24-hour) trips are expected to decrease by 35 new trips.

The above summary is meant to provide a comparison of the expected new trips using the updated land use assumptions under several different build out scenarios with the Village of Summit, when compared to the previously approved new trips based on the previous TIA land use assumptions. If you have any questions or concerns, please let us know as we'd be happy to discuss them further.

N

GRAPHIC SCALE
100 0 100 200 400
(IN FEET)

DESCRIPTION	DATE

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com
Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

PABST FARMS BLVD
OCONOMOWOC, WI

CONCEPTUAL ACCESS EXHIBIT

© COPYRIGHT 2024
R.A. Smith, Inc.

DATE: 12/10/2024
SCALE: 1" = 200'
JOB NO. 3240106
PROJECT MANAGER:
PAUL V. McILHERAN, P.E.
DESIGNED BY:
CHECKED BY:

SHEET NUMBER
EX-01

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TADI
TRAFFIC ANALYSIS & DESIGN, INC.
#3640 4-8-2026

N
NOT TO SCALE

EXHIBIT 1
OVERVIEW AND ON-SITE CONCEPTUAL SITE PLAN
AREAS A&B
APPROVED TIA
CITY OF OCONOMOWOC & VILLAGE OF SUMMIT, WISCONSIN

CONCEPT MASTER PLAN

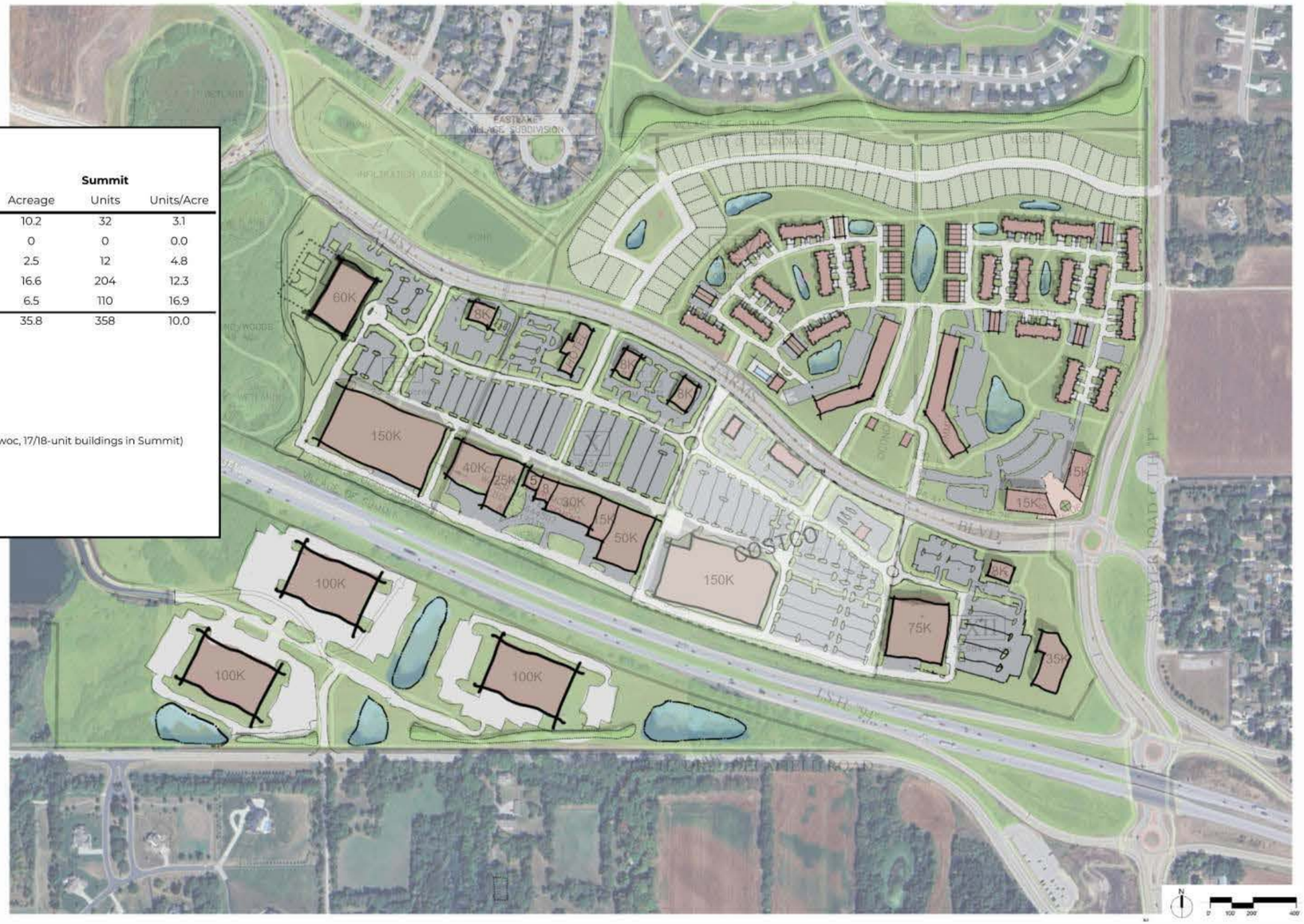
DEVELOPMENT SUMMARY

Pabst Farms Development Summary

	Oconomowoc			Summit		
	Acreage	Units	Units/Acre	Acreage	Units	Units/Acre
Single-Family Detached	12.5	38	3.0	10.2	32	3.1
Single-Family Attached	4.6	18	3.9	0	0	0.0
Multi-Family Owner Occupied	1.7	12	7.1	2.5	12	4.8
2-Story Garden Style Apt	13.9	212	15.3	16.6	204	12.3
3 over 1 Apt	9.3	110	11.8	6.5	110	16.9
Total	42	390	9.3	35.8	358	10.0

Unit Totals

Single-Family Detached	70	(1/4-acre lots approximately)
Single-Family Attached	18	(Twin Homes)
Condominiums Total Units	24	(Owner-Occupied Townhomes)
Garden Style Total Units	416	(23/24-unit buildings in Oconomowoc, 17/18-unit buildings in Summit)
3 over 1 Apt Total Units	220	
Total Units	748	
Total Res. Acreage	77.8	
Total Unit Density	9.6	



RINKA+ COBALT PARTNERS

PABST FARM MASTERPLAN
EXHIBIT I

TADI TRAFFIC ANALYSIS & DESIGN, INC.
#3640 4-8-2026

N
NOT TO SCALE

EXHIBIT 2
ON-SITE CONCEPTUAL SITE PLAN
AREAS A&B
APRIL 2026 PROPOSED CONCEPT
CITY OF OCONOMOWOC & VILLAGE OF SUMMIT, WISCONSIN

Exhibit 3

On-Site (Approved TIA Full Build, Except Costco Parcel) Trip Generation Table[1,2]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
IX: Corporate Headquarters Building	714	180 Employees	420 (2.31)	85 (93%)	5 (7%)	90 FCE	10 (10%)	75 (90%)	85 FCE	0 (44%)	5 (56%)	5 (0.03)
X: Shopping Plaza (40-150k) - Supermarket - No	821	130.000 x 1,000 SF	8,780 (67.52)	140 (62%)	85 (38%)	225 (1.73)	330 (49%)	345 (51%)	675 (5.19)	420 (52%)	390 (48%)	810 (6.22)
X: Shopping Plaza (40-150k) - Supermarket - No - Outlots along PF Blvd	821	70.000 x 1,000 SF	4,730 (67.52)	75 (62%)	45 (38%)	120 (1.73)	180 (49%)	185 (51%)	365 (5.19)	225 (52%)	210 (48%)	435 (6.22)
XII: Shopping Plaza (40-150k) - Supermarket - Yes	821	60.000 x 1,000 SF	5,670 (94.49)	130 (62%)	80 (38%)	210 (3.53)	280 (48%)	300 (52%)	580 FCE	285 (51%)	270 (49%)	555 (9.26)
XIII: Research and Development Center	760	425.000 x 1,000 SF	4,370 FCE	330 (82%)	75 (18%)	405 FCE	60 (16%)	320 (84%)	380 FCE	45 (44%)	55 (56%)	100 (0.24)
XIV: Research and Development Center	760	455.000 x 1,000 SF	4,660 FCE	355 (82%)	75 (18%)	430 FCE	65 (16%)	340 (84%)	405 FCE	50 (44%)	60 (56%)	110 (0.24)
Total Trips			**28,630**	**1,115**	**365**	**1,480**	**925**	**1,565**	**2,490**	**1,025**	**990**	**2,015**
Minus Linked Trips	*(714)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(821)*	*20%*	*-1,760*	*-30*	*-15*	*-45*	*-65*	*-70*	*-135*	*-85*	*-80*	*-165*
Minus Linked Trips	*(821)*	*20%*	*-950*	*-15*	*-10*	*-25*	*-35*	*-35*	*-70*	*-45*	*-40*	*-85*
Minus Linked Trips	*(821)*	*20%*	*-1,130*	*-25*	*-15*	*-40*	*-55*	*-60*	*-115*	*-55*	*-55*	*-110*
Minus Linked Trips	*(760)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(760)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Linked Trip Reduction			**-3,840**	**-70**	**-40**	**-110**	**-155**	**-165**	**-320**	**-185**	**-175**	**-360**
Total New Trips			**24,790**	**1,045**	**325**	**1,370**	**770**	**1,400**	**2,170**	**840**	**815**	**1,655**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

[2] *All calculations exclude Costco Parcel.*

Exhibit 4A

On-Site (Oconomowoc, South of Pabst Farms Blvd) Trip Generation Table[1,2]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
Hotel	310	100 Rooms	800 (7.99)	25 (56%)	20 (44%)	45 FCE	25 (51%)	20 (49%)	45 FCE	40 (56%)	30 (44%)	70 (0.72)
Fast Casual Restaurant	930	4.000 x 1,000 SF	390 (97.14)	5 (50%)	0 (50%)	5 (1.43)	30 (55%)	20 (45%)	50 (12.55)	70 (55%)	60 (45%)	130 (32.64)
Fast-Food Restaurant without Drive-Through Window	933	3.500 x 1,000 SF	1,580 (450.49)	85 (58%)	65 (42%)	150 (43.18)	60 (50%)	55 (50%)	115 (33.21)	95 (49%)	95 (51%)	190 (54.60)
Strip Retail Plaza (<40k) - Outlots along PF Blvd	822	20.000 x 1,000 SF	1,090 (54.45)	25 (60%)	20 (40%)	45 (2.36)	65 (50%)	60 (50%)	125 FCE	65 (51%)	65 (49%)	130 (6.57)
Shopping Center (>150k)	820	244.275 x 1,000 SF	12,240 FCE	175 (62%)	105 (38%)	280 FCE	515 (48%)	560 (52%)	1,075 FCE	680 (52%)	630 (48%)	1,310 FCE
Supermarket	850	25.000 x 1,000 SF	2,620 FCE	40 (59%)	30 (41%)	70 (2.86)	125 (50%)	125 (50%)	250 FCE	165 (50%)	165 (50%)	330 FCE
Total Trips			**18,720**	**355**	**240**	**595**	**820**	**840**	**1,660**	**1,115**	**1,045**	**2,160**
Minus Linked Trips	*(310)*	*20%*	*-160*	*-5*	*-5*	*-10*	*-5*	*-5*	*-10*	*-10*	*-5*	*-15*
Minus Linked Trips	*(930)*	*20%*	*-80*	*0*	*0*	*0*	*-5*	*-5*	*-10*	*-15*	*-10*	*-25*
Minus Linked Trips	*(933)*	*20%*	*-320*	*-15*	*-15*	*-30*	*-10*	*-10*	*-20*	*-20*	*-20*	*-40*
Minus Linked Trips	*(822)*	*20%*	*-220*	*-5*	*-5*	*-10*	*-15*	*-10*	*-25*	*-15*	*-15*	*-30*
Minus Linked Trips	*(820)*	*20%*	*-2,450*	*-35*	*-20*	*-55*	*-105*	*-110*	*-215*	*-135*	*-125*	*-260*
Minus Linked Trips	*(850)*	*20%*	*-520*	*-10*	*-5*	*-15*	*-25*	*-25*	*-50*	*-35*	*-35*	*-70*
Total Linked Trip Reduction			**-3,750**	**-70**	**-50**	**-120**	**-165**	**-165**	**-330**	**-230**	**-210**	**-440**
Total New Trips			**14,970**	**285**	**190**	**475**	**655**	**675**	**1,330**	**885**	**835**	**1,720**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

[2] *All calculations exclude Costco Parcel.*

Exhibit 4B

On-Site (Oconomowoc, North of Pabst Farms Blvd) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
Single-Family Detached Housing	210	38 Units	410 FCE	10 (26%)	20 (74%)	30 FCE	25 (63%)	15 (37%)	40 FCE	20 (54%)	20 (46%)	40 FCE
Single-Family Attached Housing	215	18 Units	90 FCE	0 (31%)	5 (69%)	5 FCE	5 (57%)	0 (43%)	5 FCE	5 (48%)	5 (52%)	10 (0.57)
Single-Family Attached Housing/Condo	215	12 Units	40 FCE	0 (31%)	0 (69%)	0 FCE	5 (57%)	0 (43%)	5 FCE	0 (48%)	5 (52%)	5 (0.57)
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	212 Units	1,430 FCE	20 (24%)	70 (76%)	90 FCE	70 (63%)	40 (37%)	110 FCE	45 (54%)	40 (46%)	85 (0.41)
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	110 Units	780 FCE	15 (24%)	40 (76%)	55 FCE	45 (63%)	25 (37%)	70 FCE	25 (54%)	20 (46%)	45 (0.41)
Total New Trips			**2,750**	**45**	**135**	**180**	**150**	**80**	**230**	**95**	**90**	**185**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

Exhibit 5A

On-Site (Summit, South of Pabst Farms Blvd) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday	AM Peak			PM Peak			SAT Peak		
			Daily	In	Out	Total	In	Out	Total	In	Out	Total
Health/Fitness Club	492	100.000 x 1,000 SF	2,880	65	65	130	195	150	345	155	165	320
			(28.82)	(51%)	(49%)	(1.31)	(57%)	(43%)	(3.45)	(49%)	(51%)	(3.19)
Medical-Dental Office Building (Stand-alone)	720	30.000 x 1,000 SF	1,080	65	15	80	35	85	120	50	40	90
			(36.00)	(79%)	(21%)	FCE	(30%)	(70%)	FCE	(57%)	(43%)	(3.02)
Drive-in Bank	912	3 Drive-Thru Lanes	390	15	10	25	40	40	80	40	45	85
			FCE	(61%)	(39%)	FCE	(49%)	(51%)	(27.07)	(49%)	(51%)	(27.67)
Total Trips			**4,350**	**145**	**90**	**235**	**270**	**275**	**545**	**245**	**250**	**495**
Minus Linked Trips	*(912)*	*20%*	*-80*	*-5*	*0*	*-5*	*-10*	*-10*	*-20*	*-10*	*-10*	*-20*
Total Linked Trip Reduction			**-80**	**-5**	**0**	**-5**	**-10**	**-10**	**-20**	**-10**	**-10**	**-20**
Total New Trips			**4,270**	**140**	**90**	**230**	**260**	**265**	**525**	**235**	**240**	**475**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

Exhibit 5B

On-Site (Summit, North of Pabst Farms Blvd) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday	AM Peak			PM Peak			SAT Peak		
			Daily	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	32 Units	350	5	20	25	20	15	35	20	15	35
			FCE	(26%)	(74%)	FCE	(63%)	(37%)	FCE	(54%)	(46%)	FCE
Single-Family Attached Housing	215	Units	0	0	0	0	0	0	0	0	0	0
			FCE	(31%)	(69%)	FCE	(57%)	(43%)	FCE	(48%)	(52%)	(0.57)
Single-Family Attached Housing/Condo	215	12 Units	40	0	0	0	5	0	5	0	5	5
			FCE	(31%)	(69%)	FCE	(57%)	(43%)	FCE	(48%)	(52%)	(0.57)
XIV: Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	204 Units	1,380	20	65	85	70	40	110	45	40	85
			FCE	(24%)	(76%)	FCE	(63%)	(37%)	FCE	(54%)	(46%)	(0.41)
XIV: Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	110 Units	780	15	40	55	45	25	70	25	20	45
			FCE	(24%)	(76%)	FCE	(63%)	(37%)	FCE	(54%)	(46%)	(0.41)
Fast Casual Restaurant	930	10.000 x 1,000 SF	970	10	5	15	70	55	125	180	145	325
			(97.14)	(50%)	(50%)	(1.43)	(55%)	(45%)	(12.55)	(55%)	(45%)	(32.64)
High-Turnover (Sit-Down) Restaurant	932	10.000 x 1,000 SF	1,070	50	45	95	55	35	90	55	55	110
			(107.20)	(55%)	(45%)	(9.57)	(61%)	(39%)	(9.05)	(51%)	(49%)	(11.19)
Total Trips			**4,590**	**100**	**175**	**275**	**265**	**170**	**435**	**325**	**280**	**605**
Minus Linked Trips	*(930)*	*20%*	*-190*	*0*	*0*	*0*	*-15*	*-10*	*-25*	*-35*	*-30*	*-65*
Minus Linked Trips	*(932)*	*20%*	*-210*	*-10*	*-10*	*-20*	*-10*	*-5*	*-15*	*-10*	*-10*	*-20*
Total New Trips			**4,190**	**90**	**165**	**255**	**240**	**155**	**395**	**280**	**240**	**520**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

Exhibit 6A

Alternate On-Site (Summit, North of Pabst Farms Blvd, 60% Reduction in Residential) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday	AM Peak			PM Peak			SAT Peak		
			Daily	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	13 Units	150 FCE	5 (26%)	5 (74%)	10 FCE	10 (63%)	5 (37%)	15 FCE	10 (54%)	10 (46%)	20 FCE
Single-Family Attached Housing	215	Units	0 FCE	0 (31%)	0 (69%)	0 FCE	0 (57%)	0 (43%)	0 FCE	0 (48%)	0 (52%)	0 (0.57)
Single-Family Attached Housing/Condo	215	5 Units	15 FCE	0 (31%)	0 (69%)	0 FCE	0 (57%)	0 (43%)	0 FCE	0 (48%)	5 (52%)	5 (0.57)
XIV: Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	82 Units	600 FCE	10 (24%)	40 (76%)	50 FCE	35 (63%)	20 (37%)	55 FCE	20 (54%)	15 (46%)	35 (0.41)
XIV: Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	44 Units	360 FCE	10 (24%)	25 (76%)	35 FCE	25 (63%)	15 (37%)	40 FCE	10 (54%)	10 (46%)	20 (0.41)
Fast Casual Restaurant	930	10.000 x 1,000 SF	970 (97.14)	10 (50%)	5 (50%)	15 (1.43)	70 (55%)	55 (45%)	125 (12.55)	180 (55%)	145 (45%)	325 (32.64)
High-Turnover (Sit-Down) Restaurant	932	10.000 x 1,000 SF	1,070 (107.20)	50 (55%)	45 (45%)	95 (9.57)	55 (61%)	35 (39%)	90 (9.05)	55 (51%)	55 (49%)	110 (11.19)
Total Trips			**3,165**	**85**	**120**	**205**	**195**	**130**	**325**	**275**	**240**	**515**
Minus Linked Trips	*(930)*	*20%*	*-190*	*0*	*0*	*0*	*-15*	*-10*	*-25*	*-35*	*-30*	*-65*
Minus Linked Trips	*(932)*	*20%*	*-210*	*-10*	*-10*	*-20*	*-10*	*-5*	*-15*	*-10*	*-10*	*-20*
Total New Trips			**2,765**	**75**	**110**	**185**	**170**	**115**	**285**	**230**	**200**	**430**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

Exhibit 6B

Alternate On-Site (Summit, North & South of Pabst Farms Blvd, Industrial) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday	AM Peak			PM Peak			SAT Peak		
			Daily	In	Out	Total	In	Out	Total	In	Out	Total
Manufacturing (North of Pabst Farm Blvd)	140	788.000 x 1,000 SF	3,170 FCE	370 (76%)	120 (24%)	490 FCE	210 (31%)	460 (69%)	670 FCE	75 (52%)	65 (48%)	140 (0.18)
Manufacturing (South of Pabst Farm Blvd)	140	280.000 x 1,000 SF	1,260 FCE	135 (76%)	45 (24%)	180 FCE	70 (31%)	155 (69%)	225 FCE	25 (52%)	25 (48%)	50 (0.18)
Total New Trips			**4,430**	**505**	**165**	**670**	**280**	**615**	**895**	**100**	**90**	**190**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

Summary - Scenario 1

	Weekday Daily	AM Peak			PM Peak			SAT Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Approved TIA Subtotal (without Costco Parcel)	24,790	1,045	325	1,370	770	1,400	2,170	840	815	1,655
New Assumptions	17,720	330	325	655	805	755	1,560	980	925	1,905
Increase (Decrease) from approved TIA	(7,070)	(715)	0	(715)	35	(645)	(610)	140	110	250

Notes: Oconomowoc New Commercial & Residential (See scenrario 3), Summit no build out
Exhibits 4A+4B

Summary - Scenario 2

	Weekday Daily	AM Peak			PM Peak			SAT Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Approved TIA Subtotal (without Costco Parcel)	24,790	1,045	325	1,370	770	1,400	2,170	840	815	1,655
New Assumptions	22,150	835	490	1,325	1,085	1,370	2,455	1,080	1,015	2,095
Increase (Decrease) from approved TIA	(2,640)	(210)	165	(45)	315	(30)	285	240	200	440

Notes: Oconomowoc New Commercial & Residential (See scenrario 3), Summit Industial
Exhibits 4A+4B+6B

Summary - Scenario 3

	Weekday Daily	AM Peak			PM Peak			SAT Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Approved TIA Subtotal (without Costco Parcel)	24,790	1,045	325	1,370	770	1,400	2,170	840	815	1,655
New Assumptions	26,180	560	580	1,140	1,305	1,175	2,480	1,495	1,405	2,900
Increase (Decrease) from approved TIA	1,390	(485)	255	(230)	535	(225)	310	655	590	1,245

Notes: Oconomowoc New Commercial & Residential, Summit New Commercial & Residential
Exhibits 4A+4B+5A+5B

Summary - Scenario 4

	Weekday Daily	AM Peak			PM Peak			SAT Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Approved TIA Subtotal (without Costco Parcel)	24,790	1,045	325	1,370	770	1,400	2,170	840	815	1,655
New Assumptions	24,755	545	525	1,070	1,235	1,135	2,370	1,445	1,365	2,810
Increase (Decrease) from approved TIA	(35)	(500)	200	(300)	465	(265)	200	605	550	1,155

Notes: Oconomowoc New Commercial & Residential (See Scenario 3), Summit Same New Commercial (Scenraio 3) & Residential (@ 60% Reduction)
Exhibits 4A+4B+5A+6A

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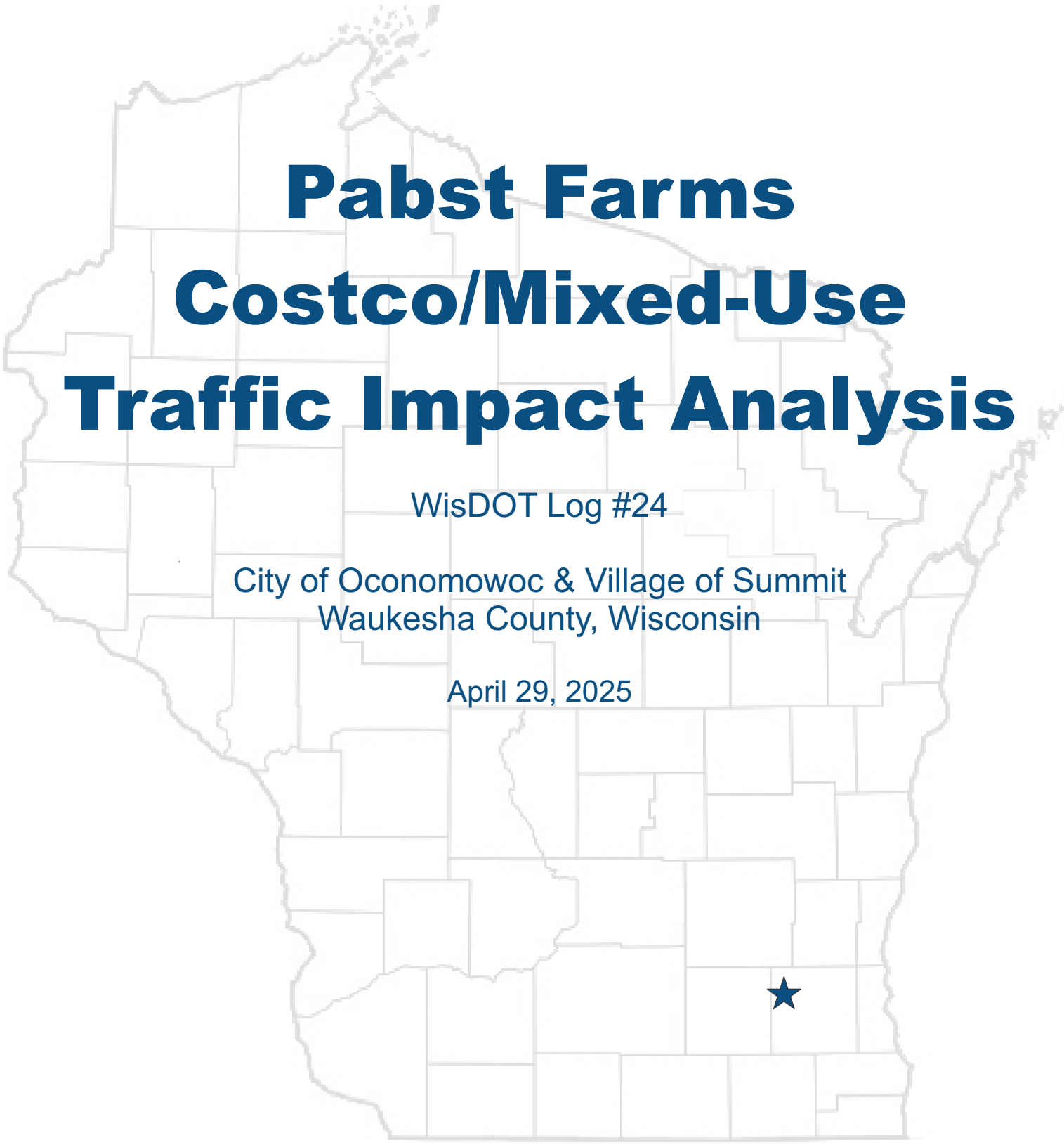
Pabst Farms Costco/Mixed-Use Traffic Impact Analysis

WisDOT Log #24

City of Oconomowoc & Village of Summit
Waukesha County, Wisconsin

April 29, 2025



TRAFFIC IMPACT STUDY FOR:

PABST FARMS COSTCO/MIXED-USE DEVELOPMENT

CITY OF OCONOMOWOC AND VILLAGE OF SUMMIT
WAUKESHA COUNTY, WISCONSIN
(WisDOT Log #24)

DATE SUBMITTED: April 29, 2025

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"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

_____

Donald J. Lee, P.E.
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Pabst Farms Costco/Mixed-use Development
Traffic Impact Analysis
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CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

Pabst Farms Development is proposing to move forward with the next phase of the Pabst Farms Business Park development which is located along Pabst Farm Boulevard between Summit Avenue/State Trunk Highway (STH) 67 and Sawyer Road/County Trunk Highway (CTH) P in the City of Oconomowoc and Village of Summit, Waukesha County, Wisconsin. As part of the development, WisDOT, the City of Oconomowoc and the Village of Summit have requested a traffic impact analysis be conducted to determine the traffic expected to be generated by the development and to identify roadway, intersection and access modifications attributed to the new development for the opening year (2026) initial build and horizon year (2041) full build traffic scenarios. Known off-site developments adjacent to the proposed site are also considered and included in the opening year (2026) initial build traffic scenario.

Two access scenarios are included in the analysis to compare the operations of the study area intersections with and without an additional right-in/right-out access onto CTH P from the Parcel XII on-site development area, with the potential right-in/right-out access to the parcel located between Pabst Farms Boulevard and the IH-94 westbound ramp roundabout.

This report documents the procedures, findings, and conclusions of the traffic impact analysis. The analysis identifies recommended modifications based on existing intersection geometrics, existing and projected traffic volumes, and traffic expected to be generated by the proposed on-site and off-site developments.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the proposed and potential developments and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

The on-site mixed-use development is proposed to be located along Pabst Farm Boulevard between Summit Avenue/STH 67 and Sawyer Road/CTH P in the City of Oconomowoc and the Village of Summit, as shown on Exhibit 1-1. The study area for the proposed development includes the following existing intersections:

- STH 67 & Oconomowoc Drive/Pabst Farms Boulevard (traffic signal control)
- CTH P & IH-94 Eastbound Ramps (roundabout control)
- CTH P & IH-94 Westbound Ramps (roundabout control)
- CTH P & Pabst Farms Boulevard/CTH DR (roundabout control)
- CTH P & North Interlake Drive (one-way stop control)
- CTH P & Valley Road/CTH B (all-way stop control)
- CTH P & Proposed Driveway #9/Bartlett Road (two-way stop control)
- CTH P & Proposed Driveway #10 (right-in/right-out stop control)
- Pabst Farms Boulevard & Proposed Driveway #3 (one-way stop control)
- Pabst Farms Boulevard & Proposed Driveway #4 (two-way stop control)
- Pabst Farms Boulevard & Proposed Driveway #5 (right-in/right-out stop control)
- Pabst Farms Boulevard & Proposed Driveway #6 (potential traffic signal control)
- Pabst Farms Boulevard & Proposed Driveway #7 (right-in/right-out stop control)
- Pabst Farms Boulevard & Proposed Driveway #8 (potential traffic signal control)

As listed, in addition to the six existing intersections and as shown on Exhibit 1-1, five full access driveways and three additional right-in/right-out access driveways to the proposed development areas along Pabst Farms Boulevard and CTH P are also considered.

Two access scenarios are included in the analysis to compare the operations of the study area intersections with and without an additional right-in/right-out access onto CTH P from the Parcel XII on-site development area, with the potential right-in/right-out access to the parcel located between Pabst Farms Boulevard and the IH-94 westbound ramp roundabout.

B2. On-Site Development Description

The conceptual site plan for the mixed-use development is illustrated in Exhibit 1-2A. The initial phase of the on-site mixed-use development is expected to include a Costco Discount Club (Exhibit 1-2B), and a combination of restaurants, general retail and commercial/bank land uses as well as office/corporate headquarters land uses. The remaining on-site development area, north of Pabst Farms Boulevard, is expected to include research and development land uses. According to the development team, the following land uses are assumed for the proposed mixed-use development site:

Initial Build Scenario (2026)

- Parcel IX: Corporate Headquarters – 180 employees
- Parcel X: Shopping Plaza (40-150k) – No Supermarket – 130,000 SF
- Parcel X (outlots): Shopping Plaza (40-150k) – No Supermarket – 70,000 SF
- Parcel XI: Discount Club – 159,605 SF
- Parcel XI: Strip Retail Plaza (<40K) – 15,000 SF
- Parcel XI: Drive-in Bank – 3,000 SF
- Parcel XI: High-Turnover Site Down Restaurant – 9,000 SF
- Parcel XII: Shopping Plaza (40-150k) – Yes Supermarket – 60,000 SF

Full Build Scenario (2036)

- Parcel XIII: Research and Development Center – 425,000 SF
- Parcel XIV: Research and Development Center – 455,000 SF

It is anticipated that the initial build out of the southern parcels will occur in the year 2026 with potential build out of the other parcels happening within ten years of the initial build. It is noted that timing for buildout of the other parcels is unknown at this time and is included for planning purposes only. Therefore, initial build out of the southern parcels is expected by the year 2026 and included in the Year 2026 Build traffic scenario and full build out of all parcels is expected by the year 2036 and included in the Year 2041 Build traffic scenario.

B3. Off-Site Development Description

According to the City of Oconomowoc and as shown on Exhibit 1-1, three off-site development areas have been identified within the limits of the study area which were taken from the previously completed Pabst Farms Mixed-Use Development TIA dated January 15, 2024. The parcels are located along the north and south sides of Pabst Farms Boulevard between STH 67 and Village Lane. The off-site development areas are those that are either under construction or are planned based on previous coordination with the City of Oconomowoc.

The off-site developments are listed below and the locations for each are shown on the study area map on Exhibit 1-1.

Initial Build (Area D)

- Research and Development Center – 320,000 square feet (sf)
- Multifamily Housing (Low-Rise/Not Close to Rail Transit) – 171 units
- High-Turnover (Sit-Down) Restaurant – 28,100 sf
- Fast-food Restaurant with drive-through window – 13,000 sf
- Strip Retail Plaza (<40K) – 38,200 sf
- General Office Building – 16,500 sf

Initial Build (Area E)

- Coffee/Donut Shop with drive-through window – 1,500 sf
- Strip Retail Plaza (<40K) – 6,000 sf
- Senior Adult Housing (Multi-family) – 204 units
- Assisted Living – 48 beds
- Northwest Corner Lot: Strip Retail Plaza (<40K) – 20,000 sf

Initial Build Scenario (Area C)

- Hotel – 100 rooms
- Shopping Center (>150K) – 175,000 sf
- Drive-in Bank – 4 drive-through lanes

All off-site developments are expected to be included in the Year 2026 Background Traffic and the Year 2041 Background Traffic scenarios.

B4. Site Generated Traffic

The traffic volumes expected to be generated by the proposed developments are based on the size and type of the proposed uses, and on trip rates and fitted curve equations (FCE) as published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. Trip rates for the Discount Club were provided by the owner and have been previously approved by WisDOT. A combination of trip rates and FCE's were utilized to determine the expected new trips for all other land uses based on current ITE practices.

The on-site mixed-use development site is expected to include linked trips; however, pass-by trips are not expected. A linked trip occurs when a patron of one tenant visits another tenant prior to exiting the site (e.g., a retail patron visits a restaurant prior to entering the highway system). It is estimated that approximately 20 percent of the retail, 25 percent of the restaurant and 15 percent of the banks new trips will be linked trips. Pass-by trips occur when motorists already on the highway system stop at a development site prior to continuing on their intended route (e.g., an existing motorist eastbound on Pabst Farms Boulevard stops at a restaurant prior to continuing eastbound on Pabst Farms Boulevard). Due to the existing volumes along Pabst Farms Boulevard no trips are expected to be pass-by trips.

Trip generation and traffic assignment information for all off-site developments were taken from the previously completed Pabst Farms Mixed-Use Development TIA dated January 15, 2024.

However, some of the on-site area for this study were included in the previous studies on-site development area and some were included in the previous study as off-site development area. Therefore, some adjustments to the new trip and driveway trips from that study were completed for this study. All trip generation and distribution assumptions for this study have been reviewed and approved by WisDOT SE Region and Waukesha County.

On-Site Development – Initial Build

Under initial build out and after linked trip reductions, the proposed mixed-use development is expected to generate 24,200 weekday daily trips, with 2,700 new trips in the PM peak hour and 3,300 new trips during the SAT midday peak hour.

On-Site Development – Full Build

Under full build out and after linked trip reductions, the proposed mixed-use development is expected to generate 32,230 weekday daily trips, with 3,485 new trips in the PM peak hour and 3,510 new trips during the SAT midday peak hour.

B5. Proposed Access

Several access driveways are proposed for the on-site development areas with most access driveways along Pabst Farms Boulevard as shown on the conceptual site plans in Exhibit 1-2A. As shown, the driveways are proposed as a combination of full access driveways and right-in/right-out driveways. An additional full access to parcel XIII is also proposed along CTH P, across from Bartlett Road. A right-in/right-out driveway to parcel XII is also proposed for consideration along CTH P, immediately south of Pabst Farms Boulevard. All driveways are also shown and labeled on Exhibit 1-1.

B6. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are shown in Exhibit 1-3 for the Background, Initial Build and Full Build traffic conditions and have been shown for the following scenarios:

- "2026 Background Traffic" – These modifications are expected to be necessary to accommodate the Year 2026 Background traffic volumes which includes general background growth (provided by DOT forecasting) plus full build out of the identified off-site development.
- "2041 Background Traffic" – These modifications are expected to be necessary to accommodate the Year 2041 Background traffic volumes which includes general background growth (provided by DOT forecasting) plus full build out of the identified off-site development.
- "2026 Build Traffic" – These modifications are expected to be necessary to accommodate the Year 2026 Build traffic volumes which includes initial build out of the proposed on-site development plus the background traffic volumes including the identified off-site development.
- "2041 Build Traffic" – These modifications are expected to be necessary to accommodate the Year 2041 Build traffic volumes which includes full build out of the proposed on-site

development plus the background traffic volumes including the identified off-site development.

The analysis was conducted using existing intersection geometrics and traffic control and the existing traffic signal timings. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the Year 2026 Background, the Year 2026 Build, the Year 2041 Background and Year 2041 Build traffic volumes, respectively.

Node 100: STH 67 with Oconomowoc Drive/Pabst Farms Boulevard

- *2026 Background Traffic:*
  - Update traffic signal phasing to provide northbound permitted/overlap right-turn phasing/arrows.
  - Update traffic signal phasing to provide westbound permitted/overlap right-turn phasing/arrows.
  - Adjust cycle length and lead/lag phasing for northbound/southbound phases 5/6 during the Saturday midday peak period.
  - Update traffic signal timings.
- *2041 Background Traffic:* No additional modifications.
- *2026 Build Traffic:*
  - Provide two northbound right-turn lanes (addition of one right-turn lane).
  - Provide three westbound left-turn lanes by removing the striped-out paint on the left-turn lane on the east approach (per the 11/20/2007 DOT requirement letter).
  - Update traffic signal phasing to provide northbound protected/overlap right-turn phasing/arrows.
  - Update traffic signal phasing to provide eastbound permitted/overlap right-turn phasing/arrows.
  - Update cycle lengths and traffic signal timings for weekday evening and Saturday midday peak periods.
- *2041 Build Traffic:*
  - Provide two westbound right-turn lanes (addition of one right-turn lane).
  - Update traffic signal phasing to provide westbound protected/overlap right-turn phasing/arrows.
  - Update traffic signal timings.

Node 200: Sawyer Road/CTH P with Valley Road/CTH P

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:*
  - Provide an additional shared northbound and southbound lane on the north and south approaches of this all-way stop-controlled intersection. The

additional lane would taper down to a single lane again once vehicles traverse the intersection.

- *2041 Build Traffic:*
    - No additional modifications

Node 250: Sawyer Road/CTH P with Interlocken Drive

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:* No modifications.

Node 300: Pabst Farms Boulevard with Sawyer Road/CTH P

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:*
    - Provide a right-turn bypass lane on the north approach.

Node 400: Sawyer Road/CTH P with IH-94 Westbound Ramps

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:* No modifications.

Node 500: Sawyer Road/CTH P with IH-94 Eastbound Ramps

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:* No modifications.

Node 10: Pabst Farms Boulevard with Proposed Driveway #3

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new driveway to the site on the south approach of the intersection.
    - Provide stop sign control at the south approach of the intersection.
    - Modify the median to provide a median cut to provide access to the new driveway.

  - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).

- *2041 Build Traffic:*
  - No additional modifications.

Node 20: Pabst Farms Boulevard with Proposed Driveway #4

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new driveway to the site on the south approach of the intersection.
  - Provide fully actuated traffic signal control with westbound protected/permitted left-turn phasing *when warrants are met*.
  - Coordinate traffic signal timings/offsets with two other proposed traffic signals along Pabst Farms Boulevard.
  - Modify the median to provide a median cut to provide access to the new driveway.
  - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
  - Provide a dedicated left-turn lane and a dedicated right-turn lane on the south approach (two lanes on new approach).
- *2041 Build Traffic:*
  - Provide a new driveway to the site on the north approach of the intersection.
  - Update timings and offsets with two other proposed traffic signals along Pabst Farms Boulevard.
  - Provide a dedicated left-turn lane and dual through lanes on the west approach (addition of an eastbound left-turn lane in the median, to minimize future traffic disruption this could be constructed during the initial build traffic scenario).
  - Provide a dedicated left-turn lane and a shared thru/right-turn lane on the north approach (new approach).

Node 30: Pabst Farms Boulevard with Proposed Driveway #5

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new right-in/right-out driveway to the site on the south approach of the intersection.
  - Provide stop sign control at the south approach of the intersection.

- *2041 Build Traffic:*
    - No additional modifications.

Node 40: Pabst Farms Boulevard with Proposed Driveway #6

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new driveway to the site on the south approach of the intersection.
    - Provide fully actuated traffic signal control with westbound protected/permitted left-turn phasing.
    - Coordinate traffic signal timings/offsets with two other proposed traffic signals along Pabst Farms Boulevard.
    - Modify the median to provide a median cut to provide access to the new driveway.
    - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
    - Provide a dedicated right-turn lane and dual through lanes on the west approach (addition of an eastbound right-turn lane).
    - Provide a dedicated left-turn lane and a dedicated right-turn lane on the south approach (new approach).
- *2041 Build Traffic:*
    - Provide a new driveway to the site on the north approach of the intersection.
    - Update timings and offsets with two other proposed traffic signals along Pabst Farms Boulevard.
    - Provide a dedicated left-turn lane and dual through lanes on the west approach (addition of an eastbound left-turn lane in the median, to minimize future traffic disruption this could be constructed during the initial build traffic scenario).
    - Provide a dedicated left-turn lane and a shared thru/right-turn lane on the north approach (two lanes on new approach).

Node 50: Pabst Farms Boulevard with Proposed Driveway #7

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new right-in/right-out driveway to the site on the south approach of the intersection.
    - Provide stop sign control at the south approach of the intersection.

- *2041 Build Traffic:*
    - Provide a new right-in/right-out driveway to the site on the north approach of the intersection.
    - Provide stop sign control on the north approach of the intersection.

Node 60: Pabst Farms Boulevard with Proposed Driveway #8

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new driveway to the site on the south approach of the intersection.
    - Provide fully actuated traffic signal control with westbound protected/permitted left-turn phasing.
    - Coordinate traffic signal timings/offsets with two other proposed traffic signals along Pabst Farms Boulevard.
    - Modify the median to provide a median cut to provide access to the new driveway.
    - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
    - Provide a dedicated left-turn lane, through lane and a dedicated right-turn lane on the south approach (three lanes on new approach).
    - Provide permitted/overlap right-turn phasing/arrows on south approach.
- *2041 Build Traffic:*
    - Provide a new driveway to the site on the north approach of the intersection.
    - Update timings and offsets with two other proposed traffic signals along Pabst Farms Boulevard.
    - Provide a dedicated left-turn lane and dual through lanes on the west approach (addition of an eastbound left-turn lane in the median, to minimize future traffic disruption this could be constructed during the initial build traffic scenario).
    - Provide a dedicated left-turn lane and a shared thru/right-turn lane on the north approach (two lanes on new approach).

Node 70: Sawyer Road/CTH P with Bartlett Road/Proposed Driveway #9

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.

- *2041 Build Traffic:*
    - Move driveway location to the south of the currently proposed location to a point across from the raised median on the north approach of the Pabst Farms Boulevard roundabout to restrict access to a right-in/right-out driveway.
    - Provide a new right-in/right-out driveway to the site on the west approach of the intersection.
    - Provide stop sign control on the west approach of the intersection.

Node 80: Pabst Farms Boulevard with Proposed Driveway #10

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new right-in/right-out driveway to the site on the west approach of the intersection.
    - Provide stop sign control on the west approach of the intersection.
- *2041 Build Traffic:*
    - No additional modifications.

Traffic signal control is recommended for several of the intersections along Pabst Farms Boulevard as outlined above and in *Chapter V, Part F – Traffic Signal Warrant Analysis* of this report. As shown, traffic signals are warranted at the Pabst Farm Boulevard intersection with Driveway #6 and Driveway #8, both serving the Coscto site, under the initial build traffic scenario. The traffic volumes used in the analysis for Driveway #6 and Driveway #8 are based on the proposed Costco development in Parcel XI. Traffic signals are not expected to be warranted at the Pabst Farm Boulevard intersection with Driveway #4 (Parcel X) under the initial build traffic scenario; however, it is noted that the traffic volumes used in the analysis at Driveway #4 are based on assumed land uses for this parcel (Parcel X). It is recommended that traffic signals be installed at Driveway #6 and Driveway #8 prior to the Costco development opening and the warrant analysis at Driveway #4 (Parcel X) be revisited and traffic signals considered at this driveway as development moves forward on Parcel X at some point in the future.

The westbound left-turn lane length at the Pabst Farm Boulevard intersection with Driveway #8 is based on the expected maximum queue length under the Year 2041 Build traffic volume conditions. Since Driveway #8 is located in close proximity to the CTH P roundabout, deceleration distance was not included in the recommended left-turn bay length. This movement is expected to operate safely with the recommended left-turn bay length.

The southbound left-turn lane length at the Pabst Farm Boulevard intersection with STH 67 is based on the expected maximum queue length under the Year 2041 Build traffic volume conditions. Since this turn bay length is constructed to its maximum length (due to the adjacent signalized intersection at Valley Road which is located about 900 feet north of Pabst Farms Boulevard) and the overall Pabst Farm Boulevard intersection with STH 67 is fully built out with dual and triple left-turn lanes, recommended dual right-turn lanes and optimized traffic signal phasing and timings, additional modifications to allow for additional storage for the southbound dual left-turn lanes are not feasible.

The addition of a single dedicated southbound right-turn bypass lane is recommended for the roundabout at the Sawyer Road/CTH P intersection with Pabst Farms Boulevard under the 2041 Build traffic volume conditions. Even with the recommended dedicated southbound right-turn bypass lane implemented, higher delays (LOS E) are still expected for some movements under the 2041 Total traffic volume conditions; however southbound queues are expected to be relatively short (200 feet or less). With this roundabout located about 800 feet from the proposed Pabst Farms Boulevard intersection with Driveway #8, dual southbound right turn lanes are not recommended at the roundabout since widening of Pabst Farms Boulevard to accommodate the second right-turn lane could lead to weaving and merging concerns for this traffic trying to navigate across Pabst Farms Boulevard to enter Driveway #8 (Costco development driveway) to the south.

With the proposed Driveway #9 constructed as the west leg of the Sawyer Road/CTH P intersection with Bartlet Road, higher delays (LOS F) are expected during the typical weekday evening peak hour for the eastbound and westbound movements. Moving this proposed driveway to the south, within the limits of the raised median on the north approach at the Sawyer Road/CTH P intersection with Pabst Farms Boulevard, will allow this driveway to operate acceptably as a right-in/right-out driveway. Vehicles wanting to head north can either use Driveway #8 or they can make a right-turn movement at Driveway #9 and use the adjacent roundabout to make a U-turn movement to head back to the north.

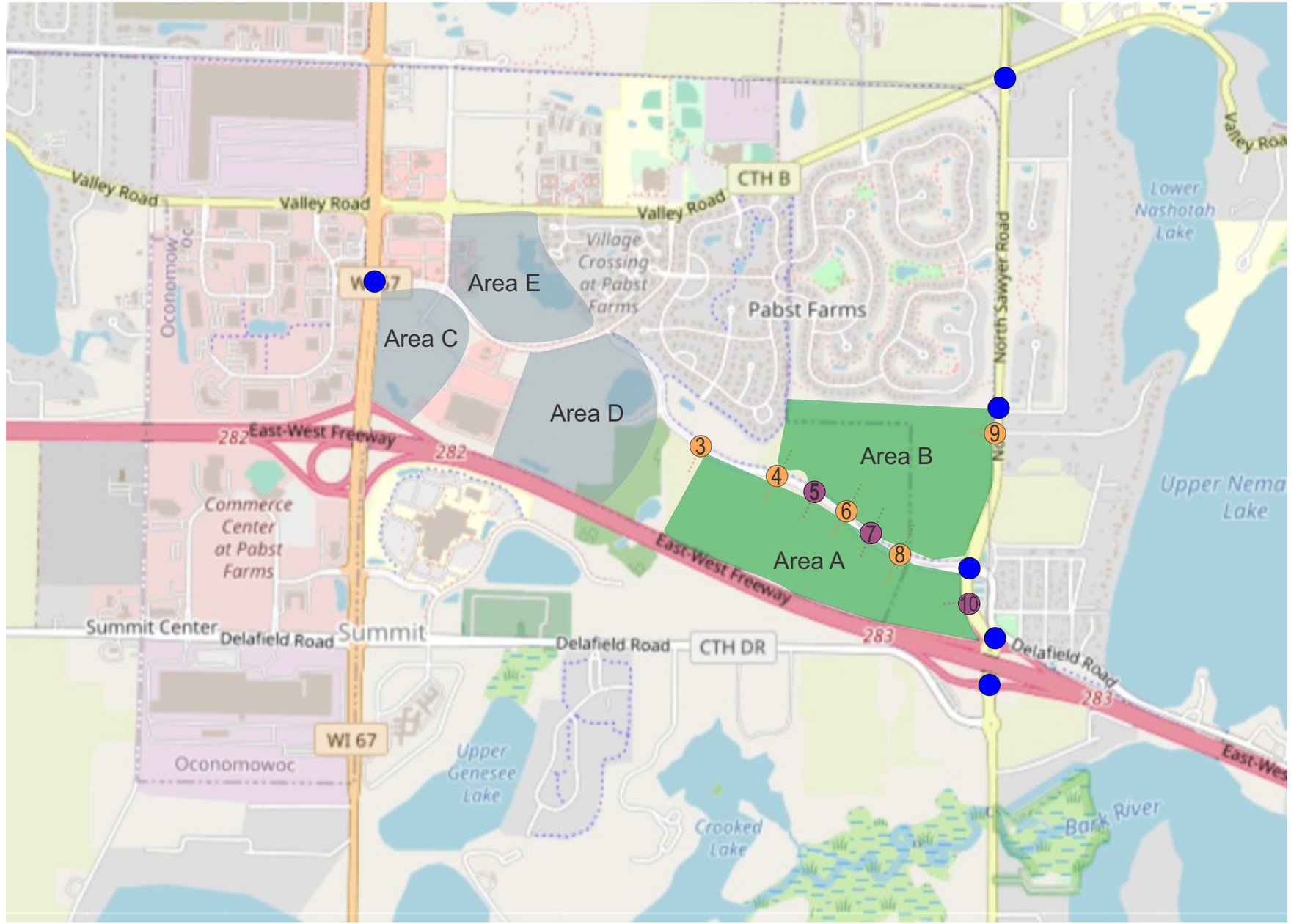
As previously stated, for the Parcel XII on-site development area, two access scenarios were included in the analysis to compare the operations of all study area intersections with and without an additional right-in/right-out access onto Sawyer Road/CTH P at Driveway #10. Based on the analysis completed, there is a benefit to the overall transportation system with the addition of a right-in/right-out access at Driveway #10. With the additional access, the operations (delay) and queue lengths at Driveway #8 are reduced especially for the westbound left-turn lane into the driveway which is expected to have a longer left-turn lane bay back towards the CTH roundabout. It is noted that the location of this access driveway falls within an area where WisDOT has purchased the access rights. These access rights would need to be purchased from WisDOT and additional approvals and coordination with WisDOT Central Office would be required for this access.

B7. Conclusion

As shown in this report, all movements at the study area intersections are expected to operate safely and efficiently with the development assumptions outlined in this TIA and with the identified recommended modifications if properly designed and implemented through the horizon year with includes full build out of the development.

LEGEND

- Study Area Intersection
- Full Driveway Location
- RIRO Driveway Location
- On-Site Development
- Off-Site Development



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TRAFFIC ANALYSIS & DESIGN, INC.

3417 ~ 4-29-2025

N

NOT TO SCALE

EXHIBIT 1-1
PROJECT LOCATION MAP

OCONOMOWOC, WISCONSIN

N

GRAPHIC SCALE
100 0 100 200 400
(IN FEET)

DATE	DESCRIPTION

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com
Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

PABST FARMS BLVD
OCONOMOWOC, WI

CONCEPTUAL ACCESS EXHIBIT

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R.A. Smith, Inc.

DATE: 12/10/2024
SCALE: 1" = 200'
JOB NO. 3240106
PROJECT MANAGER:
PAUL V. MEILHERAN, P.E.
DESIGNED BY:
CHECKED BY:

SHEET NUMBER
EX-01

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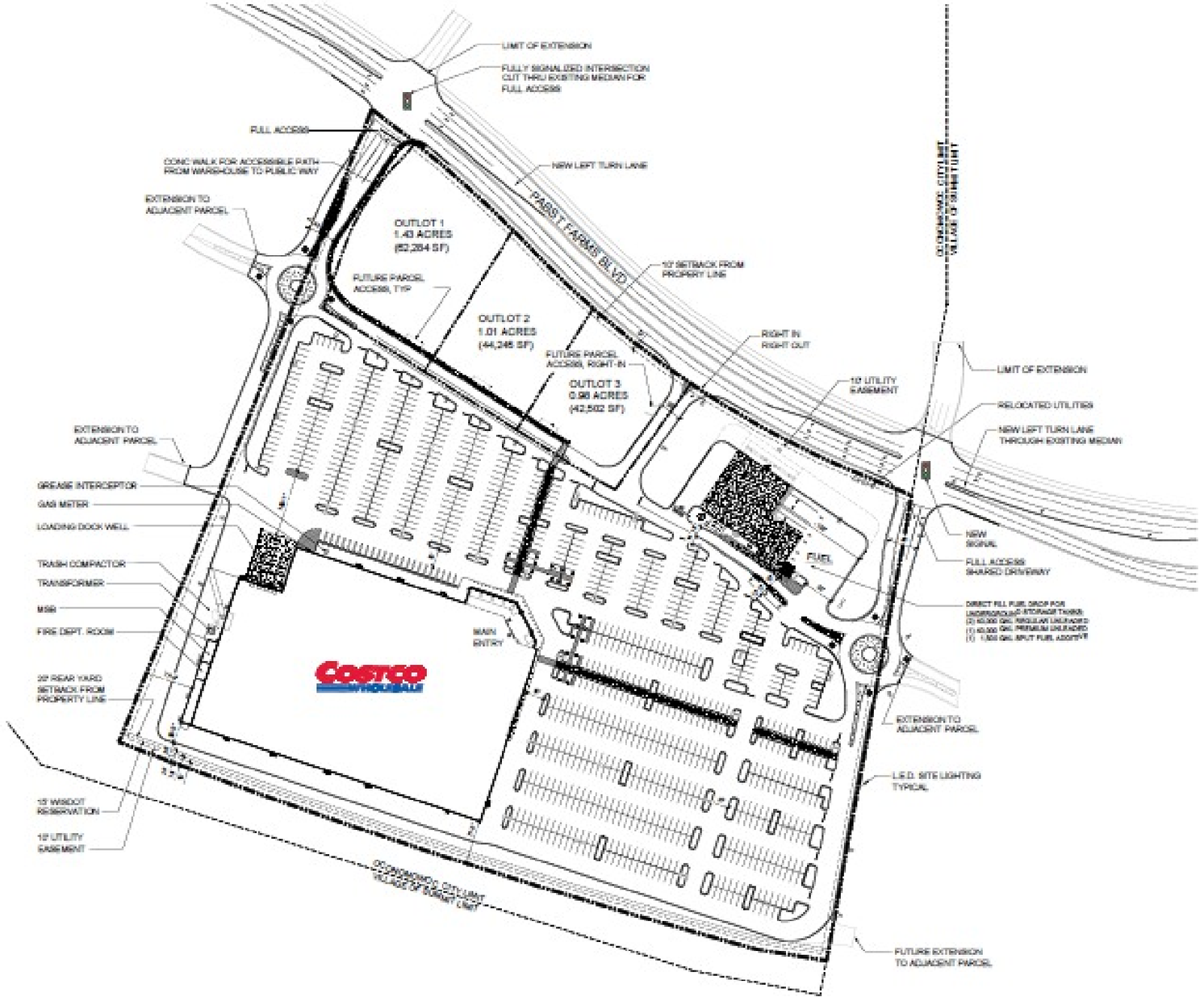
EXHIBIT 1-2A
ON-SITE CONCEPTUAL SITE PLAN
AREAS A&B

OCONOMOWOC, WISCONSIN



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N
NOT TO SCALE

EXHIBIT 1-2B
ON-SITE CONCEPTUAL SITE PLAN
PARCEL XI - COSTCO SITE

OCONOMOWOC, WISCONSIN

Provide right-turn phasing as described in report & update traffic signal timings & offsets

Provide right-turn phasing as described in report & update traffic signal timings & offsets

Summit Avenue

440'

350'
475'

200'
300'

continuous
450'
275'

155'

430'

550'
* 550'

67

Remove pavement marking to provide additional westbound left-turn lane

Remove pavement marking and reconstruct traffic signal island at intersection to provide additional northbound right-turn lane

Provide right-turn phasing as described in report & update traffic signal timings & offsets

Village Lane

Pabst Farms Blvd

Reconstruct median to provide median cuts for access to driveways

Update turn lane phasing, signal timings, and offsets for three new signals

Provide second shared lane on north and south approaches, taper to single lane on downstream approach

P

Sawyer Road

200'

B

Valley Road

200'

Interlaken Drive

Bartlett Road

Shift driveway south and operate at right-in/ right-out driveway

Driveway #9
XIII

By-pass

Pabst Farms Blvd

125'

50'

Driveway #4
XIV

125'

125'

125'

150'

100'

Driveway #6
XIV

400'

125'

125'

200'

200'

Driveway #8
XIV

475'

125'

200'

200'

DR

Driveway #2

Driveway #3
IX

Driveway #4
X

Driveway #5
XI

Driveway #6
XI

Driveway #7
XI

Driveway #8
XI

Driveway #10
XII

IH 94 WB Ramps

IH 94 EB Ramps

470'

200'

Provide actuated traffic signal control with left-turn phasing once warrants are met as described in report. Coordinate timings and offsets with adjacent new signals

Provide actuated traffic signal control with left-turn & right-turn phasing as described in report. Coordinate timings and offsets with adjacent new signals

Provide right-in/ right-out driveway

LEGEND

- Traffic Signal Control
- Roundabout Control
- Stop Sign Control
- Existing Lane Configuration
- XX' Storage Length (In Feet)
- Divided Roadway Median
- RED 2026 Background Traffic Modifications
- BLUE 2026 Build Traffic Modifications
- GREEN 2041 Build Traffic Modifications

* Note: 550' distance shown is pavement that currently exists, actual turn lane distance for dual right-turn lanes based on modeling is 450' for both 2026 & 2041 Build.

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N
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EXHIBIT 1-3
RECOMMENDED MODIFICATIONS

OCONOMOWOC, WISCONSIN

CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Description and Site Location

Pabst Farms Development is proposing to move forward with the next phase of the Pabst Farms Business Park development which is located along Pabst Farm Boulevard between Summit Avenue/State Trunk Highway (STH) 67 and Sawyer Road/County Trunk Highway (CTH) P in the City of Oconomowoc and Village of Summit, Waukesha County, Wisconsin. The initial phase of the on-site mixed-use development is expected to include a Costco Discount Club and a combination of restaurants, general retail and commercial/bank land uses as well as office/corporate headquarters land uses. The remaining on-site development area, north of Pabst Farms Boulevard, is expected to include research and development land uses. A project overview map illustrating the location of the proposed development site is shown in Exhibit 2-1.

A2. Land Use and Intensity

The site is currently an open undeveloped parcel of land primarily used for agriculture purposes. The site is bordered by IH-94 to the south, commercial uses to the west and residential neighborhoods to the north and northeast. Access to IH-94 is provided via interstate connections at CTH P, immediately to the southeast of the site and at STH 67, about 1 mile to the west of the site.

A3. Site Plan

Copies of the conceptual site plans for the mixed-use development are illustrated in Exhibits 2-2A and 2-2B. The overall site is shown in Exhibit 2-2A, and the Costco parcel site plan is shown in Exhibit 2-2B. As shown, five full access driveways and three additional right-in/right-out access driveways to the proposed development areas along Pabst Farms Boulevard and CTH P are also considered.

For the Parcel XII on-site development area, two access scenarios are included in the analysis to compare the operations of the study area intersections with and without an additional right-in/right-out access onto CTH P. The potential right-in/right-out access to the parcel is located between Pabst Farms Boulevard and the IH-94 westbound ramp roundabout.

A4. Development Phasing

According to the development team, the following land uses are assumed for the proposed mixed-use development site:

Initial Build Scenario (2026)

- Parcel IX: Corporate Headquarters – 180 employees
- Parcel X: Shopping Plaza (40-150k) – No Supermarket – 130,000 SF
- Parcel X (outlots): Shopping Plaza (40-150k) – No Supermarket – 70,000 SF
- Parcel XI: Discount Club – 159,605 SF
- Parcel XI: Strip Retail Plaza (<40K) – 15,000 SF
- Parcel XI: Drive-in Bank – 3,000 SF
- Parcel XI: High-Turnover Site Down Restaurant – 9,000 SF
- Parcel XII: Shopping Plaza (40-150k) – Yes Supermarket – 60,000 SF

Full Build Scenario (2036)

- Parcel XIII: Research and Development Center – 425,000 SF
- Parcel XIV: Research and Development Center – 455,000 SF

It is anticipated that the initial build out of the southern parcels will occur in the year 2026 with potential build out of the other parcels happening within ten years of the initial build. It is noted that timing for buildout of the other parcels is unknown at this time and is included for planning purposes only. Therefore, initial build out of the southern parcels is expected by the year 2026 and included in the Year 2026 Build traffic scenario and full build out of all parcels is expected by the year 2036 and included in the Year 2041 Build traffic scenario. A staging detail is provided in Exhibit 2-3.

PART B – STUDY AREA

B1. Influence Area

Based on the type of proposed land uses and the location of the site, the proposed development is expected to draw from a local and regional customer base. Therefore, the areas of significant influence include the City of Oconomowoc, the Village of Summit and other surrounding cities, villages, and towns in southeast Wisconsin.

B2. Area of Significant Traffic Impact

The study area for the proposed development includes the following existing intersections:

- STH 67 & Oconomowoc Drive/Pabst Farms Boulevard (traffic signal control)
- CTH P & IH-94 Eastbound Ramps (roundabout control)
- CTH P & IH-94 Westbound Ramps (roundabout control)
- CTH P & Pabst Farms Boulevard/CTH DR (roundabout control)
- CTH P & North Interlake Drive (one-way stop control)
- CTH P & Valley Road/CTH B (all-way stop control)
- CTH P & Proposed Driveway #9/Bartlett Road (two-way stop control)
- CTH P & Proposed Driveway #10 (right-in/right-out stop control)
- Pabst Farms Boulevard & Proposed Driveway #3 (one-way stop control)
- Pabst Farms Boulevard & Proposed Driveway #4 (two-way stop control)
- Pabst Farms Boulevard & Proposed Driveway #5 (right-in/right-out stop control)
- Pabst Farms Boulevard & Proposed Driveway #6 (potential traffic signal control)
- Pabst Farms Boulevard & Proposed Driveway #7 (right-in/right-out stop control)
- Pabst Farms Boulevard & Proposed Driveway #8 (potential traffic signal control)

As listed, in addition to the six existing intersections and as shown on Exhibit 2-1, five full access driveways and three additional right-in/right-out access driveways to the proposed development areas along Pabst Farms Boulevard and CTH P are also considered.

Two access scenarios are included in the analysis to compare the operations of the study area intersections with and without an additional right-in/right-out access onto CTH P from the Parcel XII on-site development area, with the potential right-in/right-out access to the parcel located between Pabst Farms Boulevard and the IH-94 westbound ramp roundabout.

PART C – OFF-SITE LAND USE AND DEVELOPMENT

According to the City of Oconomowoc and as shown on Exhibit 2-1, three off-site development areas have been identified within the limits of the study area which were taken from the previously completed Pabst Farms Mixed-Use Development TIA dated January 15, 2024. The parcels are located along the north and south sides of Pabst Farms Boulevard between STH 67 and Village Lane. The off-site development areas are those that are either under construction or are planned based on previous coordination with the City of Oconomowoc.

The off-site developments are listed below and the locations for each are shown on the study area map on Exhibit 2-1.

Initial Build (Area D)

- Research and Development Center – 320,000 square feet (sf)
- Multifamily Housing (Low-Rise/Not Close to Rail Transit) – 171 units
- High-Turnover (Sit-Down) Restaurant – 28,100 sf
- Fast-food Restaurant with drive-through window – 13,000 sf
- Strip Retail Plaza (<40K) – 38,200 sf
- General Office Building – 16,500 sf

Initial Build (Area E)

- Coffee/Donut Shop with drive-through window – 1,500 sf
- Strip Retail Plaza (<40K) – 6,000 sf
- Senior Adult Housing (Multi-family) – 204 units
- Assisted Living – 48 beds
- Northwest Corner Lot: Strip Retail Plaza (<40K) – 20,000 sf

Initial Build Scenario (Area C)

- Hotel – 100 rooms
- Shopping Center (>150K) – 175,000 sf
- Drive-in Bank – 4 drive-through lanes

All off-site developments are expected to be included in the Year 2026 Background Traffic and the Year 2041 Background Traffic scenarios.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

The study area corridors include:

Summit Avenue (STH 67) is a six-lane divided north/south principal arterial highway within the limits of the Pabst Farms Boulevard intersection with a posted speed limit of 45-mph. According to the Wisconsin Department of Transportation (WisDOT), the Year 2022 average annual daily traffic volumes (AADT's) on Summit Avenue were approximately 29,400 vehicles per day (vpd) north of IH-94 and 23,800-vpd north of Valley Road. Sidewalks are provided along both sides of

Summit Avenue within the limits of the study area and parking is not allowed on Summit Avenue within the limits of the study area.

Sawyer Road (CTH P) is a two-lane undivided north/south minor arterial highway with a rural cross-section to the north of Pabst Farms Boulevard that transitions to a four-lane divided urban cross section to the south of Pabst Farms Boulevard. The posted speed limit on Sawyer Road is 45-mph between Valley Road and Bartlett Road, and 35-mph north of Valley Road and south of Bartlett Road. WisDOT AADT volumes on Sawyer Road were approximately 4,000 vpd north of Pabst Farms Boulevard (Year 2018) and 5,800-vpd to the south (Year 2022). A multi-use trail is provided along only the west side of Sawyer Road within the limits of the study area.

Pabst Farms Boulevard is a four-lane divided minor arterial roadway at its intersection with STH 67 that transitions to a two-lane undivided cross section to the east of Pabst Farms Circle. It remains a two-lane undivided cross section until it intersects with Village Lane where the roadway turns to the southeast and continues to the east as a four-lane divided cross section. The posted speed limit on Pabst Farms Boulevard is 30-mph from STH 67 to a point immediately southeast of Village Lane where it changes to 35-mph as it continues to the east. There are currently no WisDOT AADT volumes available along Pabst Farms Boulevard. Sidewalks exist along the north side of Pabst Farms Boulevard from STH 67 to Pabst Farms Circle and along both sides of the street between Pabst Farms Circle and Village Lane. A multi-use trail exists only along the north side of Pabst Farms Boulevard between Village Lane and CTH P.

Delafield Road (CTH DR) is an east/west two-lane undivided Minor Arterial to the east of Sawyer Road with a posted speed limit of 30-mph. West of Sawyer Road, the roadway is designated as Pabst Farms Boulevard. The Year 2022 WisDOT AADT volumes on Delafield Road were approximately 2,400-vpd to the east of Sawyer Road. Sidewalks are not currently provided along either side of Delafield Road within the limits of the study area; however, a multi-use trail (Lake Country Trail) exists along the north side of Delafield Road for a short distance and along the south side of the road from Sawyer Road through the east project limits.

Valley Road (CTH B) is an east/west two-lane undivided Minor Arterial to the west of Sawyer Road and a two-lane undivided Major Collector to the east. The posted speed limit on Valley Road is 45-mph to the west of Sawyer Road and 35-mph to the east. The Year 2018 WisDOT AADT volumes on Valley Road were approximately 5,200-vpd to the west of Sawyer Road and 1,600-vpd to the east. Sidewalks are not currently provided along either side of Valley Road within the limits of the study area.

North Interlake Drive is an east/west two-lane undivided local street with a posted speed limit of 25-mph that intersects Sawyer Road as the east approach of a conventional three-legged stop sign controlled intersection. There are currently no WisDOT AADT volumes available along North Interlake Drive. Sidewalks are not currently provided along either side of North Interlake Drive within the limits of the study area.

Bartlett Road is an east/west two-lane undivided local street with a posted speed limit of 25-mph that intersects Sawyer Road as the east approach of a conventional three-legged stop sign controlled intersection. There are currently no WisDOT AADT volumes available along Bartlett Road. Sidewalks are not currently provided along either side of Bartlett Road within the limits of the study area.

D2. Alternative Modes of Transportation

Sidewalks and a multi-use trail exist along many of the roadways within the limits of the study area. No designated on-street or off-street bicycle facilities were identified.

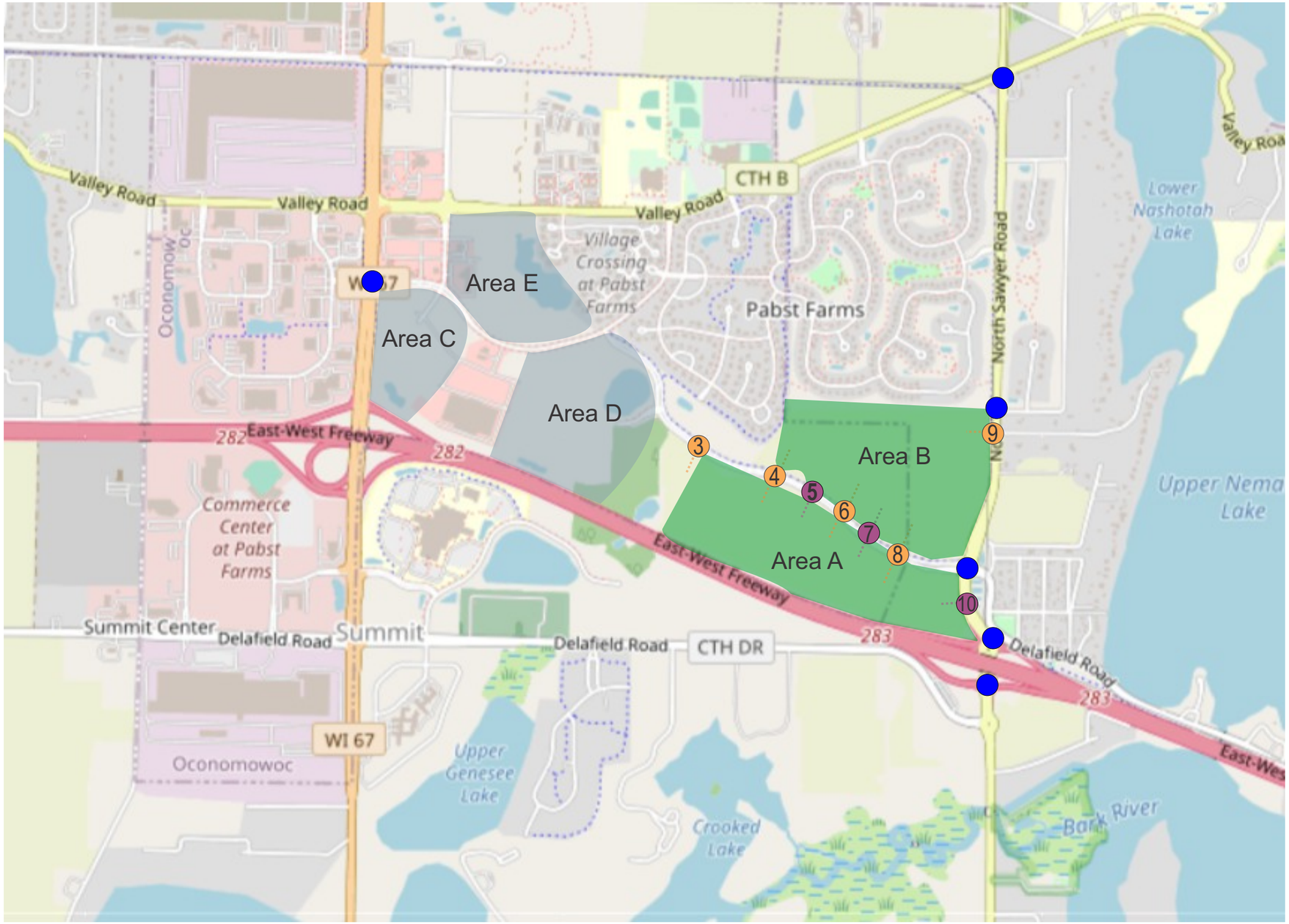
Pedestrians and bicyclists may use their respective modes to access the proposed development. However, to allow for a conservative (highest vehicular volume) analysis, these modes were assumed to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle.

D3. Transit Accommodations

Transit is not present within the community.

LEGEND

- Study Area Intersection
- Full Driveway Location
- RIRO Driveway Location
- On-Site Development
- Off-Site Development



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3417 ~ 4-29-2025

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EXHIBIT 2-1
PROJECT LOCATION MAP

OCONOMOWOC, WISCONSIN

DATE	DESCRIPTION

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com
Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

PABST FARMS BLVD
OCONOMOWOC, WI

CONCEPTUAL ACCESS EXHIBIT

© COPYRIGHT 2024
R.A. Smith, Inc.

DATE: 12/10/2024
SCALE: 1" = 200'
JOB NO. 3240106
PROJECT MANAGER: PAUL V. MEILHERAN, P.E.
DESIGNED BY:
CHECKED BY:
SHEET NUMBER
EX-01

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EXHIBIT 2-2A
ON-SITE CONCEPTUAL SITE PLAN
AREAS A&B

OCONOMOWOC, WISCONSIN

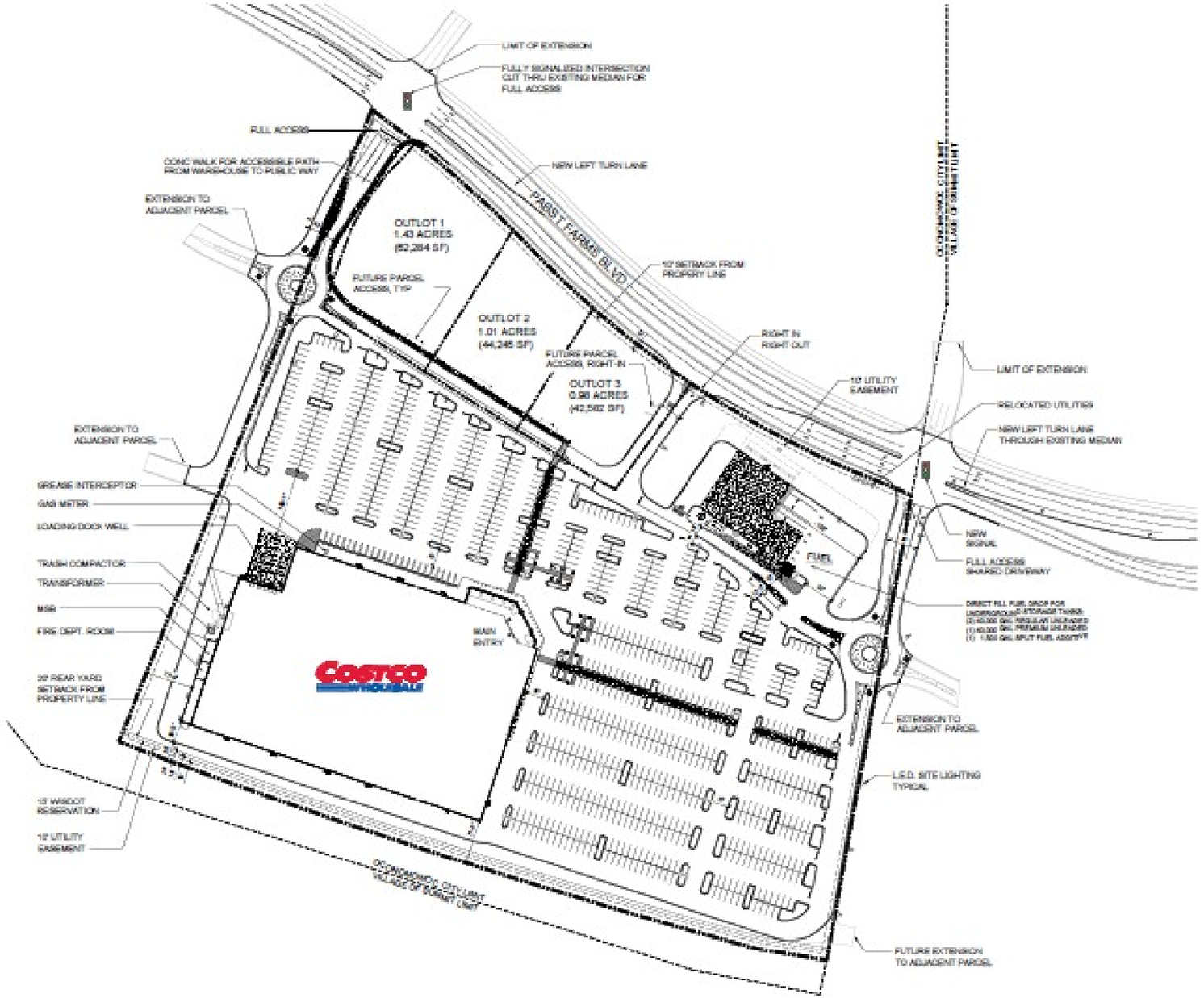

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EXHIBIT 2-2B
ON-SITE CONCEPTUAL SITE PLAN
PARCEL XI - COSTCO SITE

OCONOMOWOC, WISCONSIN

N

GRAPHIC SCALE
100 0 100 200 400
(IN FEET)

DESCRIPTION	DATE

raSmith
CREATIVITY BEYOND ENGINEERING

16745 W. Bluemound Road
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rasmith.com
Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
Cedarburg, WI | Naperville, IL | Irvine, CA

PABST FARMS BLVD
OCONOMOWOC, WI

CONCEPTUAL ACCESS EXHIBIT

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R.A. Smith, Inc.

DATE: 12/10/2024
SCALE: 1" = 200'
JOB NO. 3240106
PROJECT MANAGER: PAUL V. McILHERAN, P.E.
DESIGNED BY:
CHECKED BY:
SHEET NUMBER
EX-01

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EXHIBIT 2-3
STAGING DETAIL

OCONOMOWOC, WISCONSIN

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

Exhibit 3-1 shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, distances between intersections, and posted speed limits within the study area.

PART B – TRAFFIC VOLUMES

The weekday evening and Saturday midday peak hours are expected to drive the improvements needed to adequately accommodate the mixed-use development, as they represent the highest trip generation for the site and the highest volumes along the adjacent highways. TADI conducted weekday evening (3:00 – 7:00pm) peak hour turning movement traffic counts at the existing study area intersections in early-June of 2023, early-August of 2023, or late-May of 2024. In addition, TADI conducted Saturday midday (11:00am – 2:00pm) at the existing study area intersections in early-August of 2023 or late-January of 2025.

Based on the turning movement counts, the weekday evening and Saturday midday peak hours were identified as being from 3:45 to 4:45pm, and 12:15 to 1:15pm, respectively. The existing unbalanced traffic volumes are shown in Exhibit 3-2A. The existing traffic volumes balanced along the CTH P corridor are shown in Exhibit 3-2B. All traffic count data collected for this study has been previously reviewed and accepted by WisDOT SE Region and is included in Appendix A.

PART C – CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are shown in the table below.

Level of Service Definitions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

C2. Year 2025 Existing Traffic Operations – No Modifications

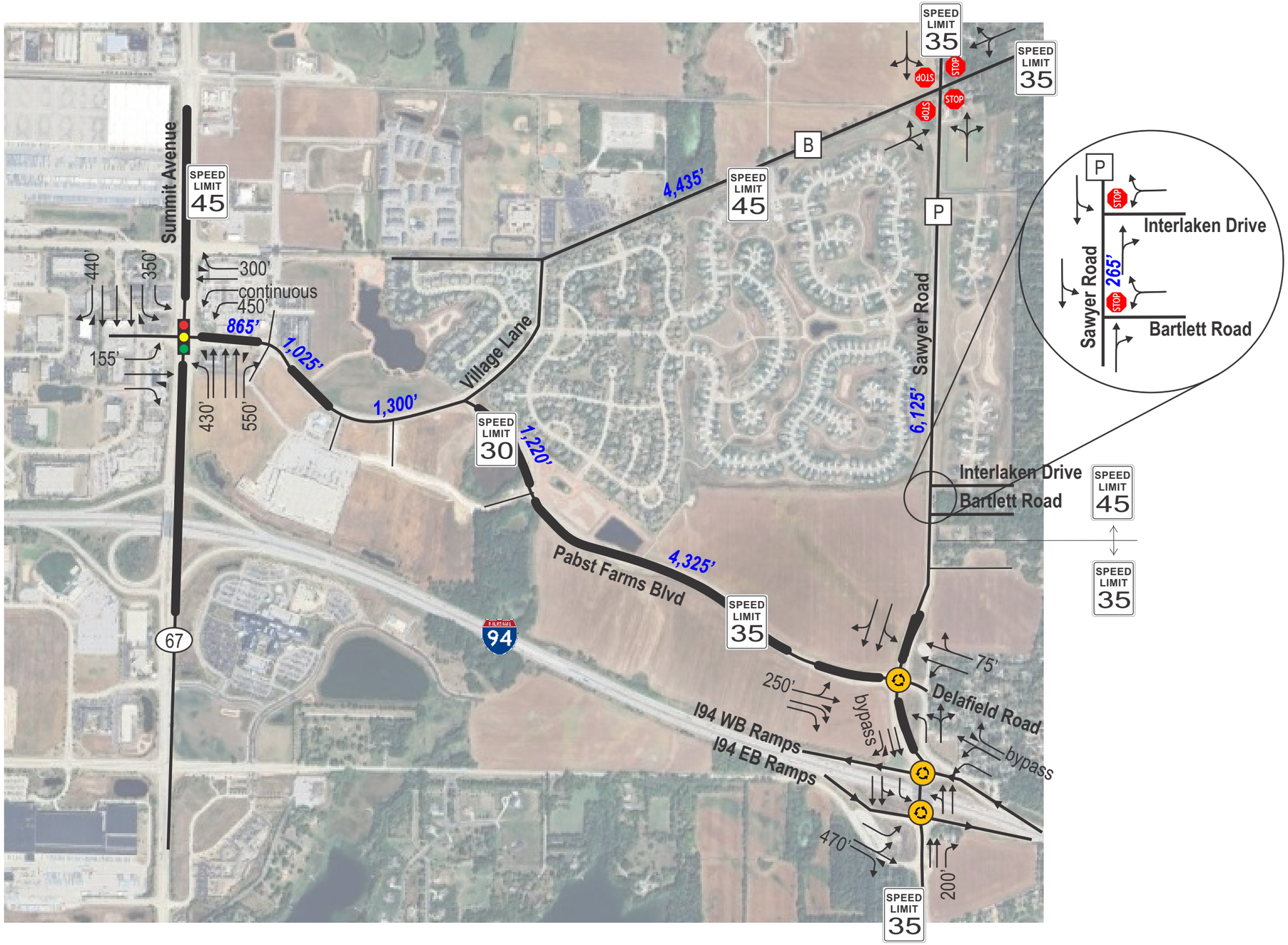
Exhibit 3-3 shows the Year 2025 Existing (no development) traffic peak hour operating conditions at the study area intersections. The existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1, the Year 2025 Existing traffic volumes shown in Exhibit 3-2B, and the existing traffic signal timings included in the Appendix of this study.

As shown in Exhibit 3-3, all movements are currently operating at acceptable LOS D or better at the study area intersections during the typical weekday evening and Saturday midday peak periods under the Year 2025 Existing (no development) traffic volume conditions.

PART D – SOURCES OF DATA

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts – TADI and WisDOT
- Future Year forecasts – WisDOT
- Existing traffic signal plans and timings – WisDOT
- Existing transportation details – TADI along with Google Earth
- On-site development information – Pabst Farms Development
- Off-site development information – City of Oconomowoc



LEGEND

- Traffic Signal Control
- Roundabout Control
- Stop Sign Control
- Existing Lane Configuration
- XX' Existing Turn Bay Length (In Feet)
- *XX'* Distance Between Intersections (in Feet)
- Divided Roadway Median

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EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

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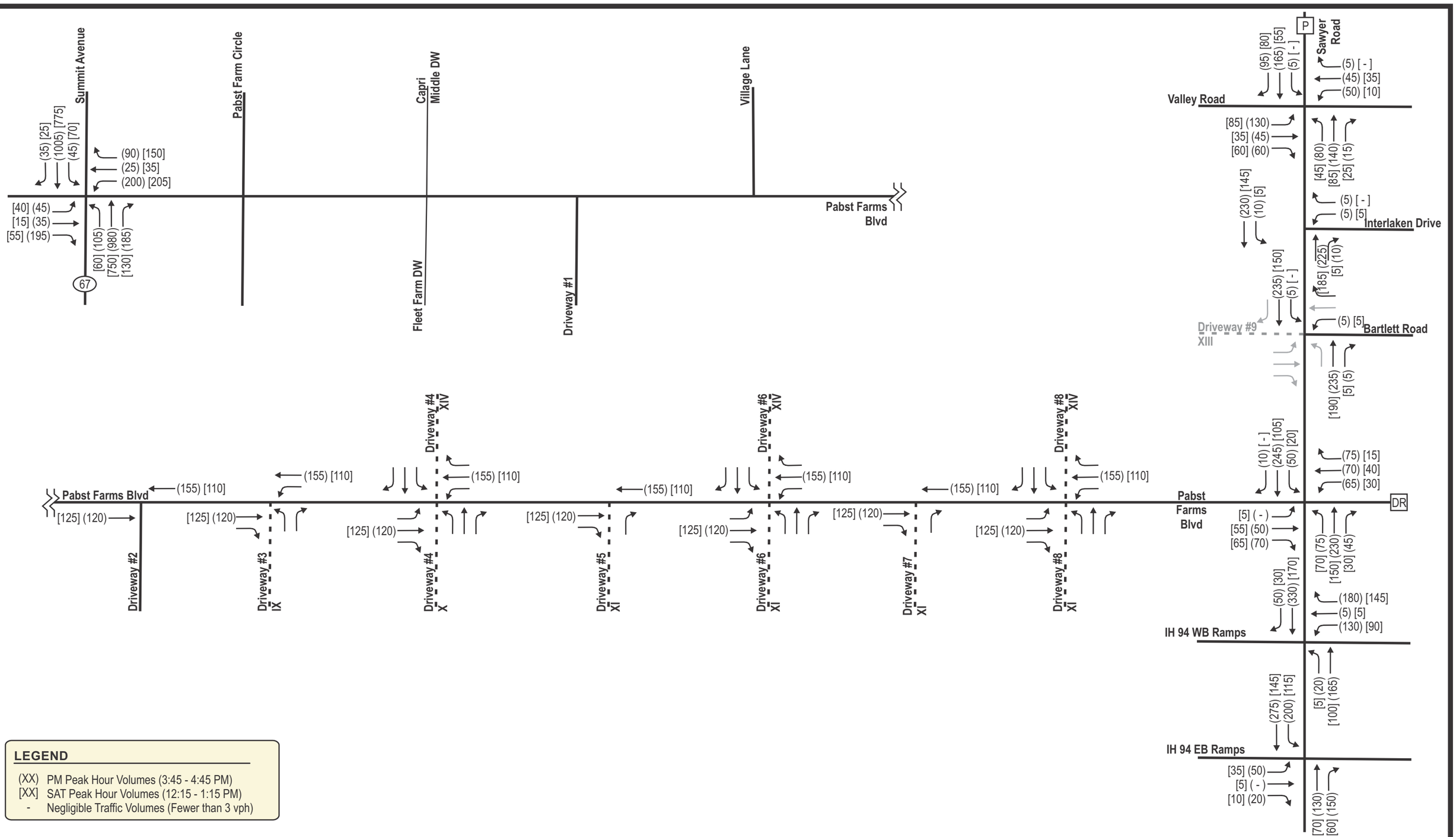

LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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3417 ~ 4-29-2025

N

NOT TO SCALE

EXHIBIT 3-2A
YEAR 2025 EXISTING TRAFFIC VOLUMES
UNBALANCED

OCONOMOWOC, WISCONSIN

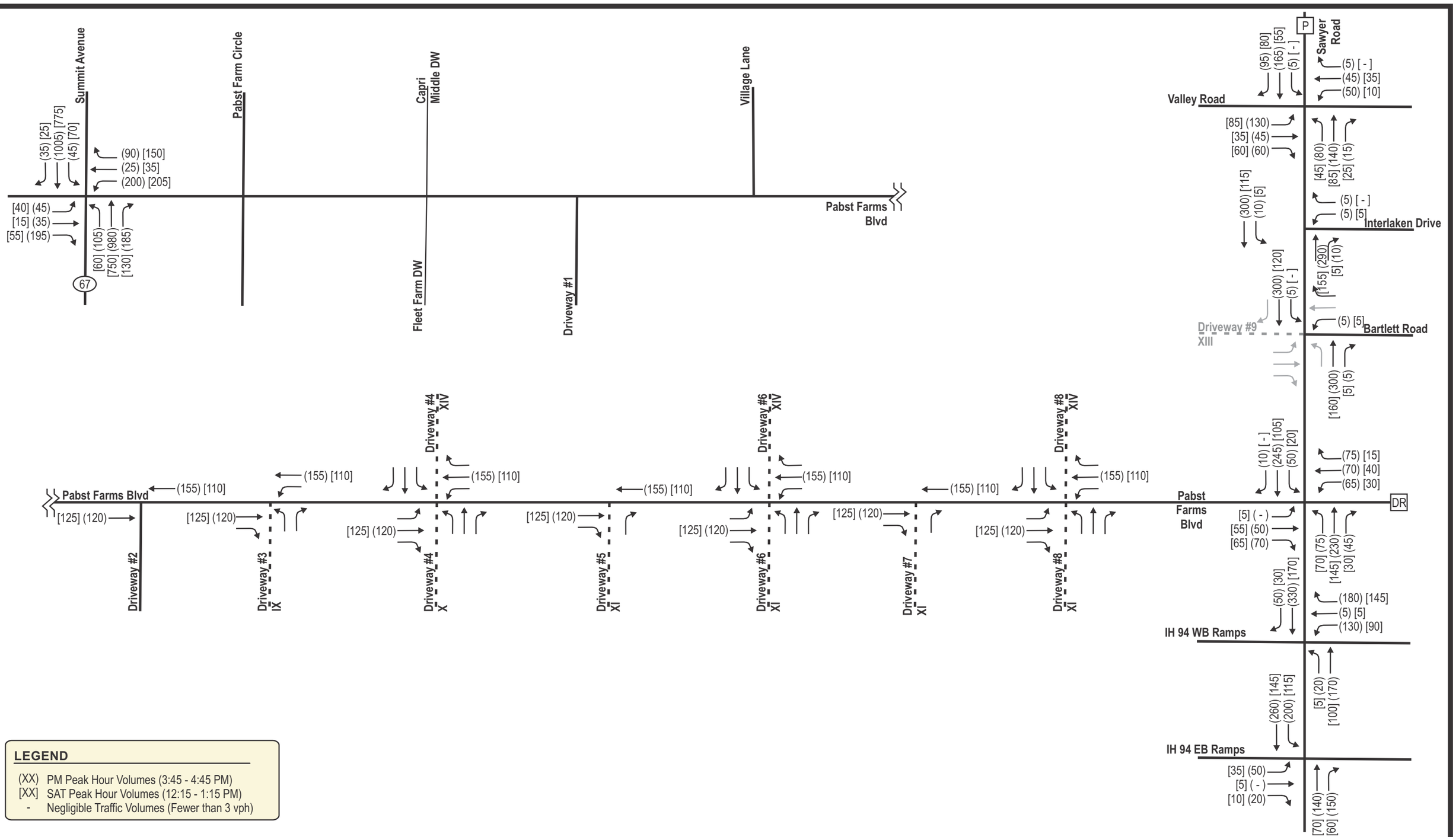

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EXHIBIT 3-2B
YEAR 2025 EXISTING TRAFFIC VOLUMES
BALANCED

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Exhibit 3-3
Year 2025 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	B	D	D	D	B	C	B	C	B	B	C
		Delay	46.6	41.5	19.7	53.8	38.6	39.9	12.2	29.9	14.0	32.2	18.1	14.3	26.1
		Queue	65'	50'	135'	#115	40'	70'	60'	245'	100'	30'	230'	25'	
	SAT	LOS	D	C	B	D	C	C	B	C	B	C	B	B	C
		Delay	37.1	31.0	11.9	35.2	28.2	29.7	13.7	26.3	12.0	29.9	19.7	16.4	24.1
		Queue	50'	25'	40'	85'	40'	90'	35'	155'	65'	35'	155'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	B			B			B			B			
		Delay	11.9			10.1			11.7			11.7			
		Queue	45'			25'			40'			50'			
	SAT	LOS	A			A			A			A			
		Delay	9			8.2			8.8			8.2			
		Queue	25'			25'			25'			25'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			B			-	*		A		-	
		Delay	-			12.1			-	*		8.0		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			B			-	*		A		-	
		Delay	-			10.3			-	*		7.6		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*	*2*		*1*		*1*	*1*	*1*		*1*		*1*	
	PM	LOS	A	A		A		A	A	A		A		A	
		Delay	6.4	5.1		6.3		6.0	5.0	6.1		6.1		5.9	
		Queue	25'	25'		25'		25'	25'	30'		25'		25'	
	SAT	LOS	A	A		A		A	A	A		A		A	
		Delay	4.9	4.0		5.1		4.8	5.1	5.0		4.9		4.7	
		Queue	25'	25'		25'		25'	25'	25'		25'		25'	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.7	3.8	*	3.2	3.2	-	-	4.9	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.3	3.5	*	2.9	2.9	-	-	4.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	5.8	5.4	6.2	-			-	4.5	5.7	3.3	3.2	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	
	SAT	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	4.3	4.0	4.5	-			-	3.9	4.3	3.1	2.9	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

CHAPTER IV – FORECASTED TRAFFIC

PART A – EXISTING TRAFFIC FORECASTING

The turning movement counts collected as part of this study were submitted to WisDOT for its use in developing forecasts for the year 2041. The Year 2026 projected traffic volumes are shown in Exhibit 4-1A. The Year 2041 projected traffic volumes are shown in Exhibit 4-2A.

PART B – SITE TRAFFIC FORECASTING

To address any potential future traffic impacts along study area roadways and at the intersections adjacent to the development, it is necessary to identify the hourly and daily volume of traffic generated by the proposed development. The traffic volumes expected to be generated by the proposed developments are based on the size and type of the proposed uses, and on trip rates and fitted curve equations (FCE) as published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. Trip rates for the Discount Club were provided by the owner and have been previously approved by WisDOT. A combination of trip rates and FCE's were utilized to determine the expected new trips for all other land uses based on current ITE practices. All trip generation calculations have been previously reviewed and accepted by WisDOT SE Region.

B1. Trip Generation

On-Site Development

As shown in Exhibit 4-3A, upon initial build out of Parcel XI, the parcel is expected to generate 1,370 new trips (690 entering/680 exiting) during a typical weekday evening peak hour. Of the 1,370 new trips, approximately 55 are expected to be linked trips resulting in 1,315 new trips (660 entering/655 exiting) during a typical weekday evening peak hour. During a typical Saturday midday peak hour, the initial build out of Parcel XI is expected to generate 1,915 new trips (960 entering/955 exiting). Of the 1,915 new trips, approximately 60 are expected to be linked trips resulting in 1,855 new trips (930 entering/925 exiting) during a typical Saturday midday peak hour under full build conditions. On a typical weekday, the initial build out of Parcel XI is expected to generate 8,900 new trips of which approximately 460 are expected to be linked trips resulting in approximately 8,440 new trips (4,220 entering/4,220 exiting) under initial build out of Parcel XI conditions.

As shown in Exhibit 4-3B, upon initial build out of all parcels south of Pabst Farms Boulevard, the parcels are expected to generate 3,075 new trips (1,490 entering/1,585 exiting) during a typical weekday evening peak hour. Of the 3,075 new trips, approximately 375 are expected to be linked trips resulting in 2,700 new trips (1,305 entering/1,395 exiting) during a typical weekday evening peak hour. During a typical Saturday midday peak hour, the initial build out of all parcels south of Pabst Farms Boulevard is expected to generate 3,720 new trips (1,890 entering/1,830 exiting). Of the 3,720 new trips, approximately 420 are expected to be linked trips resulting in 3,300 new trips (1,675 entering/1,625 exiting) during a typical Saturday midday peak hour under initial build conditions. On a typical weekday, the initial build out of all parcels south of Pabst Farms Boulevard is expected to generate 28,500 new trips of which approximately 4,300 are expected to be linked trips resulting in approximately 24,200 new trips (12,100 entering/12,100 exiting) under initial build out of all parcels south of Pabst Farms Boulevard conditions.

As shown in Exhibit 4-3C, upon full build out, the mixed-use development is expected to generate 3,860 new trips (1,615 entering/2,245 exiting) during a typical weekday evening peak hour. Of the 3,860 new trips, approximately 375 are expected to be linked trips resulting in 3,485

new trips (1,430 entering/2,055 exiting) during a typical weekday evening peak hour. During a typical Saturday midday peak hour, the mixed-use development is expected to generate 3,930 new trips (1,985 entering/1,945 exiting). Of the 3,930 new trips, approximately 420 are expected to be linked trips resulting in 3,510 new trips (1,770 entering/1,740 exiting) during a typical Saturday midday peak hour under full build conditions. On a typical weekday, the mixed-use development is expected to generate 37,530 new trips of which approximately 4,300 are expected to be linked trips resulting in approximately 33,230 new trips (15,615 entering/16,615 exiting) under full build conditions.

Off-site Development

Trip generation and traffic assignment information for all off-site developments were taken from the previously completed Pabst Farms Mixed-Use Development TIA dated January 15, 2024. However, some of the on-site area for this study were included in the previous studies on-site development area and some were included in the previous study as off-site development area. Therefore, some adjustments to the new trip and driveway trips from that study were completed for this study. In addition, since the study area for the off-site developments in the previous study didn't include several intersections along the CTH P corridor, additional trip distribution/ assignment was provided for this study. All trip generation and distribution assumptions for the offsite development have been reviewed and accepted by WisDOT SE Region.

B2. Mode Split

Pedestrians, bicyclists, and potential future bus users may use their respective modes to access the proposed development, though these alternative modes are expected to make up a very small portion of the overall trips to/from the study area. Therefore, for the purpose of this TIA, all trips to/from the proposed development were assumed to occur via motor vehicle.

B3. Determination of Linked and Pass-by Trip Traffic

The on-site mixed-use development site is expected to include linked trips; however, pass-by trips are not expected. A linked trip occurs when a patron of one tenant visits another tenant prior to exiting the site (e.g., a retail patron visits a restaurant prior to entering the highway system). It is estimated that approximately 20 percent of the retail, 25 percent of the restaurant and 15 percent of the banks new trips will be linked trips. Pass-by trips occur when motorists already on the highway system stop at a development site prior to continuing on their intended route (e.g., an existing motorist eastbound on Pabst Farms Boulevard stops at a restaurant prior to continuing eastbound on Pabst Farms Boulevard). Due to the existing volumes along Pabst Farms Boulevard no trips are expected to be pass-by trips.

B4. Trip Distribution

The trip distribution for the Discount Club, which is listed below and shown in table format in Exhibits 4-3A thru C and graphically in Exhibit 4-4, was determined based on the previously approved distribution as provided by Costco. The distribution for the Discount Club is as follows:

- 22-percent to/from the north on STH 67
- 10-percent to/from the south on STH 67
- 15-percent to/from the north on Sawyer Road
- 10-percent to/from the south on Sawyer Road
- 30-percent to/from the west on IH-94

- 10-percent to/from the east on IH-94
- 3-percent to/from the east on Delafield Road

The trip distribution for all other on-site mixed-use developments, which is listed below and shown in table format in Exhibits 4-3A thru C and graphically in Exhibit 4-4, was determined based on the existing traffic counts, the type of proposed land uses and the location of existing populations in relation to IH-94.

- 22-percent to/from the north on STH 67
- 15-percent to/from the south on STH 67
- 15-percent to/from the north on Sawyer Road
- 10-percent to/from the south on Sawyer Road
- 10-percent to/from the west on IH-94
- 25-percent to/from the east on IH-94
- 3-percent to/from the east on Delafield Road

B5. Trip Assignment

Traffic was distributed to the study area intersections based on the above trip distribution. The new trips for the proposed on-site development under the two previously described access options, are shown as follows:

- Initial Build On-Site (Parcel XI – Costco Only) New Trips – Exhibit 4-5A1
- Initial Build On-Site (Parcel XI – Other Retail) New Trips – Exhibit 4-5A2
- Initial Build On-Site (Parcels IX, X & XII – Parcel XII without RIRO on CTH P) New Trips – Exhibit 4-5A3
- Initial Build On-Site (All Parcels – Parcel XII without RIRO on CTH P) New Trips – Exhibit 4-5A4
- Initial Build On-Site (Parcels IX, X & XII – Parcel XII with RIRO on CTH P) New Trips – Exhibit 4-5A5
- Initial Build On-Site (All Parcels – Parcel XII with RIRO on CTH P) New Trips – Exhibit 4-5A6
- Full Build On-Site (All Parcels except XI – Parcel XII without RIRO on CTH P) New Trips – Exhibit 4-7A1
- Full Build On-Site (All Parcels – Parcel XII without RIRO on CTH P) New Trips – Exhibit 4-7A2
- Full Build On-Site (All Parcels except XI – Parcel XII with RIRO on CTH P) New Trips – Exhibit 4-7A3
- Full Build On-Site (All Parcels – Parcel XII with RIRO on CTH P) New Trips – Exhibit 4-7A4

The initial build on-site (Parcel XI - Costco Only) new trips, Exhibit 4-5A1, were added to the initial build on-site (Parcel XI – Other Retail) new trips, Exhibit 4-5A2, and the initial build on-site (Parcels IX, X & XII – Parcel XII without RIRO on CTH P) new trips, Exhibit 4-5A3, to determine the initial build on-site (All Parcels – Parcel XII without RIRO on CTH P) new trips (Exhibit 4-5A4).

The initial build on-site (Parcel XI - Costco Only) new trips, Exhibit 4-5A1, were added to the initial build on-site (Parcel XI – Other Retail) new trips, Exhibit 4-5A2, and the initial build on-

site (Parcels IX, X & XII – Parcel XII with RIRO on CTH P) new trips, Exhibit 4-5A5, to determine the initial build on-site (All Parcels – Parcel XII with RIRO on CTH P) new trips (Exhibit 4-5A6).

The initial build on-site (Parcel XI - Costco Only) new trips, Exhibit 4-5A1, were added to the initial build on-site (Parcel XI – Other Retail) new trips, Exhibit 4-5A2, and the full build on-site (All Parcels except XI – Parcel XII without RIRO on CTH P) new trips, Exhibit 4-7A1, to determine the on-site (All Parcels – Parcel XII without RIRO on CTH P) full build new trips (Exhibit 4-7A2).

The initial build on-site (Parcel XI - Costco Only) new trips, Exhibit 4-5A1, were added to the initial build on-site (Parcel XI – Other Retail) new trips, Exhibit 4-5A2, and the full build on-site (All Parcels except XI – Parcel XII with RIRO on CTH P) new trips, Exhibit 4-7A3, to determine the full build on-site (All Parcels – Parcel XII with RIRO on CTH P) new trips (Exhibit 4-7A4).

The traffic assignment information for the off-site development areas is included in Appendix B and as follows:

- Off-site development (Area C) driveway trips - Exhibit 4-8A1
- Off -site development (Area D) driveway trips - Exhibit 4-8A2
- Off -site development (Area E) driveway trips - Exhibit 4-8A3
- Off -site development (Areas C, D, E) total driveway trips - Exhibit 8A4
- Previous TIA (Area X, New Area A) Trip Generation and Distribution – Appendix B1
- Previous TIA (Area C&A, New Area A) new trips – Appendix B2.1
- Previous TIA (Area A, New Area A) new trips – Appendix B2.2

PART C – BACKGROUND AND FULL BUILD TRAFFIC

C1. Year 2026 Background Traffic

The Year 2026 Projected traffic volumes, Exhibit 4-1A, were added to the Off -site development (Areas C, D, E) total driveway trips shown in Exhibit 4-8A4, to determine the Year 2026 Background traffic volumes (Exhibit 4-1B).

C2. Year 2041 Background Traffic

The Year 2041 Projected traffic volumes, Exhibit 4-2A, were added to the Off -site development (Areas C, D, E) total driveway trips shown in Exhibit 4-8A4, to determine the Year 2041 Background traffic volumes (Exhibit 4-2B).

C3. Year 2026 Build Traffic

The Year 2026 Background traffic volumes, Exhibit 4-1B, were added to the initial build on-site (All Parcels – Parcel XII without Right-in/Right-out on CTH P) new trips shown in Exhibit 4-5A4, to determine the Year 2026 Build (without Right-in/Right-out on CTH P) traffic volumes (Exhibit 4-11A).

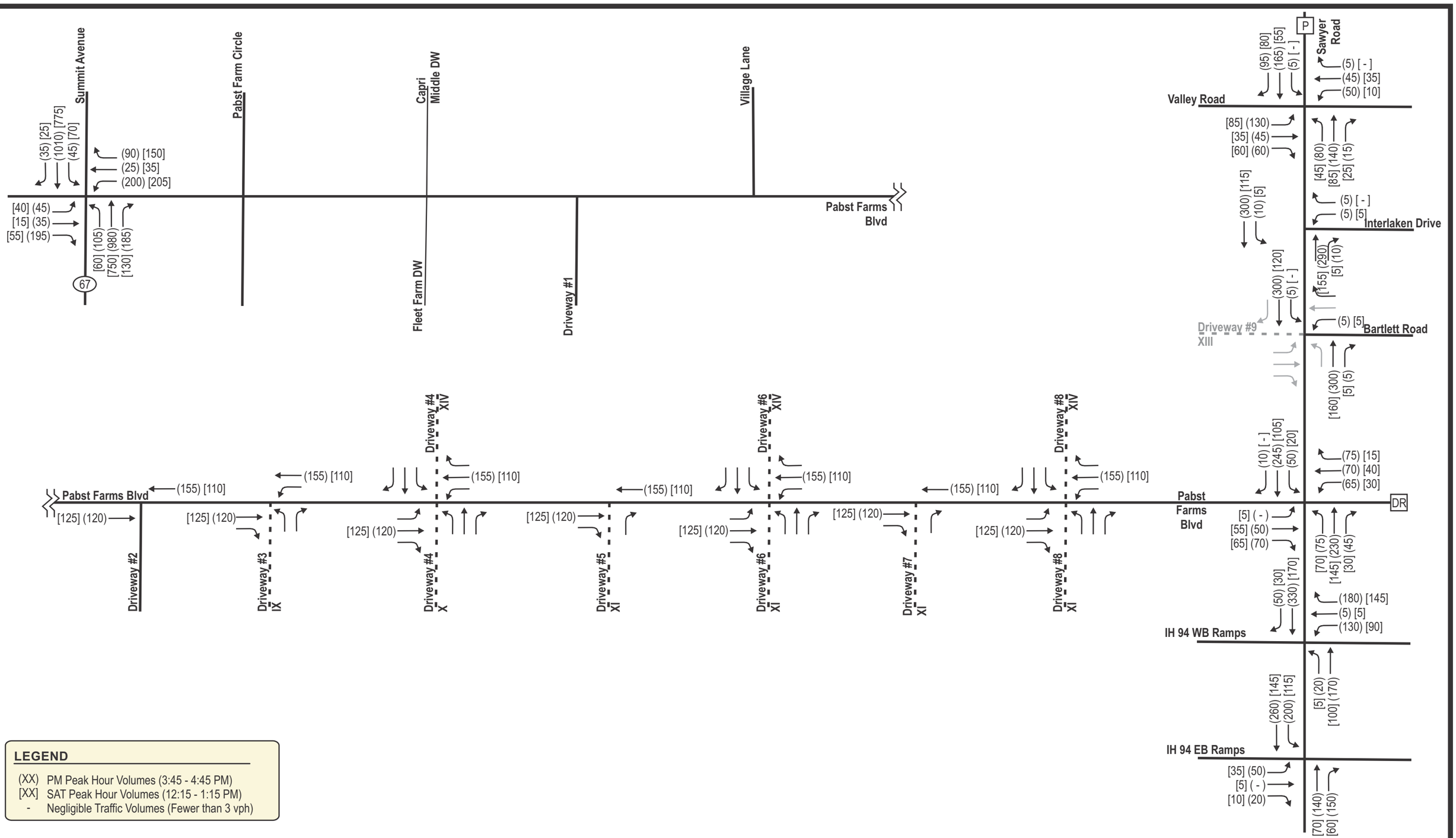
The Year 2026 Background traffic volumes, Exhibit 4-1B, were added to the initial build on-site (All Parcels – Parcel XII with Right-in/Right-out on CTH P) new trips shown in Exhibit 4-5A6, to determine the Year 2026 Build (with Right-in/Right-out on CTH P) traffic volumes (Exhibit 4-11B).

C4. Year 2041 Build Traffic

The Year 2041 Background traffic volumes, Exhibit 4-2B, were added to the full build on-site (All Parcels – Parcel XII without Right-in/Right-out on CTH P) new trips shown in Exhibit 4-7A2, to

determine the Year 2041 Build (without Right-in/Right-out on CTH P) traffic volumes (Exhibit 4-13A).

The Year 2041 Background traffic volumes, Exhibit 4-2B, were added to the full build on-site (All Parcels – Parcel XII with Right-in/Right-out on CTH P) new trips shown in Exhibit 4-7A4, to determine the Year 2041 Build (with Right-in/Right-out on CTH P) traffic volumes (Exhibit 4-13B).



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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NOT TO SCALE

EXHIBIT 4-1A
YEAR 2026 PROJECTED TRAFFIC VOLUMES

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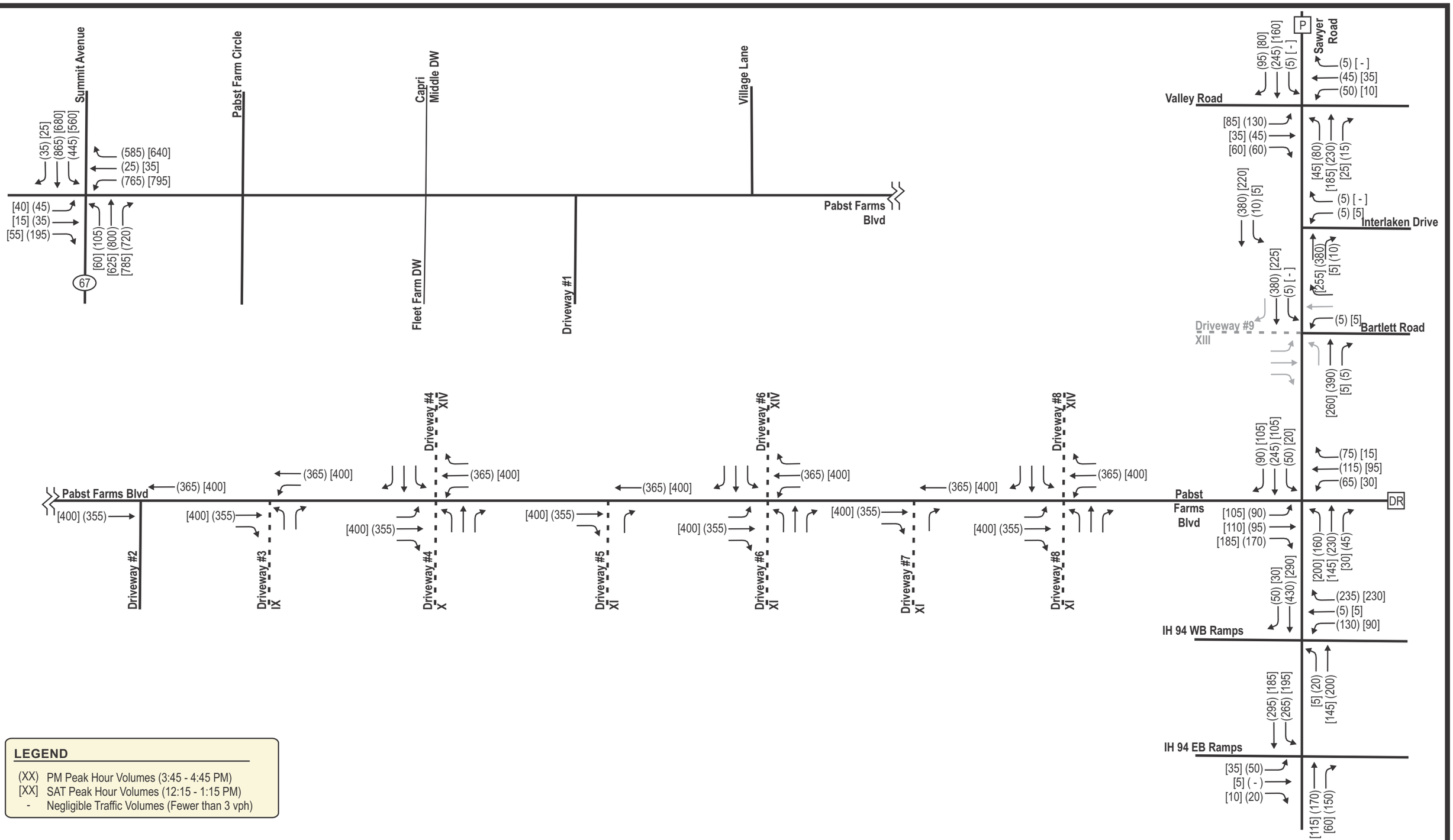

LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 4-1B
YEAR 2026 BACKGROUND TRAFFIC VOLUMES WITH OFF-SITE

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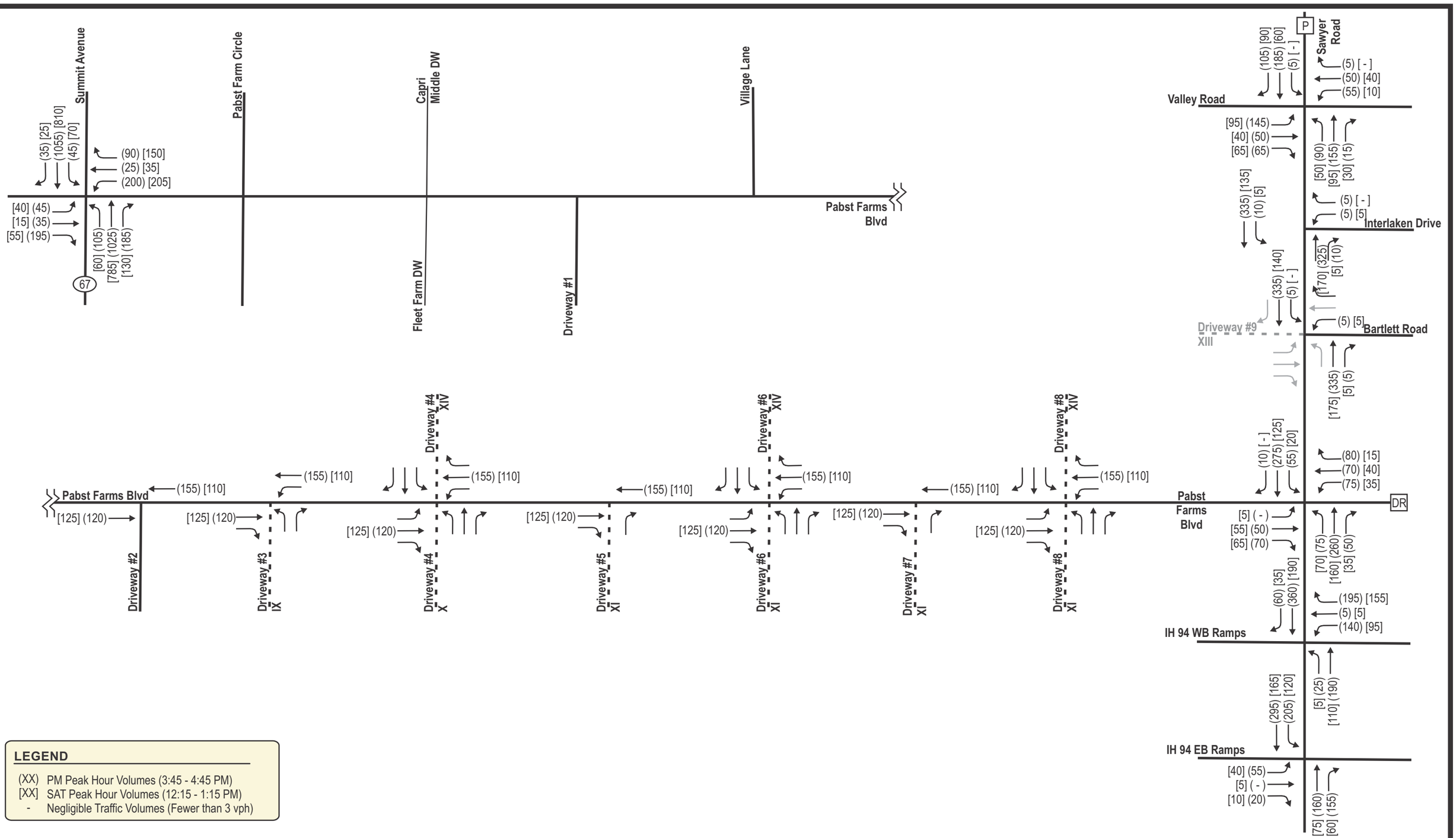

LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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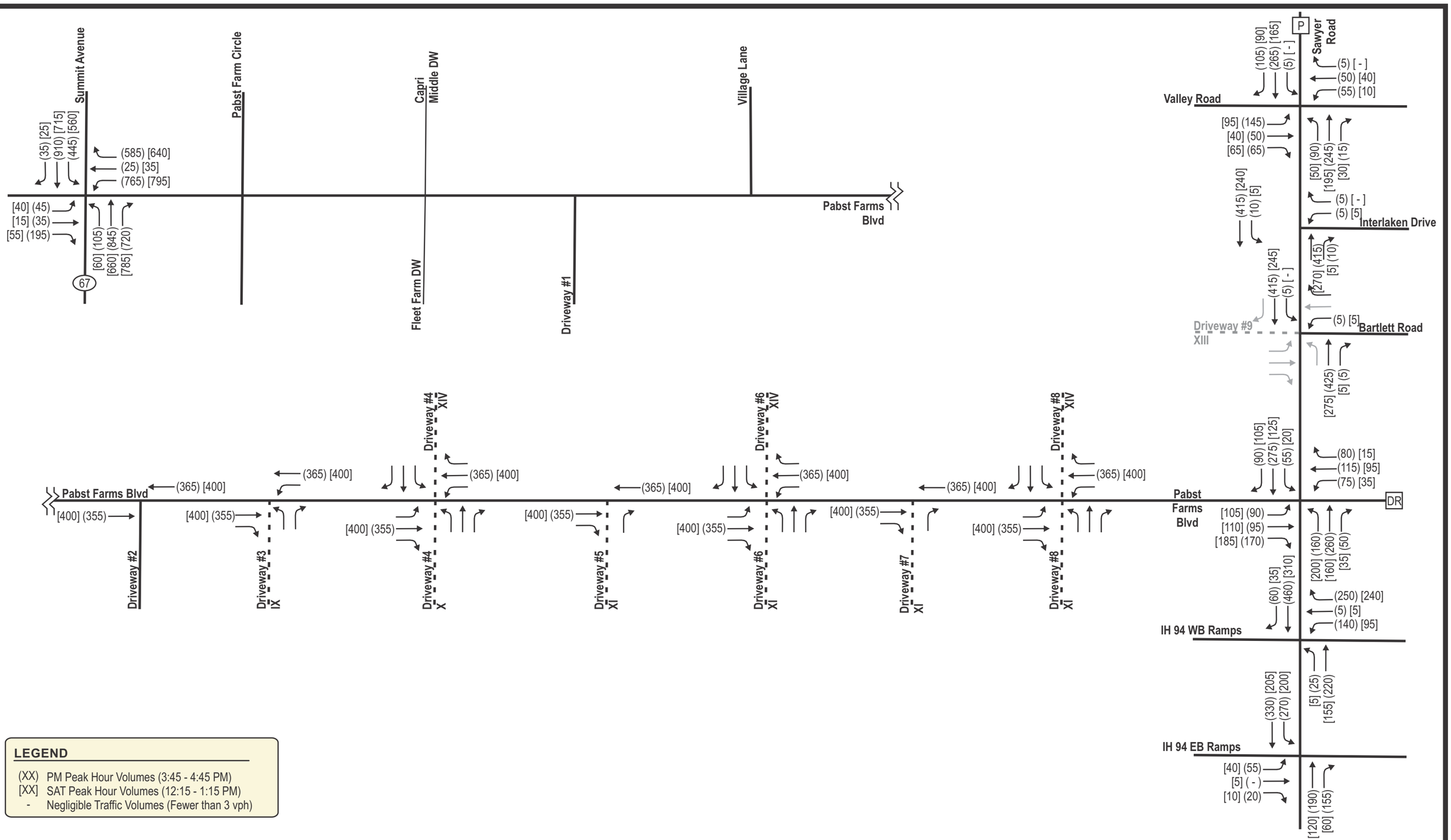
EXHIBIT 4-2A
YEAR 2041 PROJECTED TRAFFIC VOLUMES

OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 4-2B
YEAR 2041 BACKGROUND TRAFFIC VOLUMES WITH OFF-SITE

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Exhibit 4-3A

On-Site (Parcel XI Only) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
XI: Discount Club	Spec Rates	159.605 x 1,000 SF	6,780 (42.46)	550 (49%)	570 (51%)	1,120 (7.02)	820 (50%)	815 (50%)	1,635 (10.24)
XI: Strip Retail Plaza (<40k)	822	15.000 x 1,000 SF	860 FCE	55 (50%)	50 (50%)	105 FCE	50 (51%)	50 (49%)	100 (6.57)
XI: Drive-in Bank	912	3.000 x 1,000 SF	300 (100.35)	35 (50%)	30 (50%)	65 (21.01)	40 (51%)	40 (49%)	80 (26.35)
XI: High-Turnover (Sit-Down) Restaurant	932	9.000 x 1,000 SF	960 (107.20)	50 (61%)	30 (39%)	80 (9.05)	50 (51%)	50 (49%)	100 (11.19)
Total Trips			**8,900**	**690**	**680**	**1,370**	**960**	**955**	**1,915**
Minus Linked Trips	*SR*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(822)*	*20%*	*-170*	*-10*	*-10*	*-20*	*-10*	*-10*	*-20*
Minus Linked Trips	*(912)*	*15%*	*-50*	*-5*	*-5*	*-10*	*-5*	*-5*	*-10*
Minus Linked Trips	*(932)*	*25%*	*-240*	*-15*	*-10*	*-25*	*-15*	*-15*	*-30*
Total Linked Trip Reduction			**-460**	**-30**	**-25**	**-55**	**-30**	**-30**	**-60**
Total New Trips			**8,440**	**660**	**655**	**1,315**	**930**	**925**	**1,855**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*

[2] *Costco Trip Generation Rates used for weekday PM & Saturday provided by Costco and approved by WisDOT*

TRIP DISTRIBUTION (Discount Club)

North on STH 67	22%	1490	120	125	180	180
South on STH 67	10%	675	55	60	80	80
North on Sawyer Road	15%	1015	85	85	125	125
South on Sawyer Road	10%	680	55	60	80	80
West on IH-94	30%	2035	165	170	245	245
East on IH-94	10%	680	55	55	80	80
East on Delafield Road	3%	205	15	15	30	25
	100%	***6780***	***550***	***570***	***820***	***815***

TRIP DISTRIBUTION (Other Retail)

North on STH 67	22%	365	25	20	25	25
South on STH 67	15%	250	15	10	15	15
North on Sawyer Road	15%	250	15	10	15	15
South on Sawyer Road	10%	165	10	10	10	10
West on IH-94	10%	165	10	10	10	10
East on IH-94	25%	415	30	20	30	30
East on Delafield Road	3%	50	5	5	5	5
	100%	***1660***	***110***	***85***	***110***	***110***

Exhibit 4-3B

On-Site (Areas A&B - Initial Build) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
IX: Corporate Headquarters Building	714	180 Employees	420 (2.31)	10 (10%)	75 (90%)	85 FCE	0 (44%)	5 (56%)	5 (0.03)
X: Shopping Plaza (40-150k) - Supermarket - No	821	130.000 x 1,000 SF	8,780 (67.52)	330 (49%)	345 (51%)	675 (5.19)	420 (52%)	390 (48%)	810 (6.22)
X: Shopping Plaza (40-150k) - Supermarket - No - Outlots along PF Blvd	821	70.000 x 1,000 SF	4,730 (67.52)	180 (49%)	185 (51%)	365 (5.19)	225 (52%)	210 (48%)	435 (6.22)
XI: Discount Club	Spec Rates	159.605 x 1,000 SF	6,780 (42.46)	550 (49%)	570 (51%)	1,120 (7.02)	820 (50%)	815 (50%)	1,635 (10.24)
XI: Strip Retail Plaza (<40k)	822	15.000 x 1,000 SF	860 FCE	55 (50%)	50 (50%)	105 FCE	50 (51%)	50 (49%)	100 (6.57)
XI: Drive-in Bank	912	3.000 x 1,000 SF	300 (100.35)	35 (50%)	30 (50%)	65 (21.01)	40 (51%)	40 (49%)	80 (26.35)
XI: High-Turnover (Sit-Down) Restaurant	932	9.000 x 1,000 SF	960 (107.20)	50 (61%)	30 (39%)	80 (9.05)	50 (51%)	50 (49%)	100 (11.19)
XII: Shopping Plaza (40-150k) - Supermarket - Yes	821	60.000 x 1,000 SF	5,670 (94.49)	280 (48%)	300 (52%)	580 FCE	285 (51%)	270 (49%)	555 (9.26)
Total Trips			**28,500**	**1,490**	**1,585**	**3,075**	**1,890**	**1,830**	**3,720**
Minus Linked Trips	*(714)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(821)*	*20%*	*-1,760*	*-65*	*-70*	*-135*	*-85*	*-80*	*-165*
Minus Linked Trips	*(821)*	*20%*	*-950*	*-35*	*-35*	*-70*	*-45*	*-40*	*-85*
Minus Linked Trips	*SR*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(822)*	*20%*	*-170*	*-10*	*-10*	*-20*	*-10*	*-10*	*-20*
Minus Linked Trips	*(912)*	*15%*	*-50*	*-5*	*-5*	*-10*	*-5*	*-5*	*-10*
Minus Linked Trips	*(932)*	*25%*	*-240*	*-15*	*-10*	*-25*	*-15*	*-15*	*-30*
Minus Linked Trips	*(821)*	*20%*	*-1,130*	*-55*	*-60*	*-115*	*-55*	*-55*	*-110*
Total Linked Trip Reduction			**-4,300**	**-185**	**-190**	**-375**	**-215**	**-205**	**-420**
Total New Trips			**24,200**	**1,305**	**1,395**	**2,700**	**1,675**	**1,625**	**3,300**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*
[2] *Costco Trip Generation Rates used for weekday PM & Saturday provided by Costco and approved by WisDOT*
[3] *Pass-by trip percentages were reduced from WisDOT-acceptable values so that PB% was 10% or less of traffic on STH 35.*

TRIP DISTRIBUTION (New Trips)	Discount Club	All Other Users					
North on STH 67	22%	22%	7305	315	455	390	380
South on STH 67	10%	15%	4645	185	280	225	220
North on Sawyer Road	15%	15%	4985	215	305	270	265
South on Sawyer Road	10%	10%	3320	145	210	175	175
West on IH-94	30%	10%	4675	255	320	340	340
East on IH-94	10%	25%	7300	275	425	315	310
East on Delafield Road	3%	3%	1000	40	60	55	50
	100%		***33230***	***1430***	***2055***	***1770***	***1740***

TRIP DISTRIBUTION (Discount Club)	Discount Club					
North on STH 67	22%	1490	120	125	180	180
South on STH 67	10%	675	55	60	80	80
North on Sawyer Road	15%	1015	85	85	125	125
South on Sawyer Road	10%	680	55	60	80	80
West on IH-94	30%	2035	165	170	245	245
East on IH-94	10%	680	55	55	80	80
East on Delafield Road	3%	205	15	15	30	25
	100%	***6780***	***550***	***570***	***820***	***815***

TRIP DISTRIBUTION (All Other Parcels)	All Other Users					
North on STH 67	22%	5815	195	330	210	200
South on STH 67	15%	3970	130	220	145	140
North on Sawyer Road	15%	3970	130	220	145	140
South on Sawyer Road	10%	2640	90	150	95	95
West on IH-94	10%	2640	90	150	95	95
East on IH-94	25%	6620	220	370	235	230
East on Delafield Road	3%	795	25	45	25	25
	100%	***26450***	***880***	***1485***	***950***	***925***

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EXHIBIT 4-3B
ON-SITE TRIP GENERATION & DISTRIBUTION TABLES
INITIAL BUILD - ALL PARCELS SOUTH OF PABST FARMS BOULEVARD

OCONOMOWOC, WISCONSIN

Exhibit 4-3C

On-Site (Areas A&B - Full Build, All Parcels) Trip Generation Table[1]

Land Use	ITE Code	Proposed Size	Weekday Daily	PM Peak In	PM Peak Out	PM Peak Total	SAT Peak In	SAT Peak Out	SAT Peak Total
IX: Corporate Headquarters Building	714	180 Employees	420 (2.31)	10 (10%)	75 (90%)	85 FCE	0 (44%)	5 (56%)	5 (0.03)
X: Shopping Plaza (40-150k) - Supermarket - No	821	130.000 x 1,000 SF	8,780 (67.52)	330 (49%)	345 (51%)	675 (5.19)	420 (52%)	390 (48%)	810 (6.22)
X: Shopping Plaza (40-150k) - Supermarket - No - Outlots along PF Blvd	821	70.000 x 1,000 SF	4,730 (67.52)	180 (49%)	185 (51%)	365 (5.19)	225 (52%)	210 (48%)	435 (6.22)
XI: Discount Club	Spec Rates	159.605 x 1,000 SF	6,780 (42.46)	550 (49%)	570 (51%)	1,120 (7.02)	820 (50%)	815 (50%)	1,635 (10.24)
XI: Strip Retail Plaza (<40k)	822	15.000 x 1,000 SF	860 FCE	55 (50%)	50 (50%)	105 FCE	50 (51%)	50 (49%)	100 (6.57)
XI: Drive-in Bank	912	3.000 x 1,000 SF	300 (100.35)	35 (50%)	30 (50%)	65 (21.01)	40 (51%)	40 (49%)	80 (26.35)
XI: High-Turnover (Sit-Down) Restaurant	932	9.000 x 1,000 SF	960 (107.20)	50 (61%)	30 (39%)	80 (9.05)	50 (51%)	50 (49%)	100 (11.19)
XII: Shopping Plaza (40-150k) - Supermarket - Yes	821	60.000 x 1,000 SF	5,670 (94.49)	280 (48%)	300 (52%)	580 FCE	285 (51%)	270 (49%)	555 (9.26)
XIII: Research and Development Center	760	425.000 x 1,000 SF	4,370 FCE	60 (16%)	320 (84%)	380 FCE	45 (44%)	55 (56%)	100 (0.24)
XIV: Research and Development Center	760	455.000 x 1,000 SF	4,660 FCE	65 (16%)	340 (84%)	405 FCE	50 (44%)	60 (56%)	110 (0.24)
Total Trips			**37,530**	**1,615**	**2,245**	**3,860**	**1,985**	**1,945**	**3,930**
Minus Linked Trips	*(714)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(821)*	*20%*	*-1,760*	*-65*	*-70*	*-135*	*-85*	*-80*	*-165*
Minus Linked Trips	*(821)*	*20%*	*-950*	*-35*	*-35*	*-70*	*-45*	*-40*	*-85*
Minus Linked Trips	*SR*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(822)*	*20%*	*-170*	*-10*	*-10*	*-20*	*-10*	*-10*	*-20*
Minus Linked Trips	*(912)*	*15%*	*-50*	*-5*	*-5*	*-10*	*-5*	*-5*	*-10*
Minus Linked Trips	*(932)*	*25%*	*-240*	*-15*	*-10*	*-25*	*-15*	*-15*	*-30*
Minus Linked Trips	*(821)*	*20%*	*-1,130*	*-55*	*-60*	*-115*	*-55*	*-55*	*-110*
Minus Linked Trips	*(760)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Minus Linked Trips	*(760)*	*0%*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Linked Trip Reduction			**-4,300**	**-185**	**-190**	**-375**	**-215**	**-205**	**-420**
Total New Trips			**33,230**	**1,430**	**2,055**	**3,485**	**1,770**	**1,740**	**3,510**

[1] *ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.*
[2] *Costco Trip Generation Rates used for weekday PM & Saturday provided by Costco and approved by WisDOT*
[3] *Pass-by trip percentages were reduced from WisDOT-acceptable values so that PB% was 10% or less of traffic on STH 35.*

TRIP DISTRIBUTION (New Trips)	Discount Club	All Other Users						
North on STH 67	22%	22%	7305	315	455	390	380	
South on STH 67	10%	15%	4645	185	280	225	220	
North on Sawyer Road	15%	15%	4985	215	305	270	265	
South on Sawyer Road	10%	10%	3320	145	210	175	175	
West on IH-94	30%	10%	4675	255	320	340	340	
East on IH-94	10%	25%	7300	275	425	315	310	
East on Delafield Road	3%	3%	1000	40	60	55	50	
	100%		***33230***	***1430***	***2055***	***1770***	***1740***	

TRIP DISTRIBUTION (Discount Club)	Discount Club					
North on STH 67	22%	1490	120	125	180	180
South on STH 67	10%	675	55	60	80	80
North on Sawyer Road	15%	1015	85	85	125	125
South on Sawyer Road	10%	680	55	60	80	80
West on IH-94	30%	2035	165	170	245	245
East on IH-94	10%	680	55	55	80	80
East on Delafield Road	3%	205	15	15	30	25
	100%	***6780***	***550***	***570***	***820***	***815***

TRIP DISTRIBUTION (All Other Parcels)	All Other Users					
North on STH 67	22%	5815	195	330	210	200
South on STH 67	15%	3970	130	220	145	140
North on Sawyer Road	15%	3970	130	220	145	140
South on Sawyer Road	10%	2640	90	150	95	95
West on IH-94	10%	2640	90	150	95	95
East on IH-94	25%	6620	220	370	235	230
East on Delafield Road	3%	795	25	45	25	25
	100%	***26450***	***880***	***1485***	***950***	***925***

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N
NOT TO SCALE

EXHIBIT 4-3C
ON-SITE TRIP GENERATION & DISTRIBUTION TABLES
FULL BUILD - AREAS A&B, ALL PARCELS

OCONOMOWOC, WISCONSIN

LEGEND

- Proposed On-Site (Costco/Commercial) Development Area
- Proposed On-Site (Non-Costco) Development Area
- Proposed On-Site (Costco) Primary Trip Distribution
- Proposed On-Site (Non-Costco) Primary Trip Distribution
- Proposed Subdistribution (Costco/Commercial)
- Proposed Subdistribution (Non-Costco)

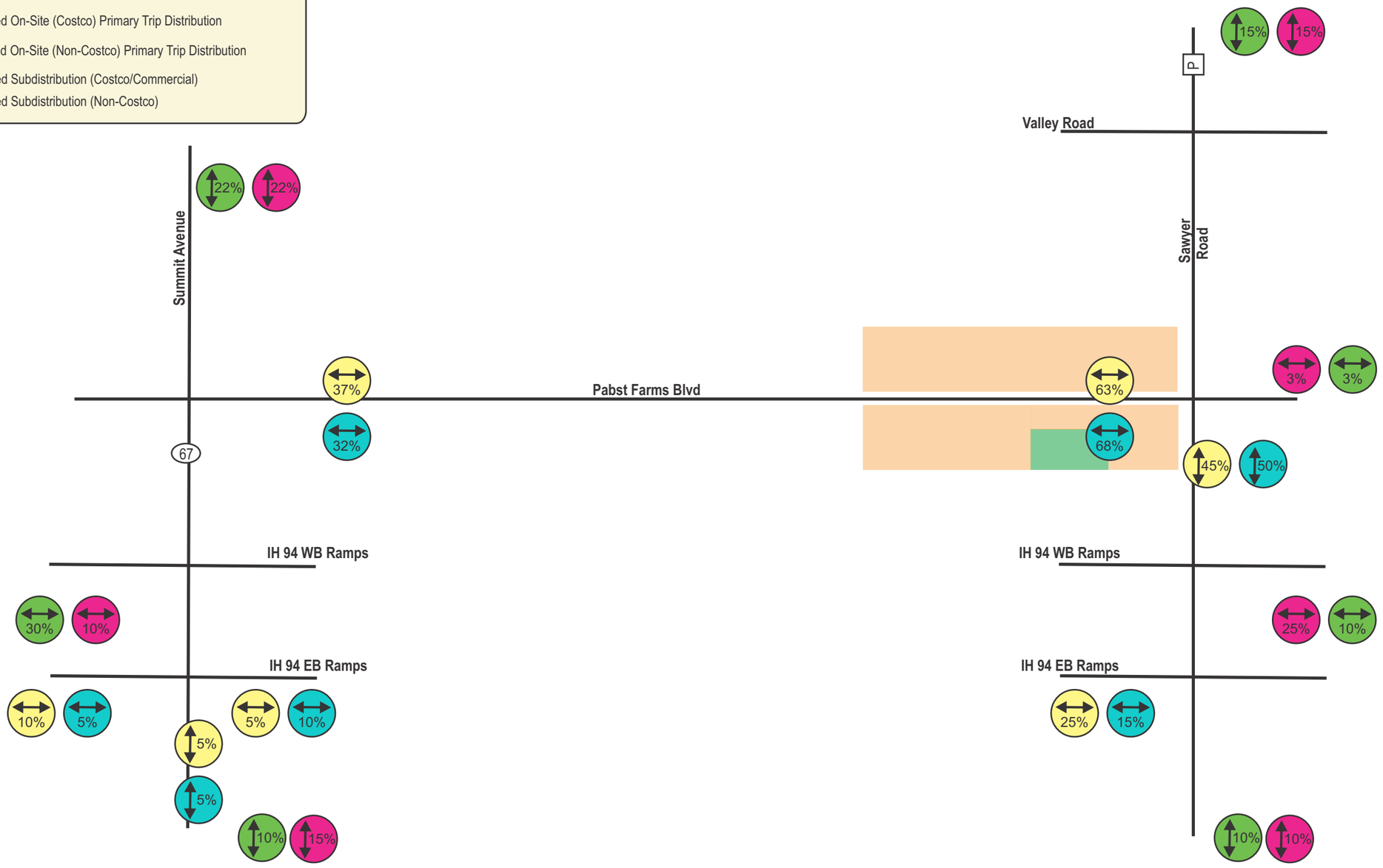

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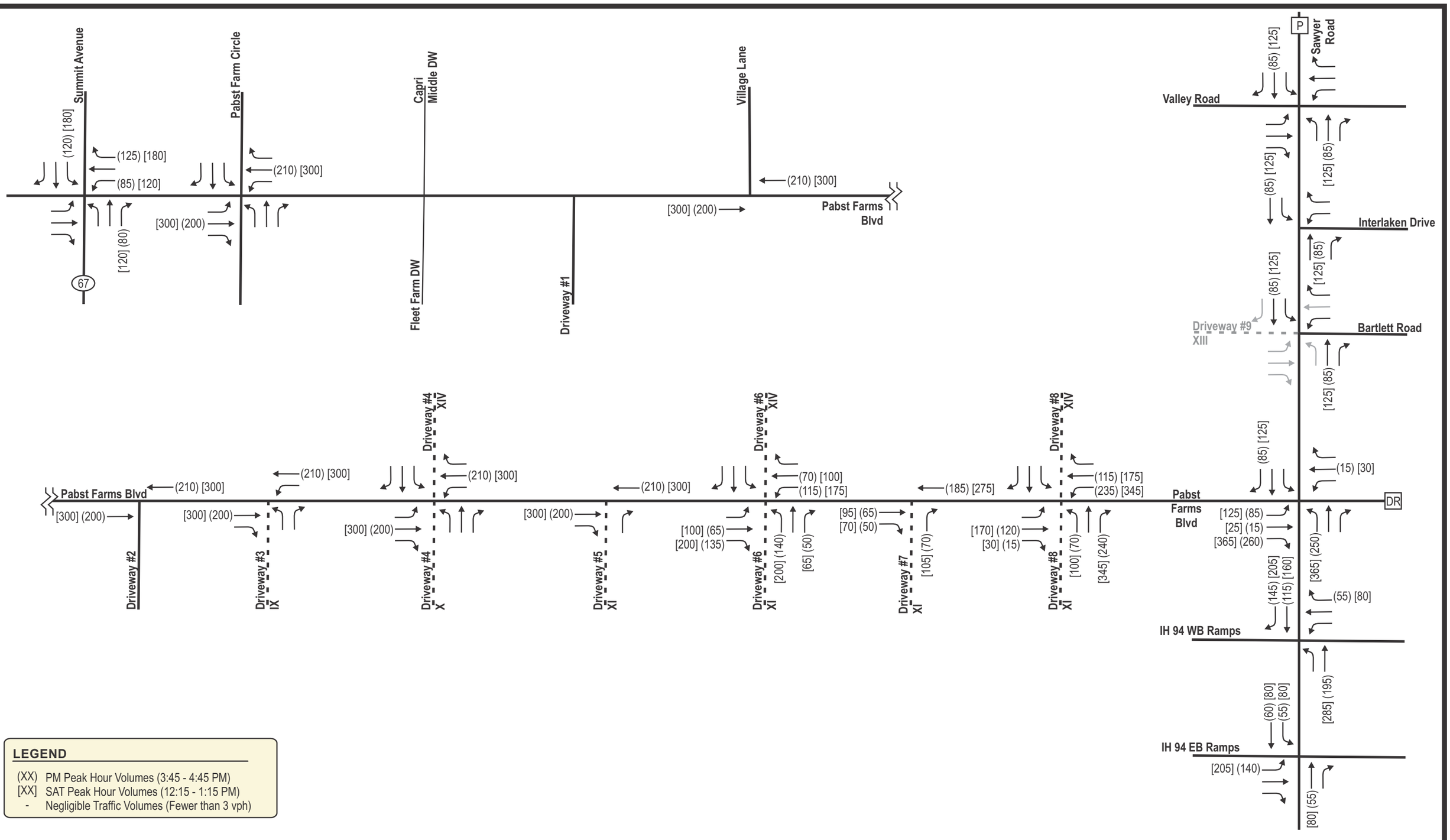
EXHIBIT 4-4
TRIP DISTRIBUTION DIAGRAM

OCONOMOWOC, WISCONSIN



LEGEND

(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

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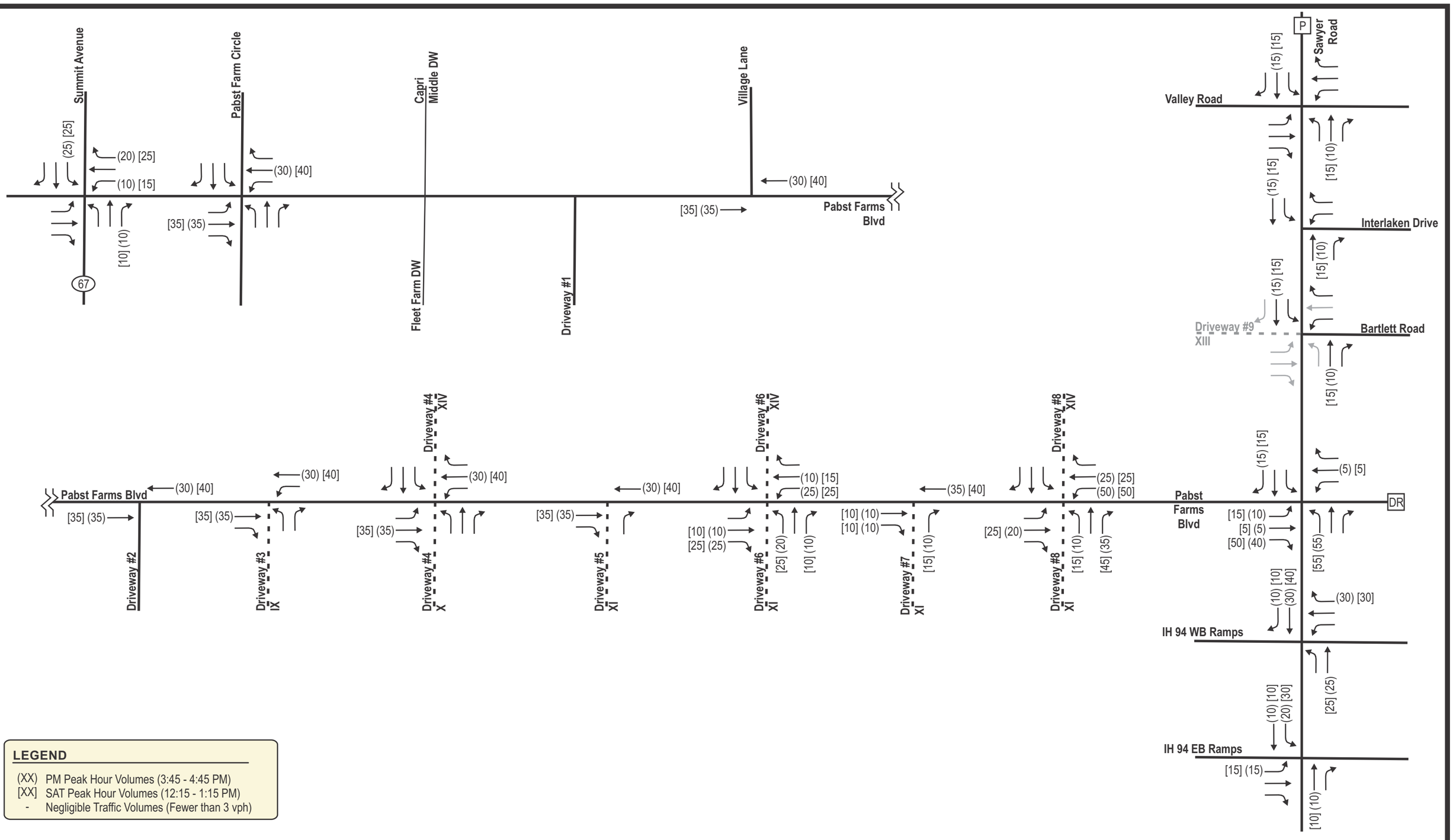
N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-5A1
INITIAL BUILD ON-SITE NEW TRIPS
PARCEL XI - COSTCO ONLY

OCONOMOWOC, WISCONSIN



LEGEND

(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
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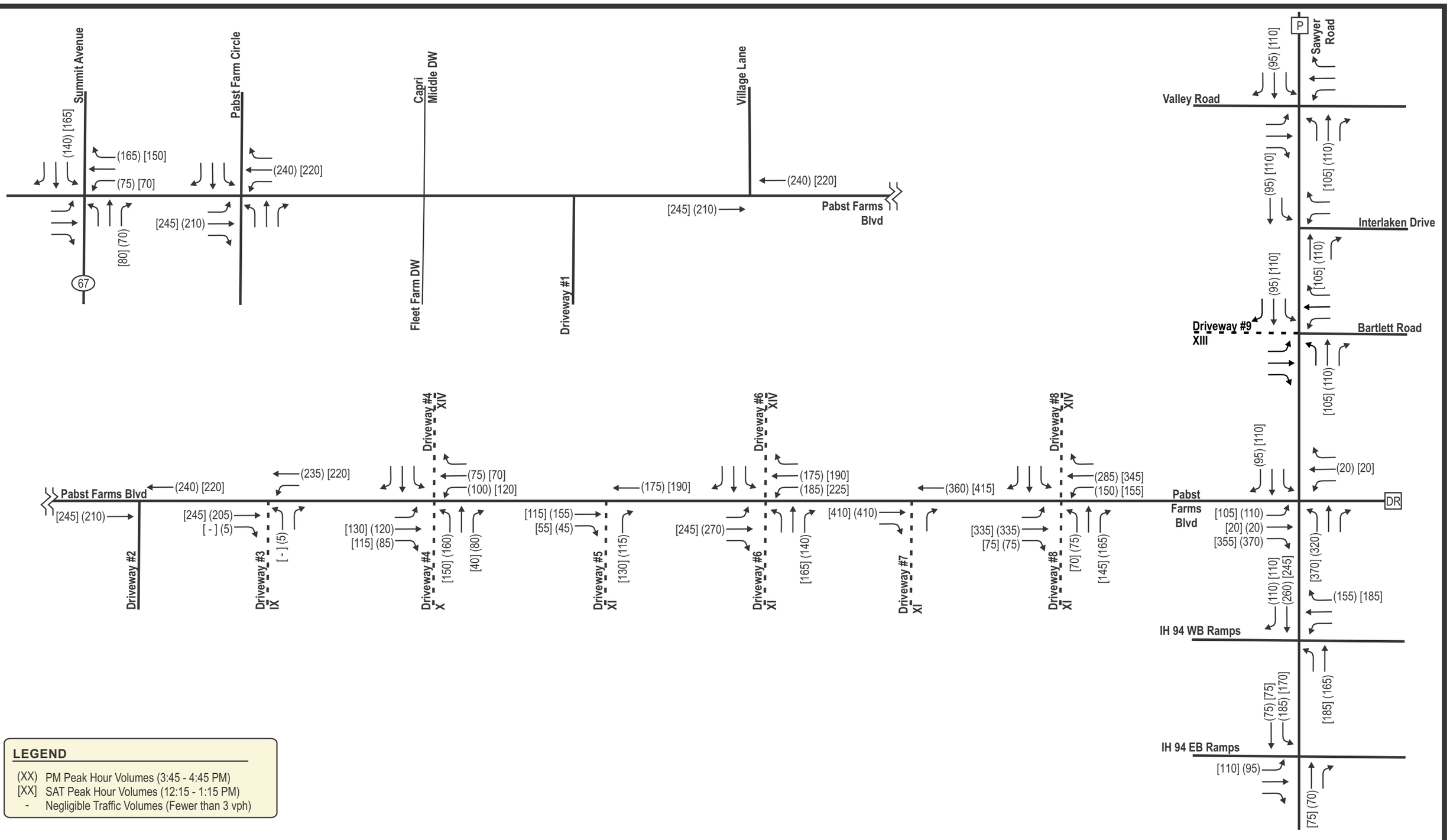
NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-5A2
INITIAL BUILD ON-SITE NEW TRIPS
PARCEL XI - OTHER RETAIL

OCONOMOWOC, WISCONSIN



LEGEND

(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
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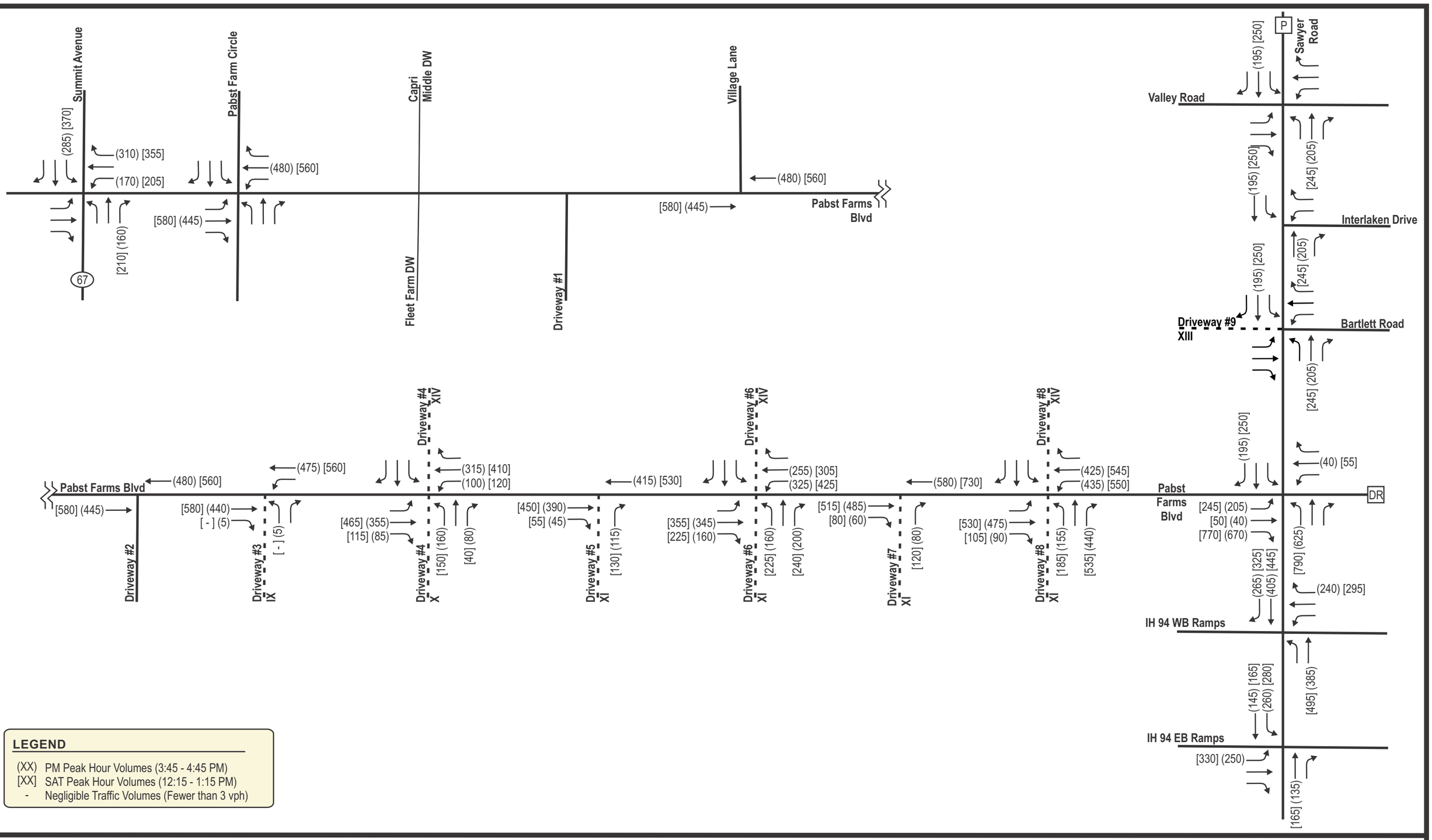
NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-5A3
INITIAL BUILD ON-SITE NEW TRIPS
PARCELS IX, X & XII
PARCEL XII WITHOUT RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
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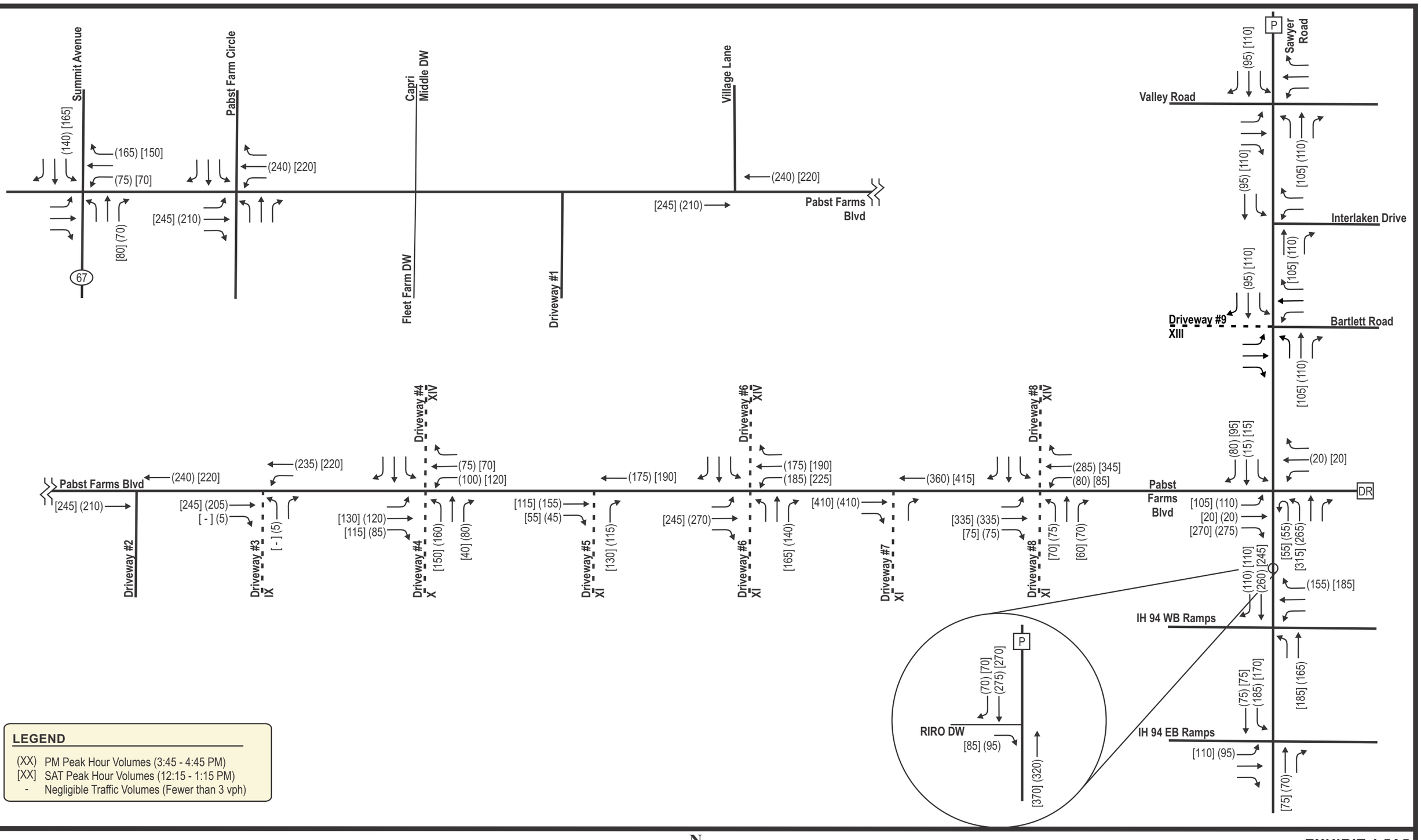
N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-5A4
INITIAL BUILD ON-SITE NEW TRIPS
ALL INITIAL BUILD ON-SITE PARCELS
PARCEL XII WITHOUT RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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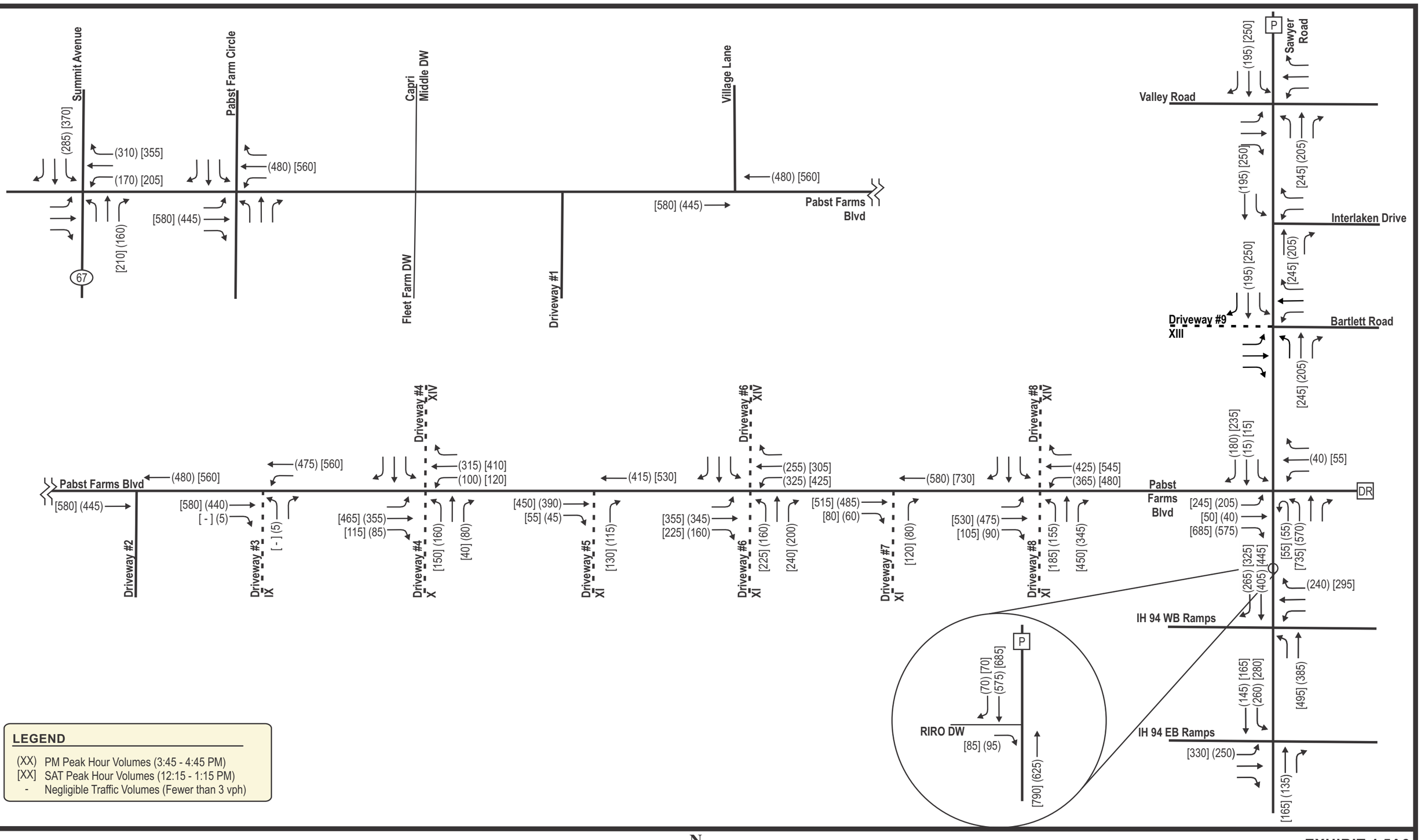
NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-5A5
INITIAL BUILD ON-SITE NEW TRIPS
PARCELS IX, X & XII
PARCEL XII WITH RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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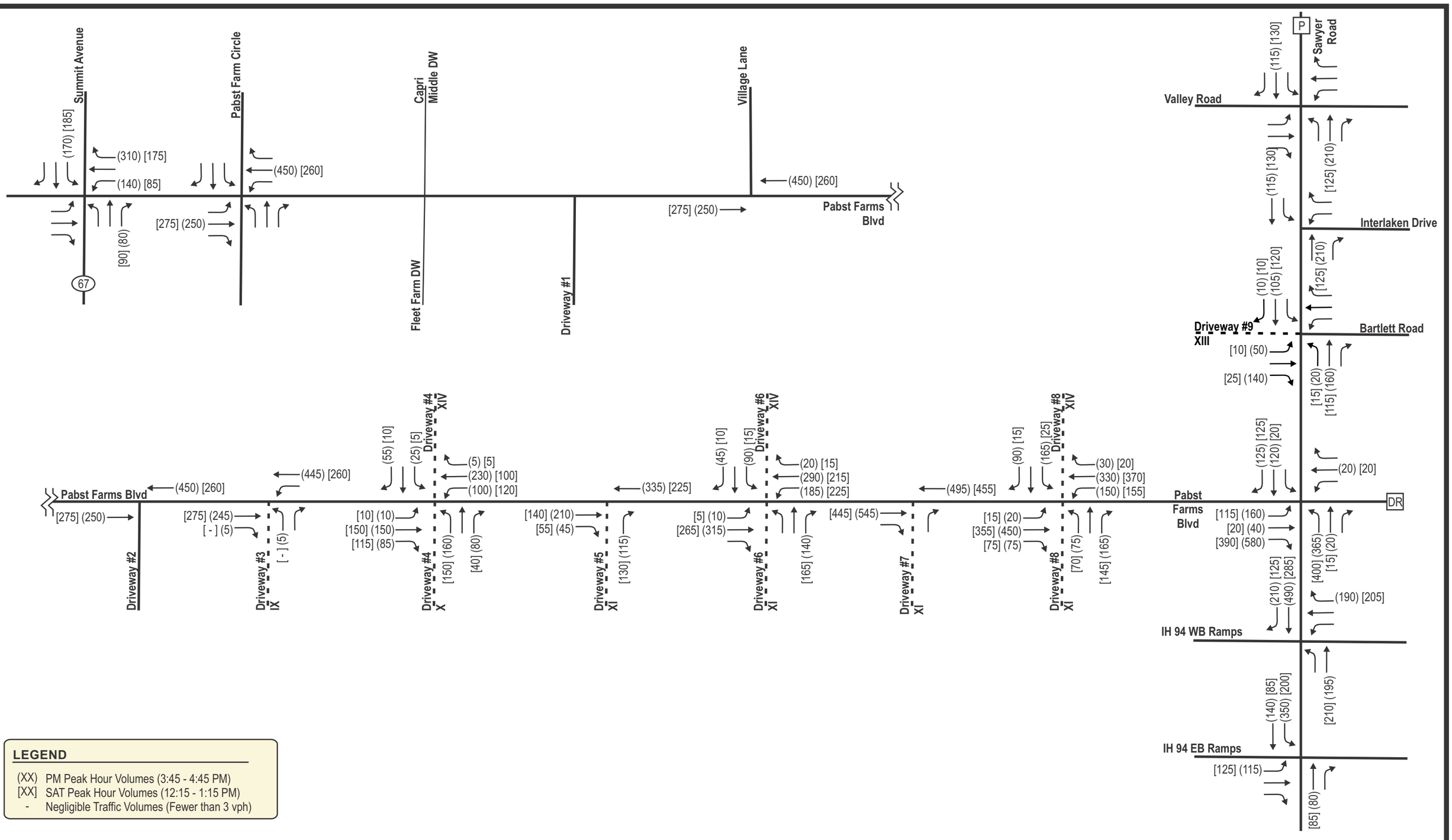
NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-5A6
INITIAL BUILD ON-SITE NEW TRIPS
ALL INITIAL BUILD ON-SITE PARCELS
PARCEL XII WITH RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

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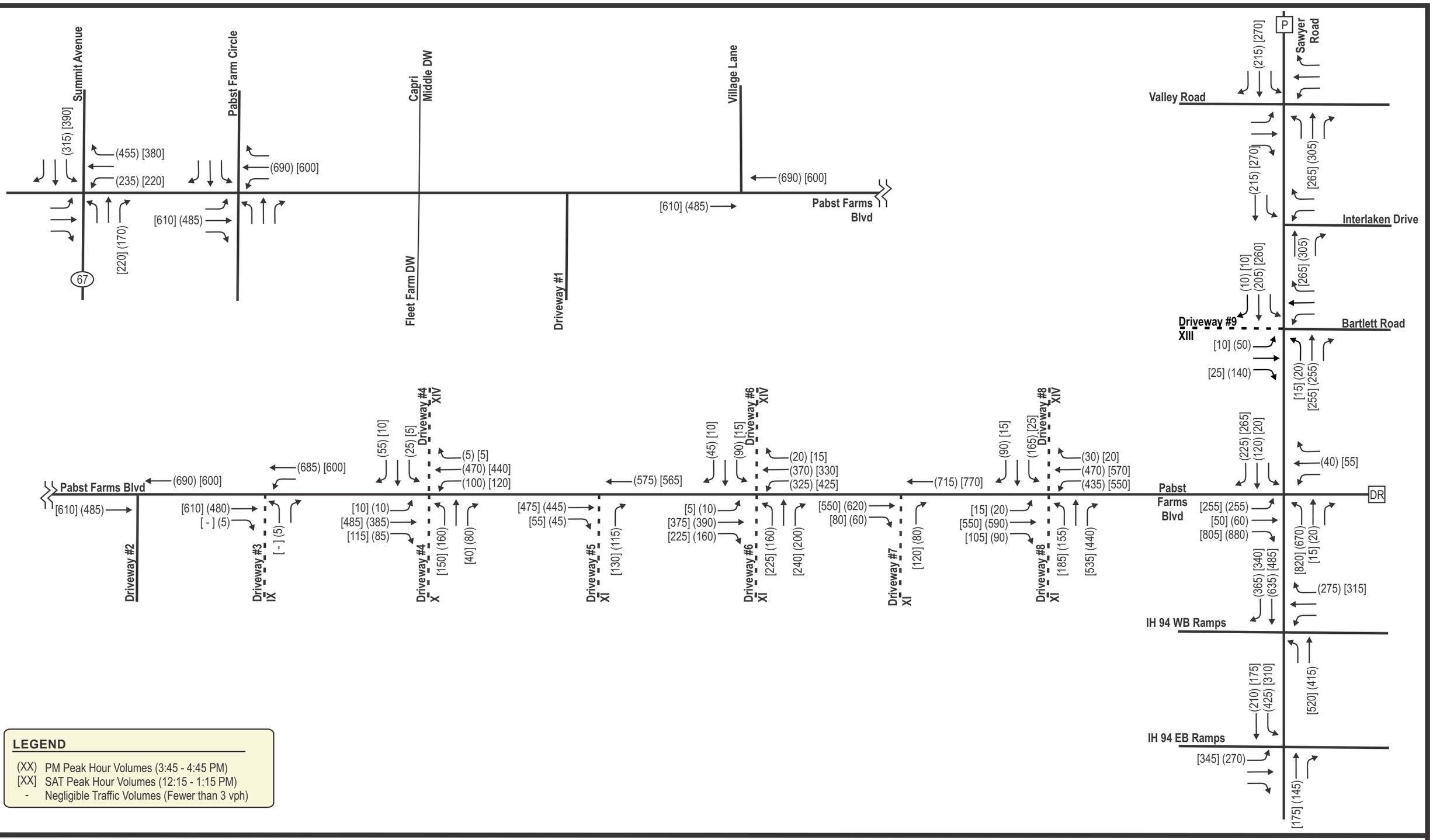
N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-7A1
FULL BUILD ON-SITE NEW TRIPS
ALL PARCELS - EXCEPT PARCEL XI
PARCEL XII WITHOUT RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TADI
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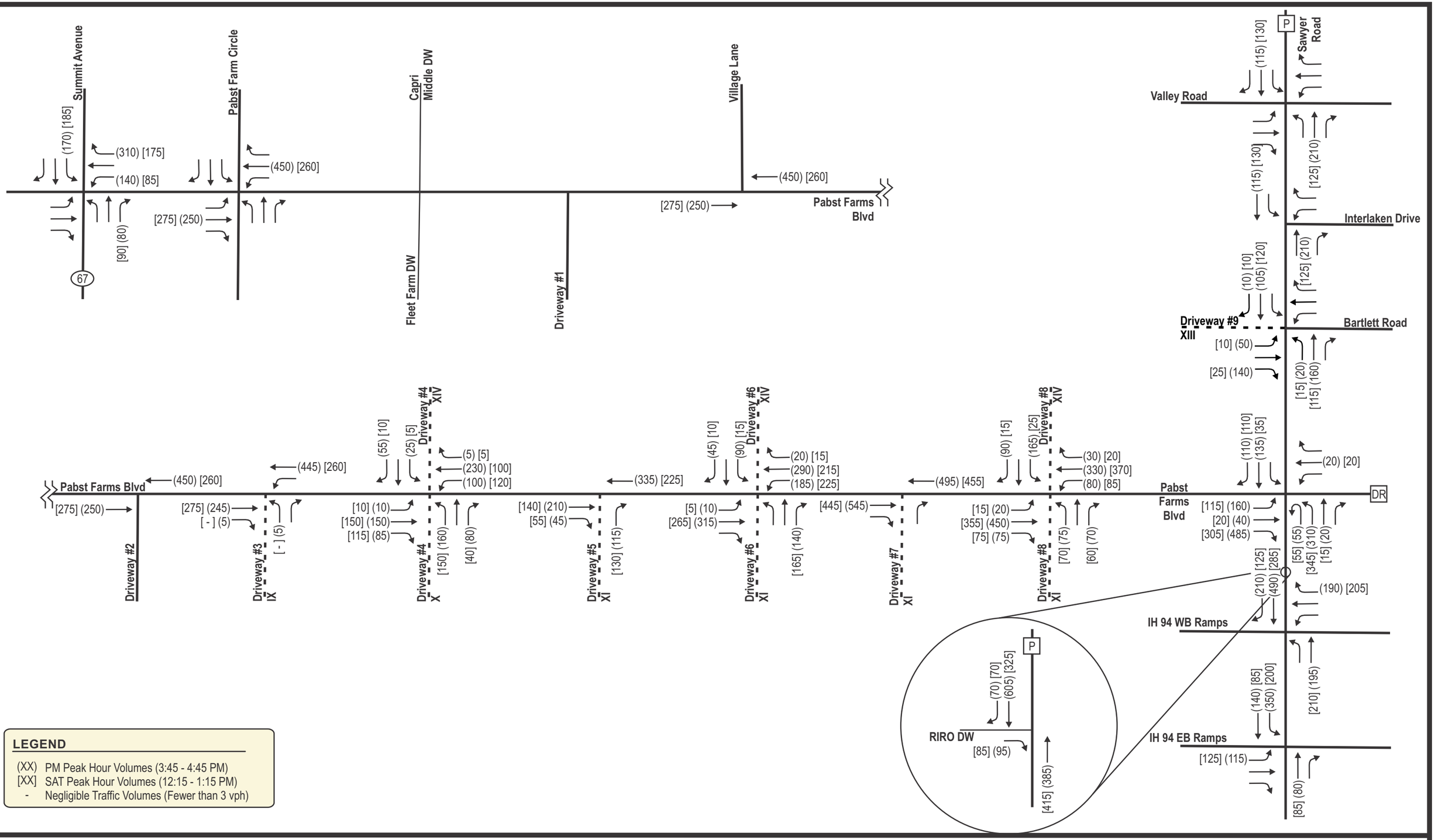
N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-7A2
FULL BUILD ON-SITE NEW TRIPS
ALL ON-SITE PARCELS
PARCEL XII WITHOUT RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

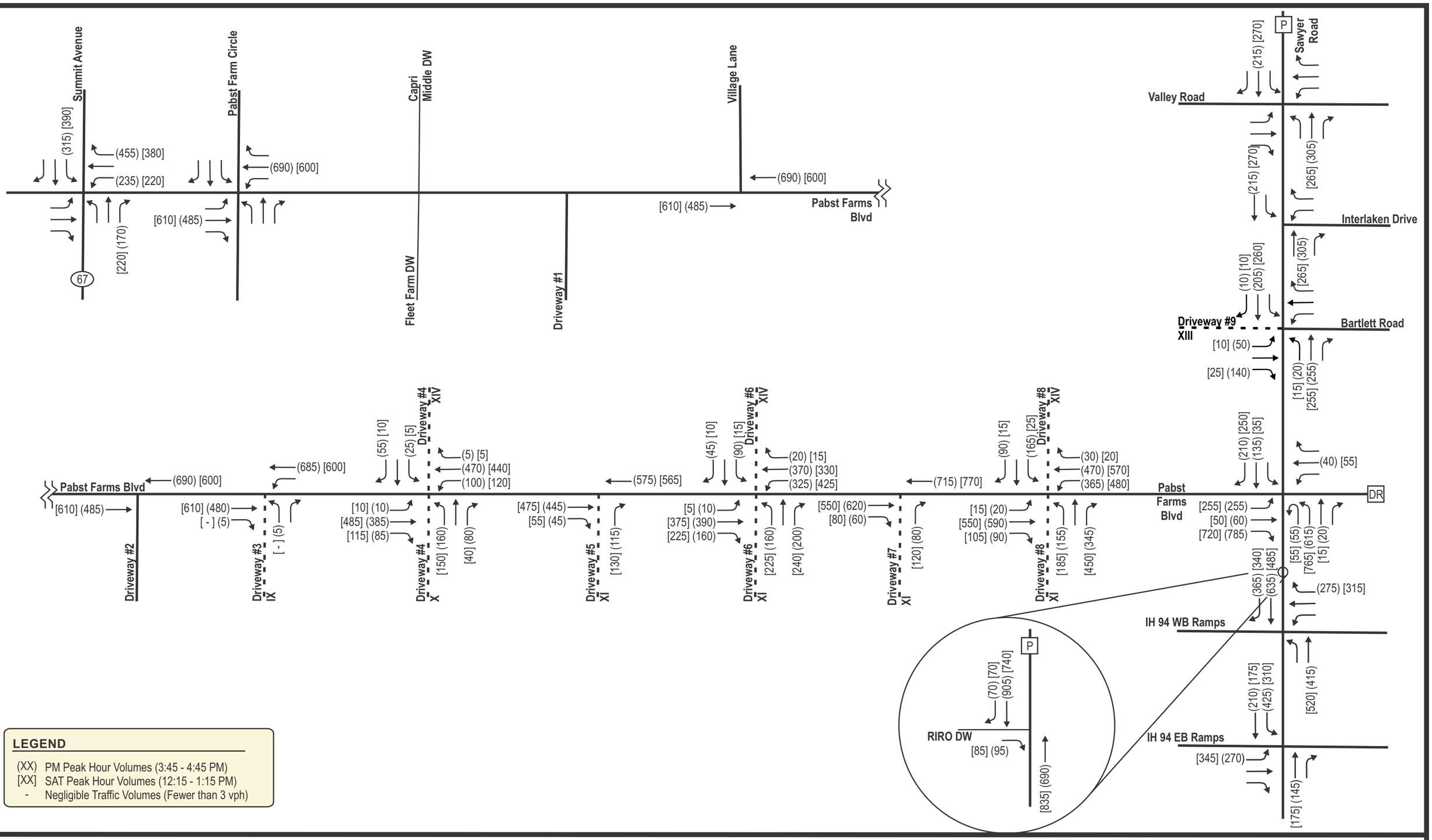
(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3417 ~ 4-29-2025

N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-7A3
FULL BUILD ON-SITE NEW TRIPS
ALL PARCELS - EXCEPT PARCEL XI
PARCEL XII WITH RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

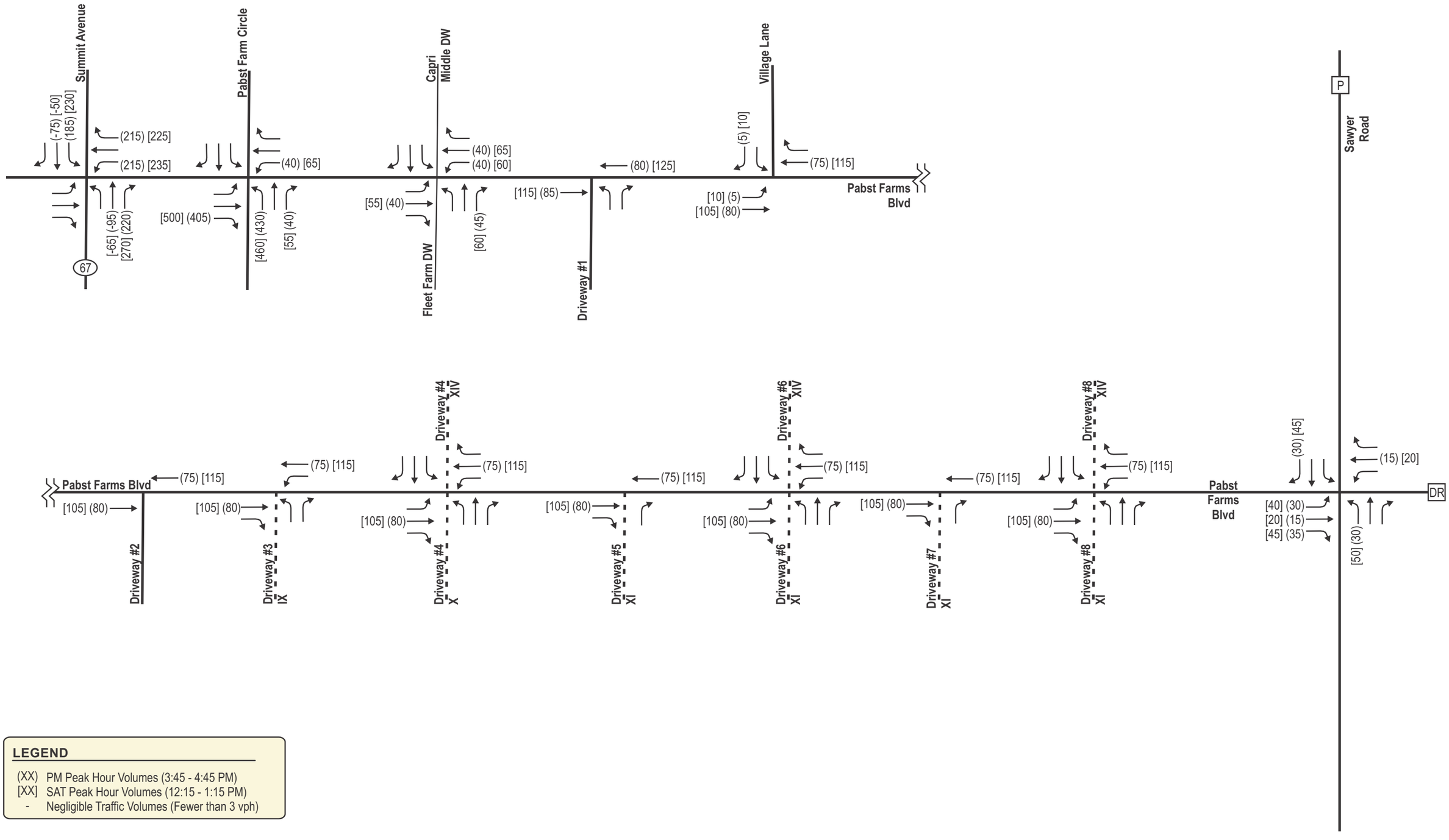
(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3417 ~ 4-29-2025

N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-7A4
FULL BUILD ON-SITE NEW TRIPS
ALL ON-SITE PARCELS
PARCEL XII WITH RIRO ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

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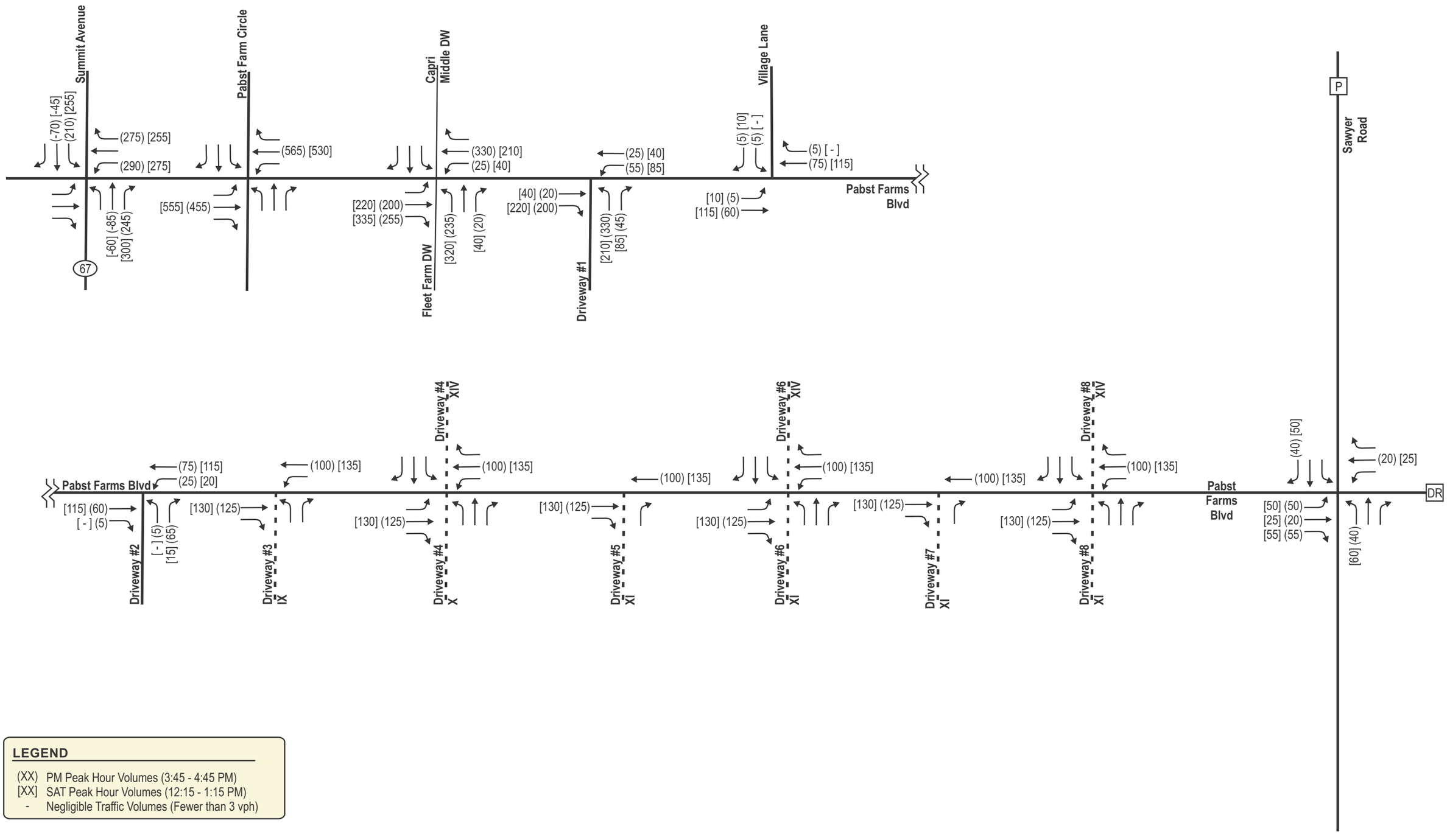
NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-8A1
OFF-SITE DRIVEWAY TRIPS
INITIAL BUILD - AREA C
recalculated (removed area A from previous TIA Exhibit 4-7C) - Appendix B2.1 minus B2.2
OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

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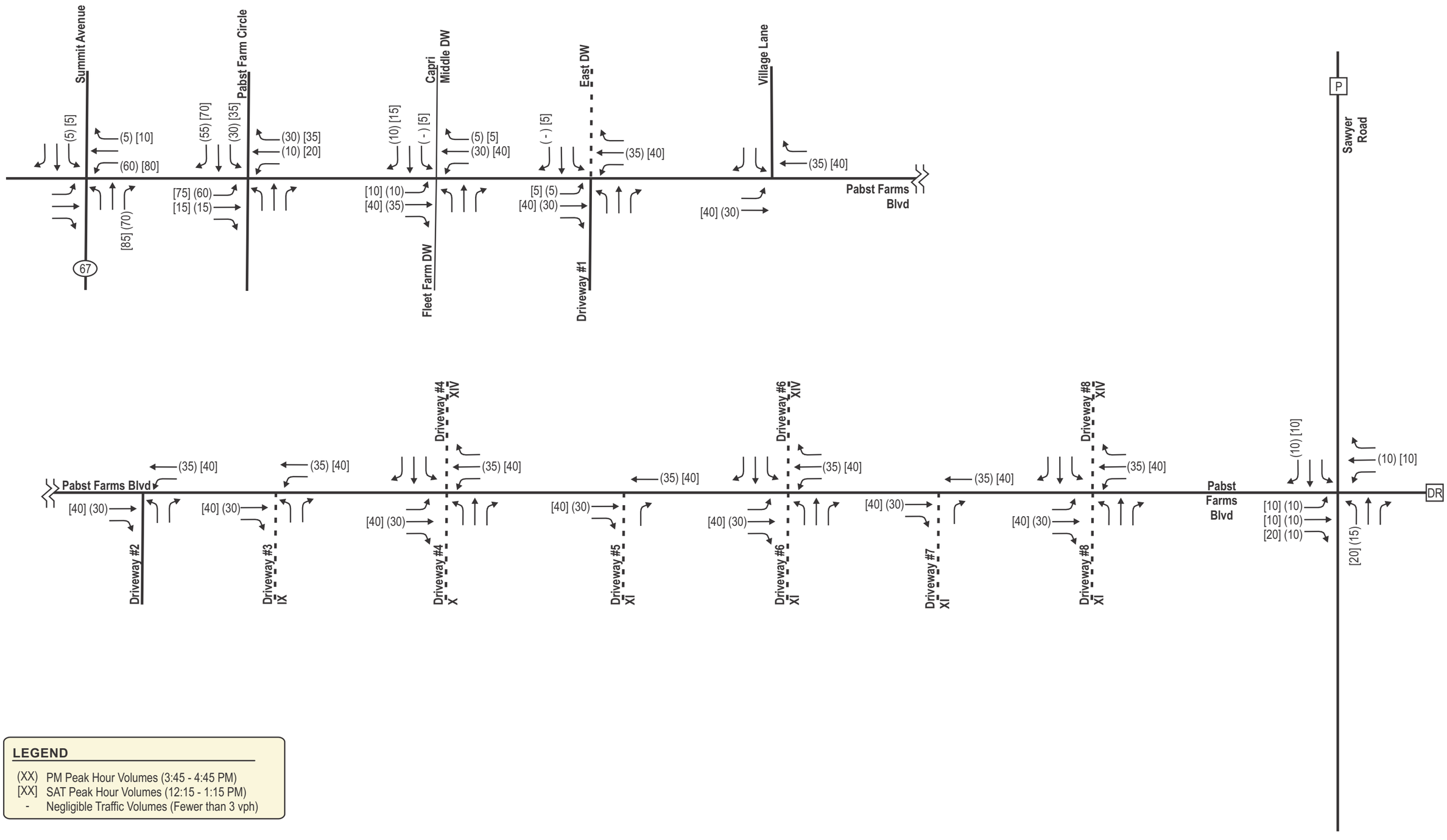
NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-8A2
OFF-SITE DRIVEWAY TRIPS
INITIAL BUILD - AREA D
from TIA (Exhibit 4-5E in previous TIA)
OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

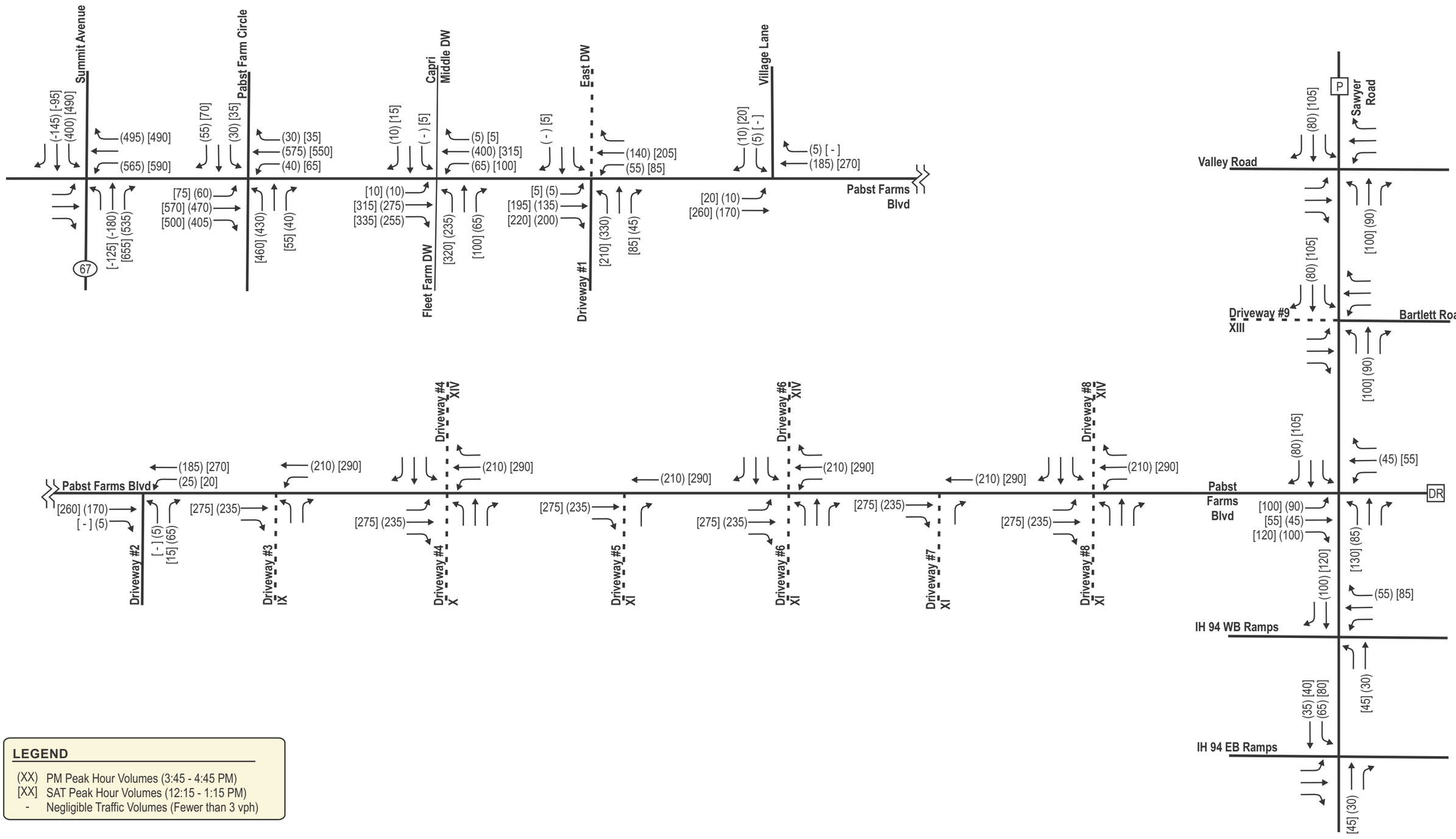
TRAFFIC ANALYSIS & DESIGN, INC.

3417 ~ 4-29-2025

NOT TO SCALE

NOT TO SCALE

EXHIBIT 4-8A3
OFF-SITE DRIVEWAY TRIPS
INITIAL BUILD - AREA E
from TIA (Exhibit 4-5C in previous TIA)
OCONOMOWOC, WISCONSIN



LEGEND

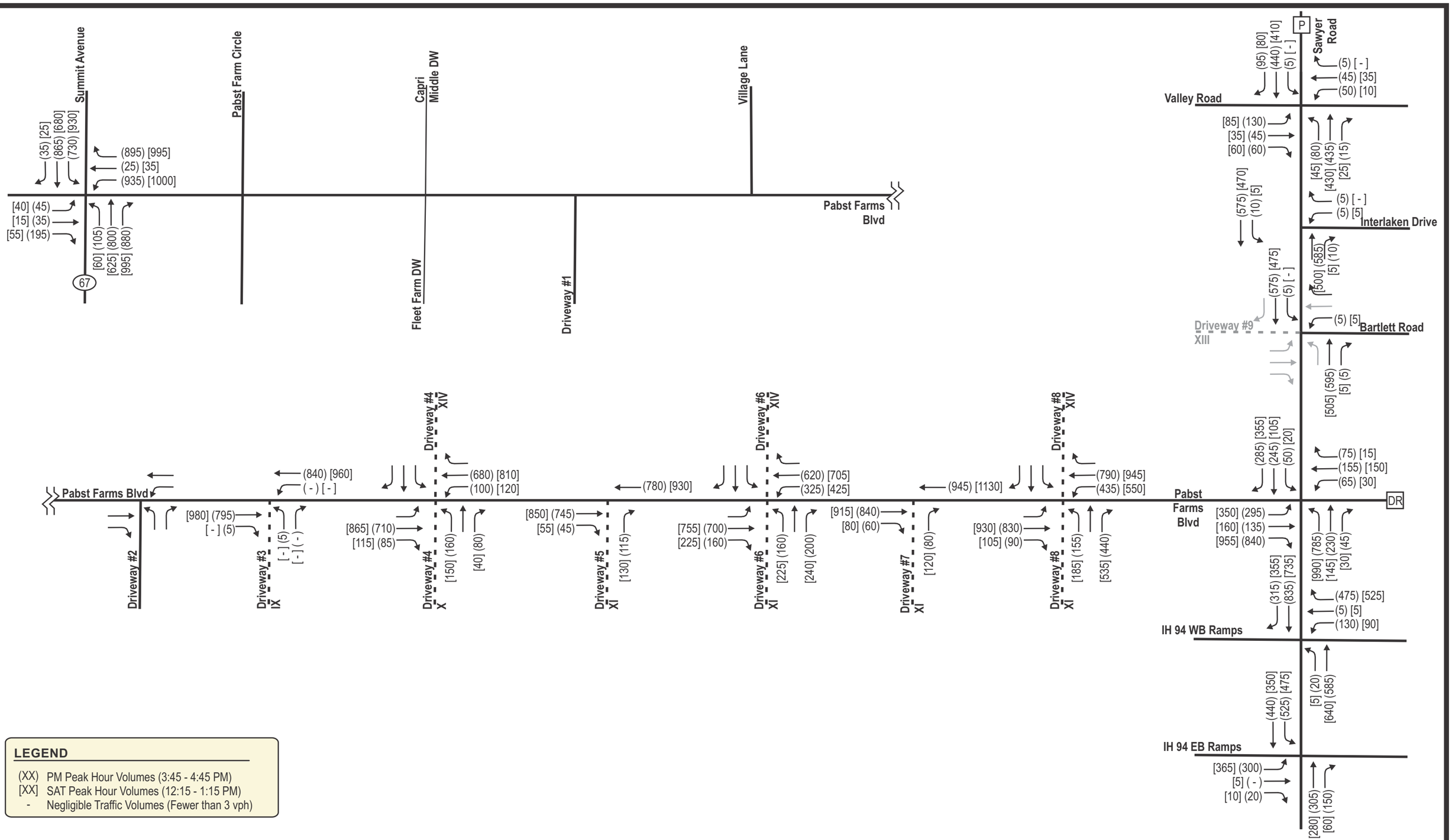
(XX) PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX] SAT Peak Hour Volumes (12:15 - 1:15 PM)
\- Negligible Traffic Volumes (Fewer than 3 vph)

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3417 ~ 4-29-2025

N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-8A4
OFF-SITE DRIVEWAY TRIPS
AREAS C, D, E
INCLUDES NEW REDUCTIONS & DISTRIBUTES OUT TO OTHER CTH P INTERSECTIONS
OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TADI
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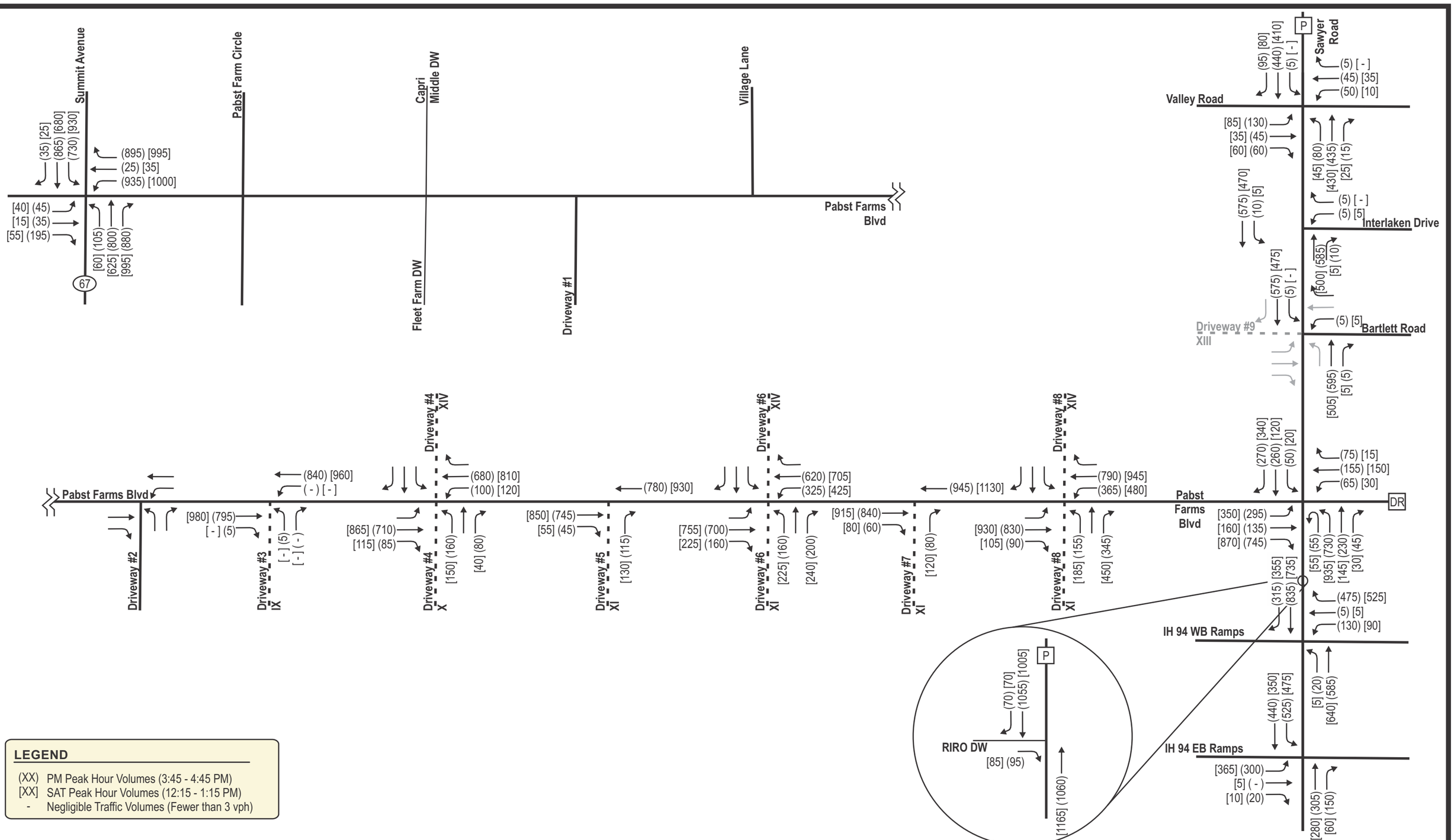
3417 ~ 4-29-2025

N

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-11A
YEAR 2026 BUILD TRAFFIC VOLUMES
WITHOUT RIGHT-IN/RIGHT OUT ON CTH P

OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

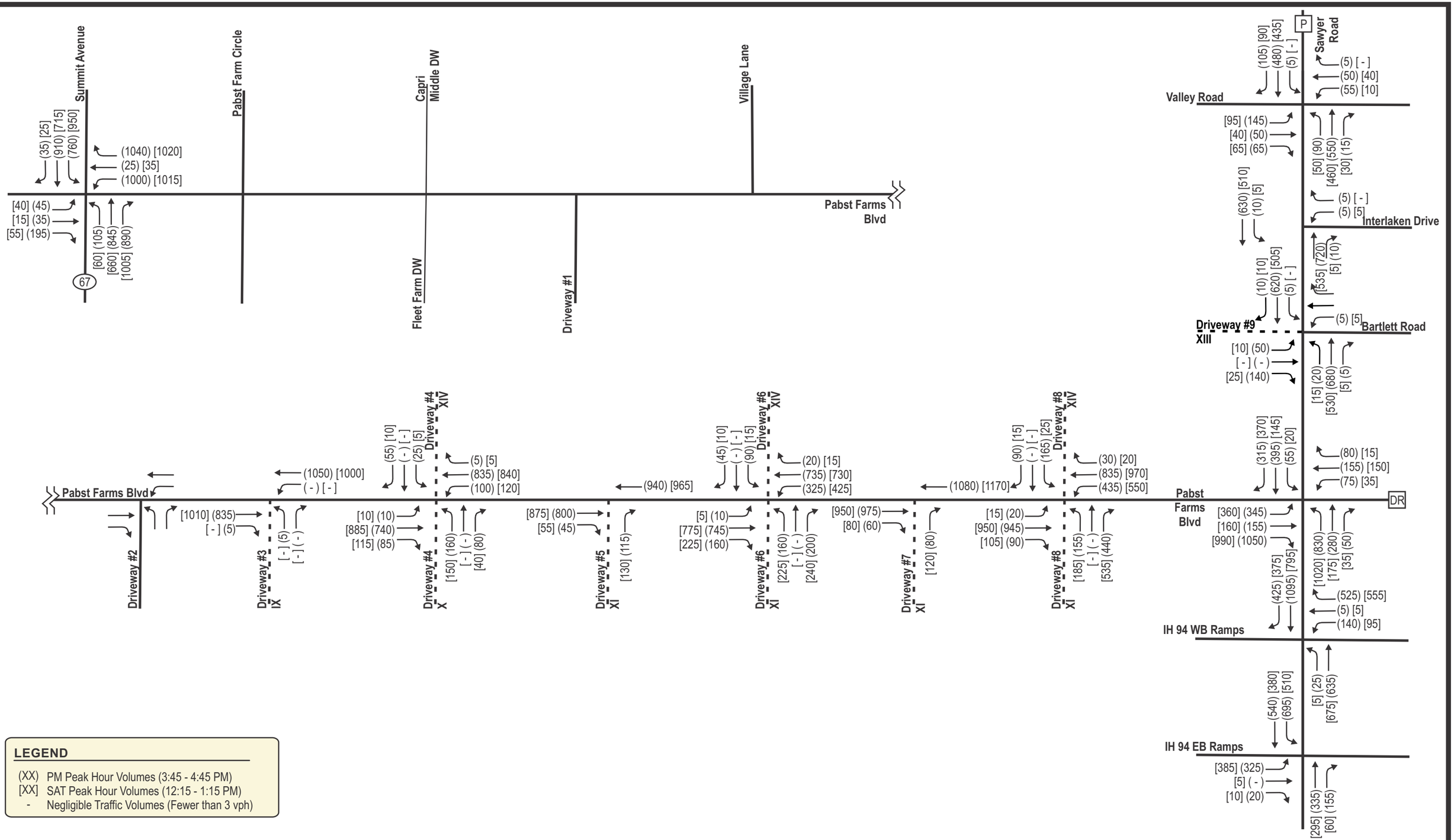
3417 ~ 4-29-2025

NOT TO SCALE

NOT TO SCALE

EXHIBIT 4-11B
YEAR 2026 BUILD TRAFFIC VOLUMES
WITH RIGHT-IN/RIGHT OUT ON CTH P

OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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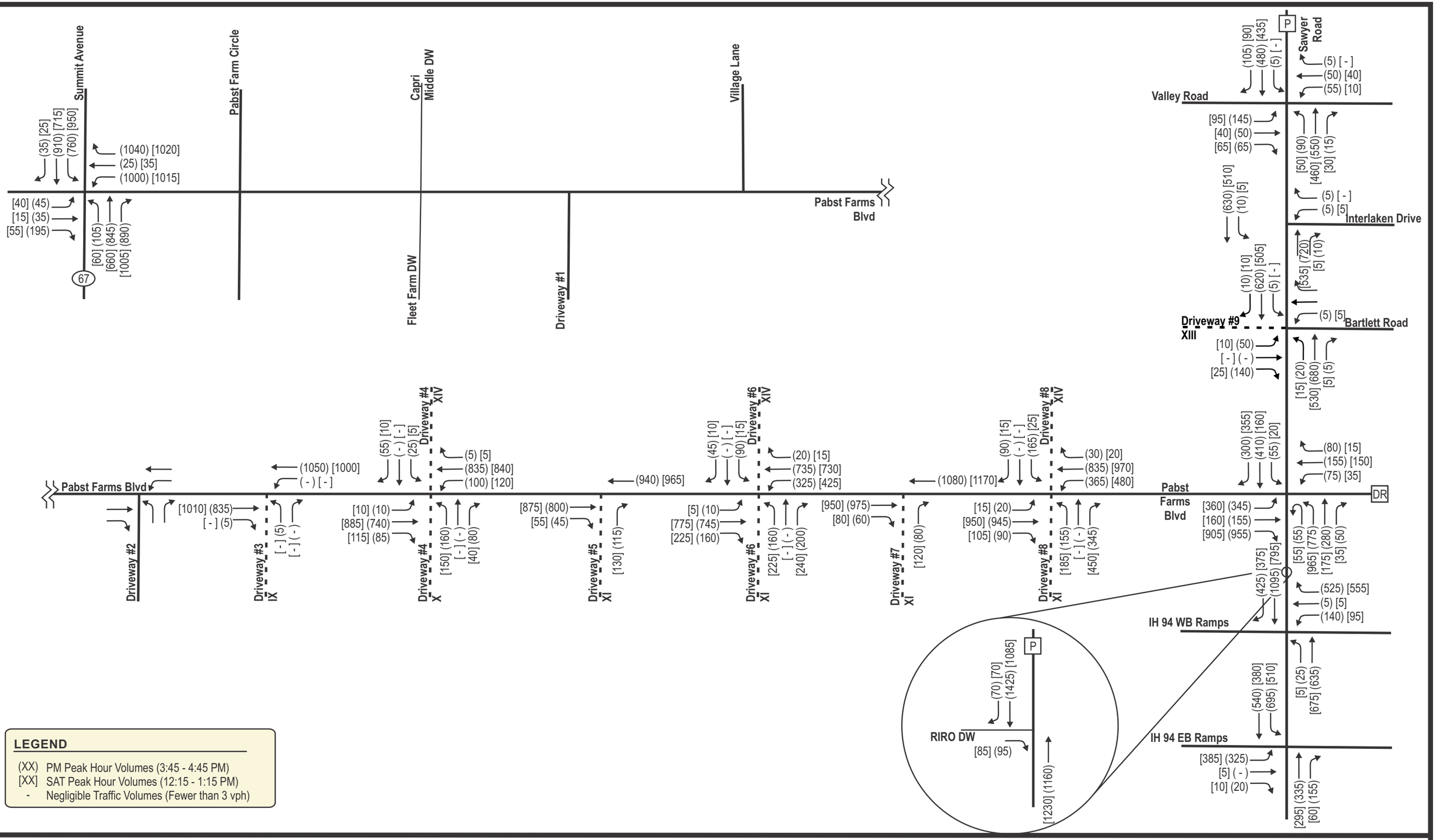
3417 ~ 4-29-2025

NOT TO SCALE

NOT TO SCALE

EXHIBIT 4-13A
YEAR 2041 BUILD TRAFFIC VOLUMES
WITHOUT RIGHT-IN/RIGHT OUT ON CTH P

OCONOMOWOC, WISCONSIN



LEGEND

(XX)	PM Peak Hour Volumes (3:45 - 4:45 PM)
[XX]	SAT Peak Hour Volumes (12:15 - 1:15 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.

3417 ~ 4-29-2025

NOT TO SCALE
NOT TO SCALE

EXHIBIT 4-13B
YEAR 2041 BUILD TRAFFIC VOLUMES
WITH RIGHT-IN/RIGHT OUT ON CTH P

OCONOMOWOC, WISCONSIN

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – SITE ACCESS

Several access driveways are proposed for the on-site development areas with most access driveways along Pabst Farms Boulevard. As shown, the driveways are proposed as a combination of full access driveways and right-in/right-out driveways. An additional full access to parcel XIII is also proposed along CTH P, across from Bartlett Road. A right-in/right-out driveway to parcel XII is also proposed for consideration along CTH P, immediately south of Pabst Farms Boulevard.

Two access scenarios are included in the analysis to compare the operations of the study area intersections with and without an additional right-in/right-out access onto CTH P from the Parcel XII on-site development area, with the potential right-in/right-out access to the parcel located between Pabst Farms Boulevard and the IH-94 westbound ramp roundabout.

PART B – CAPACITY LEVEL OF SERVICE ANALYSIS

B1. Year 2026 Background Traffic Operating Conditions – No Modifications

Exhibit 5-1 shows the Year 2026 Background traffic peak hour operating conditions at the study area intersections. The Year 2026 Background traffic includes general background growth (provided by DOT forecasting) plus full build out of the identified off-site developments. The Year 2026 Background traffic analysis was conducted using existing intersection configurations and traffic control as well as the existing traffic signal timings provided by WisDOT.

As shown, all movements are currently operating at acceptable LOS D or better at the study area intersections during the typical weekday evening and Saturday midday peak periods under the Year 2026 Background traffic volume conditions except the following:

- Several westbound, northbound, and southbound left-turn and right-turn movements at the STH 67 intersection with Pabst Farms Boulevard/Oconomowoc Drive which are expected to operate at LOS E/F during the typical weekday evening and Saturday midday peak periods.

B2. Year 2041 Background Traffic Operating Conditions – No Modifications

Exhibit 5-2 shows the Year 2041 Background traffic peak hour operating conditions at the study area intersections. The Year 2041 Background traffic includes general background growth (provided by DOT forecasting) plus full build out of the identified off-site developments. The Year 2041 Background traffic analysis was conducted using existing intersection configurations and traffic control as well as the existing traffic signal timings provided by WisDOT.

As shown, all movements are currently operating at acceptable LOS D or better at the study area intersections during the typical weekday evening and Saturday midday peak periods under the Year 2041 Background traffic volume conditions except the following:

- Several westbound, northbound, and southbound left-turn and right-turn movements at the STH 67 intersection with Pabst Farms Boulevard/Oconomowoc Drive which are expected to operate at LOS E/F during the typical weekday evening and Saturday midday peak periods.

B3. Year 2026 Build Traffic Operating Conditions – No Modifications

Exhibits 5-3A&B show the Year 2026 Build traffic peak hour operating conditions at the study area intersections under the two previously described access options, respectively. The Year 2026 Build traffic includes the full build out of the proposed Capri development site and the initial build

out of the Wingspan development site. The Year 2026 Build traffic analysis was conducted using existing intersection configurations and traffic control.

As shown, all movements are currently operating at acceptable LOS D or better at the study area intersections during the typical weekday evening and Saturday midday peak periods under the Year 2026 Build traffic volume conditions except the following:

- Several westbound, northbound, and southbound left-turn and right-turn movements at the STH 67 intersection with Pabst Farms Boulevard/Oconomowoc Drive which are expected to operate at LOS E/F during the typical weekday evening and Saturday midday peak periods under both access options.
- The northbound and southbound movements at the Sawyer Road/CTH P intersection with Valley Road/CTH B which are expected to operate at LOS F during the typical weekday evening peak period under both access options.
- The southbound right-turn movement at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P which is expected to operate at LOS E during the typical Saturday midday peak period under both access options.
- The northbound movements at the Pabst Farms Boulevard intersection with Driveway #4 which are expected to operate at LOS F during the typical weekday evening and Saturday midday peak periods under both access options.
- The northbound movements at the Pabst Farms Boulevard intersection with Driveway #6 which are expected to operate at LOS F during the typical weekday evening and Saturday midday peak periods under both access options.
- The northbound movements at the Pabst Farms Boulevard intersection with Driveway #8 which are expected to operate at LOS F during the typical weekday evening and Saturday midday peak periods under both access options.
- The westbound movements at the Pabst Farms Boulevard intersection with Driveway #8 which are expected to operate at LOS F during the typical Saturday midday peak period *under access option A, without the right-in/right-out driveway on CTH P*.
- The westbound movements at the Pabst Farms Boulevard intersection with Driveway #8 which are expected to operate at LOS E during the typical Saturday midday peak period *under access option B, with the right-in/right-out driveway on CTH P*.

B4. Year 2041 Build Traffic Operating Conditions – No Modifications

Exhibits 5-5A&B show the Year 2041 Build traffic peak hour operating conditions at the study area intersections under the two previously described access options, respectively. The Year 2041 Build traffic includes forecasted background growth plus the full build out of the proposed development site. The Year 2041 Build traffic analysis was conducted using existing intersection configurations and traffic control.

As shown, all movements are currently operating at acceptable LOS D or better at the study area intersections during the typical weekday evening and Saturday midday peak periods under the Year 2041 Build traffic volume conditions except the following:

- Several westbound, northbound, and southbound left-turn and right-turn movements at the STH 67 intersection with Pabst Farms Boulevard/Oconomowoc Drive which are expected to operate at LOS E/F during the typical weekday evening and Saturday midday peak periods under both access options.
- The northbound and southbound movements at the Sawyer Road/CTH P intersection with Valley Road/CTH B which are expected to operate at LOS F/E during the typical weekday evening and Saturday midday peak periods under both access options.

- The southbound through and right-turn movements at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P which are expected to operate at LOS F during the typical weekday evening peak period under both access options.
- The southbound right-turn movement at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P which is expected to operate at LOS F during the typical Saturday midday peak period *under access option A, without the right-in/right-out driveway on CTH P*.
- The southbound right-turn movement at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P which is expected to operate at LOS E during the typical Saturday midday peak period *under access option B, with the right-in/right-out driveway on CTH P*.
- The northbound movements at the Pabst Farms Boulevard intersection with Driveway #3 which are expected to operate at LOS E during the typical weekday evening peak period under both access options.
- The northbound and southbound movements at the Pabst Farms Boulevard intersection with Driveway #4 which are expected to operate at LOS E/F during the typical weekday evening and Saturday midday peak periods under both access options.
- The northbound and southbound movements at the Pabst Farms Boulevard intersection with Driveway #6 which are expected to operate at LOS F during the typical weekday evening and Saturday midday peak periods under both access options.
- The northbound and southbound movements at the Pabst Farms Boulevard intersection with Driveway #8 which are expected to operate at LOS F during the typical weekday evening and Saturday midday peak periods under both access options.
- The westbound movements at the Pabst Farms Boulevard intersection with Driveway #8 which are expected to operate at LOS F during the typical Saturday midday peak period *under access option A, without the right-in/right-out driveway on CTH P*.
- The westbound movements at the Pabst Farms Boulevard intersection with Driveway #8 which are expected to operate at LOS E during the typical Saturday midday peak period *under access option B, with the right-in/right-out driveway on CTH P*.
- The eastbound and westbound movements at the Sawyer Road/CTH P intersection with Driveway #9/Bartlett Road which are expected to operate at LOS F during the typical weekday evening peak period under both access options.

B5. Year 2026 Background Traffic Operating Conditions – *With Modifications*

Modifications to the existing transportation system are recommended to accommodate the Year 2026 Background conditions. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in Exhibit 5-9, all movements are expected to improve to operate at LOS D or better conditions during the typical weekday evening and Saturday midday peak periods under the Year 2026 Background traffic volume conditions with recommended modifications.

B6. Year 2041 Background Traffic Operating Conditions – *With Modifications*

Modifications to the existing transportation system are recommended to accommodate the Year 2041 Background conditions. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in Exhibit 5-11, all movements are expected to improve to operate at LOS D or better conditions during the typical weekday evening and Saturday midday peak periods under the Year 2041 Background traffic volume conditions with recommended modifications.

B7. Year 2026 Build Traffic Operating Conditions – *With Modifications*

Modifications to the existing transportation system are recommended to accommodate the Year 2026 Build conditions. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in Exhibits 5-12A&B, under the two previously described access options, all movements are expected to improve to operate at LOS D or better conditions during the typical weekday evening and Saturday midday peak periods under the Year 2026 Build traffic volume conditions with recommended modifications except the following:

- The southbound left-turn movement at the STH 67 intersection with Pabst Farms Boulevard/ Oconomowoc Drive which is expected to continue to operate at LOS E during the typical weekday evening and Saturday midday peak periods.
- The southbound right-turn movement at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P roundabout which is expected to operate at LOS E during the typical Saturday midday peak period.

B8. Year 2041 Build Traffic Operating Conditions – *With Modifications*

Modifications to the existing transportation system are recommended to accommodate the Year 2041 Build conditions. Recommended modifications are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in Exhibits 5-14A.1 & 5-14B, under the two previously described access options, all movements are expected to improve to operate at LOS D or better conditions during the typical weekday evening and Saturday midday peak periods under the Year 2041 Build traffic volume conditions with recommended modifications except the following:

- The southbound left-turn movement at the STH 67 intersection with Pabst Farms Boulevard/ Oconomowoc Drive which is expected to continue to operate at LOS E during the typical weekday evening and Saturday midday peak periods.
- The southbound right-turn movement at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P roundabout which is expected to operate at LOS E during the typical Saturday midday peak period,
- The northbound movements at the Pabst Farms Boulevard intersection with Proposed Driveway #3 which are expected to operate at LOS E during the typical weekday evening peak period.

Since the Sawyer Road/CTH P intersection with Driveway #9 is recommended to be moved to the south and operate as a right-in/right-out driveway, the expected traffic volumes at this driveway and the two adjacent intersections are expected to change slightly. Exhibit 5-14A.1 includes the results at these three intersections under this revised traffic pattern. As shown in Exhibit 5-14A.1, all movements are expected to improve to operate at LOS D or better conditions during the typical weekday evening and Saturday midday peak periods under the Year 2041 Build traffic volume conditions with recommended modifications except the following:

- The northbound and westbound movements at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P roundabout which are expected to operate at LOS E during the typical weekday evening peak period.
- The southbound right-turn movements at the Pabst Farms Boulevard intersection with Sawyer Road/CTH P roundabout which are expected to operate at LOS E during the typical Saturday midday peak period.

PART C – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 95th percentile probable queue lengths were used for the design of turn bay storage at stop sign and traffic signal-controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Year 2025 Existing Traffic – Exhibit 3-3 & 5-18
- Year 2026 Background Traffic – Exhibit 5-9 & 5-19
- Year 2041 Background Traffic – Exhibit 5-11 & 5-20
- Year 2026 Build (without Right-in/Right-out on CTH P) Traffic – Exhibit 5-12A & 5-21A
- Year 2026 Build (with Right-in/Right-out on CTH P) Traffic – Exhibit 5-12B & 5-21B
- Year 2041 Build (without Right-in/Right-out on CTH P) Traffic – Exhibit 5-14A.2 & 5-23A
- Year 2041 Build (with Right-in/Right-out on CTH P) Traffic – Exhibit 5-14B & 5-23B

PART D – PEDESTRIAN, BICYCLE, BUS SERVICE AND MULTI-USE TRAIL CONSIDERATIONS

Sidewalks and a multi-use trail exist along many of the roadways within the limits of the study area. No designated on-street or off-street bicycle facilities were identified.

Pedestrians and bicyclists may use their respective modes to access the proposed development. However, to allow for a conservative (highest vehicular volume) analysis, these modes were assumed to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle. Transit is not present within the study area.

PART E – TRAFFIC CONTROL NEEDS

Modifications to the existing traffic control are recommended at several of the study area intersections as follows.

As recommended to accommodate Year 2026 Background and Year 2041 Background traffic:

- Update traffic signal phasing, cycle lengths and timings at the Pabst Farms Boulevard intersection with STH 67.

As recommended to accommodate Year 2026 Build traffic:

- Update traffic signal phasing, cycle lengths and timings at the Pabst Farms Boulevard intersection with STH 67.
- Install a stop sign on the south approach at the Pabst Farms Boulevard intersection with the Proposed Driveway #3, #5 and #7.
- Provide new fully actuated traffic signal control with westbound left-turn phasing at the Pabst Farms Boulevard intersections with Proposed Driveway #4 (when shown to be warranted), Driveway #6 and Driveway #8.
- Install a stop sign on the west approach at the Sawyer Road intersection with the Proposed Driveway #10.

As recommended to accommodate Year 2041 Build traffic:

- Update traffic signal phasing, cycle lengths and timings at the Pabst Farms Boulevard intersection with STH 67.
- Install a stop sign on the north approach at the Pabst Farms Boulevard intersection with the Proposed Driveway #5 and #7.
- Update traffic signal phasing, offsets, and timings at the Pabst Farms Boulevard intersection with Proposed Driveway #4, #6 and #8.
- Install a stop sign on the west approach at the Sawyer Road intersection with the Proposed Driveway #9.

PART F – TRAFFIC SIGNAL WARRANT ANALYSIS

Warrants should be viewed as guidelines to help decide whether traffic signal controls may be installed. Meeting warrants does not translate to a legal requirement for their installation.

Completed warrant analysis worksheets are included in the Appendix of this report. Development-related traffic was included based on the WisDOT hourly distributions of traffic for the various land use types for each included development area. Warrants 1 and 2 and a left-turn conflict analysis were evaluated as a part of this study under urban thresholds.

Traffic signal warrants were investigated in accordance with the MUTCD, 11th Edition. Traffic signal warrants were investigated at the Pabst Farms Boulevard intersections with Proposed Driveway #4, Proposed Driveway #6, and Proposed Driveway #8 under the Year 2026 Build traffic volume conditions.

At the three proposed driveway intersections, Pabst Farms Boulevard was analyzed as a major street with two or more lanes on each approach and the driveway approaches were both analyzed as a minor street with one lane. Per WisDOT guidelines, with a dedicated left-turn lane along with a shared through/right-turn lane on the north and south approaches at each driveway, up to 100 percent of the minor street right-turn movements could be included in the warrant analysis. Due to limited through volumes and high delays for the northbound right-turn movements at the driveways, 50-percent of the right-turn volumes were used in the calculations. The posted speed limit is less than 45-mph along Pabst Farms Boulevard therefore urban warrant thresholds were utilized.

The warrant analysis was conducted based on the twenty-four hours of hourly traffic collected as part of this study along Pabst Farm Boulevard near the three driveway locations in early-March of Year 2025.

The following table shows the results of the warrant analysis at the three proposed driveway intersections along Pabst Farms Boulevard under the Year 2026 Build traffic volume conditions.

Pabst Farms Boulevard
Traffic Signal Warrant Analysis Traffic Signal Warrant Analysis Summary

Intersection/Scenario	Traffic Signal Warrant		
	8-Hour	4-Hour	Install Signal
Year 2026 Build			
Proposed Driveway #4	**Not Met**	**Not Met**	**No**
Proposed Driveway #6	**Not Met**	**Met**	**Yes**
Proposed Driveway #8	**Not Met**	**Met**	**Yes**
Year 2041 Build			
Proposed Driveway #4	**Not Met**	**Met**	**Yes**
Proposed Driveway #6	**Previously Met**		
Proposed Driveway #8	**Previously Met**		

As shown, traffic signals are expected to be warranted at the Pabst Farms Boulevard intersections with Proposed Driveway #6 and Proposed Driveway #8 under the Year 2026 Build traffic conditions. The traffic volumes used in the analysis for Driveway #6 and Driveway #8 are based on the proposed Costco development in Parcel XI. Traffic signals are not expected to be warranted at the Pabst Farm Boulevard intersection with Driveway #4 (Parcel X) under the initial build traffic scenario; however, it is noted that the traffic volumes used in the analysis at Driveway #4 are based on assumed land uses for this parcel (Parcel X). It is recommended that traffic signals be installed at Driveway #6 and Driveway #8 prior to the Costco development opening and the warrant analysis at Driveway #4 (Parcel X) be revisited and traffic signals considered at this driveway as development moves forward on Parcel X at some point in the future.

Exhibit 5-1
Year 2026 Background Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	B	F	D	F	B	C	D	D	C	B	F
		Delay	46.6	38.7	17.6	798.0	35.2	286.6	13.9	28.0	47.0	48.1	20.0	16.5	199.3
		v/c	-	-	-	2.65	-	1.50	-	-	-	-	-	-	
		Queue	65'	50'	135'	#570'	40'	#520'	60'	195'	#490'	#255'	195'	25'	
	SAT	LOS	D	C	B	F	C	F	B	C	F	F	C	B	F
		Delay	37.1	30.9	13.1	438.6	26.4	197.2	14.8	25.2	122.4	213.1	20.9	17.9	171.0
		v/c	-	-	-	1.88	-	1.32	-	-	1.19	1.36	-	-	
		Queue	50'	25'	40'	#435'	40'	#455'	35'	130'	#485'	#300'	140'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	B			B			C			C			
		Delay	13.5			11.2			15.3			15.5			
		Queue	55'			25'			70'			90'			
	SAT	LOS	B			A			B			B			
		Delay	10.0			9.0			10.5			10.0			
		Queue	30'			25'			40'			35'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			B			-	*		A		-	
		Delay	-			13.8			-	*		8.2		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			B			-	*		A		-	
		Delay	-			12.1			-	*		7.9		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*		*2*	*1*		*1*	*1*	*1*		*1*		*1*	
	PM	LOS	A		A	A		A	A	A		A		A	
		Delay	6.4		5.1	6.3		6.0	5.0	6.1		6.1		5.9	
		Queue	25'		25'	25'		25'	25'	30'		25'		25'	
	SAT	LOS	A		A	A		A	A	A		A		A	
		Delay	4.9		4.0	5.1		4.8	5.1	5.0		4.9		4.7	
		Queue	25'		25'	25'		25'	25'	25'		25'		25'	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.7	3.8	*	3.2	3.2	-	-	4.9	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.3	3.5	*	2.9	2.9	-	-	4.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	5.8	5.4	6.2	-			-	4.5	5.7	3.3	3.2	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	
	SAT	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	4.3	4.0	4.5	-			-	3.9	4.3	3.1	2.9	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-2
Year 2041 Background Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*	PM	LOS	D	D	B	F	D	F	B	C	D	D	C	B	F
		Delay	46.6	38.7	17.6	798.0	35.2	286.6	14.0	28.5	47.0	48.1	20.3	16.5	195.7
		v/c	-	-	-	2.65	-	1.50	-	-	-	-	-	-	
		Queue	65'	50'	135'	#570'	40'	#520'	60'	210'	#490'	#255'	210'	25'	
	SAT	LOS	D	C	B	F	C	F	B	C	F	F	C	B	F
		Delay	37.1	30.9	13.1	438.6	26.4	197.2	14.9	25.4	122.4	213.1	21.1	17.9	168.4
		v/c	-	-	-	1.88	-	1.32	-	-	1.19	1.36	-	-	
		Queue	50'	25'	40'	#435'	40'	#455'	35'	135'	#485'	#300'	145'	25'	
		Lanes->	*1*			*1*			*1*			*1*			
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*	PM	LOS	C			B			C			C			
		Delay	15.7			12.1			18.6			19.2			
		Queue	70'			25'			110'			120'			
	SAT	LOS	B			A			B			B			
		Delay	10.6			9.2			11.3			10.6			
		Queue	35'			25'			50'			40'			
		Lanes->	-			*1*			-	*1*		*1*		-	
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*	PM	LOS	-			B			-	*		A		-	
		Delay	-			14.6			-	*		8.3		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			B			-	*		A		-	
		Delay	-			12.4			-	*		7.9		-	
		Queue	-			25'			-	*		25'		-	
		Lanes->	*1*	*2*		*1*		*1*	*1*	*1*		*1*		*1*	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*	PM	LOS	A	A		A		A	A	A		A		A	
		Delay	6.9	5.3		6.7		6.3	5.0	6.6		6.4		6.2	
		Queue	25'	25'		25'		25'	25'	35'		25'		25'	
	SAT	LOS	A	A		A		A	A	A		A		A	
		Delay	5.0	4.1		5.2		4.9	5.2	5.1		5.0		4.8	
		Queue	25'	25'		25'		25'	25'	25'		25'		25'	
		Lanes->	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.9	3.9	*	3.3	3.2	-	-	5.1	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.4	3.5	*	3.0	3.0	-	-	4.1	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
		Lanes->	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*	PM	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	6.1	6.1	6.5	-			-	4.7	5.9	3.3	3.3	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	
	SAT	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	4.5	4.4	4.7	-			-	4.0	4.4	3.1	3.0	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-3A
Year 2026 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	B	F	D	F	B	C	F	F	C	B	F
		Delay	46.6	38.7	17.6	1062	35.2	637	13.9	28.0	110.4	200.2	20.0	16.5	334.7
		v/c	-	-	-	3.24	-	2.29	-	-	1.16	1.33	-	-	
		Queue	65'	50'	135'	#695'	40'	#820'	60'	195'	#640'	#475'	195'	25'	
	SAT	LOS	D	C	B	F	C	F	B	C	F	F	C	B	F
		Delay	37.1	30.9	13.1	654.7	26.4	515.8	14.8	25.2	255.7	611.7	20.9	17.9	371.3
		v/c	-	-	-	2.36	-	2.05	-	-	1.51	2.26	-	-	
		Queue	50'	25'	40'	#555'	40'	#720'	35'	130'	#640'	#525'	140'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	C			B			F			F			
		Delay	19.3			14.5			68.4			74.2			
		Queue	75'			25'			370'			395'			
	SAT	LOS	B			B			D			C			
		Delay	13.1			11.1			26.3			24.3			
		Queue	40'			25'			195'			180'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			19.9			-	*		8.9		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			20.0			-	*		8.6		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*	*2*		*1*	*1*		*1*	*1*		*1*	*1*		
	PM	LOS	B	B		C	C		C	C		C	C		
		Delay	11.4	11.1		23.0	20.6		19.0	18.4		24.9	23.2		
		Queue	110'	100'		45'	45'		210'	210'		95'	95'		
	SAT	LOS	A	A		C	C		C	C		B	E		
		Delay	8.3	8.4		20.5	17.5		23.6	22.9		14.8	44.1		
		Queue	80'	70'		30'	30'		275'	275'		25'	165'		
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.7	5.7	*	4.0	4.0	-	-	7.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	55'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.9	5.9	*	4.0	4.0	-	-	6.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	45'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	C	C	B	-			-	B	B	A	A	-	
		Delay	16.2	16.2	10.2	-			-	10.3	11.7	3.8	3.7	-	
		Queue	40'	40'	25'	-			-	30'	30'	25'	25'	-	
	SAT	LOS	B	B	A	-			-	B	A	A	A	-	
		Delay	13.1	13.1	7.7	-			-	11.2	9.4	3.6	3.5	-	
		Queue	45'	45'	25'	-			-	30'	25'	25'	25'	-	

Exhibit 5-3A
Year 2026 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			-			
	PM	LOS	*			A			D			-			
		Delay	*			9.8			28.9			-			
		Queue	*			25'			25'			-			
	SAT	LOS	*			B			D			-			
		Delay	*			10.6			27.8			-			
		Queue	*			25'			25'			-			
Node 20: Pabst Farms Boulevard & Driveway #4 *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			*1*			
	PM	LOS	*			D			F			-			
		Delay	*			28.9			800.7			-			
		Queue	*			25'			620'			-			
	SAT	LOS	*			B			F			-			
		Delay	*			12.0			1514.7			-			
		Queue	*			25'			575'			-			
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			-			
	PM	LOS	*			*			B			-			
		Delay	*			*			13.3			-			
		Queue	*			*			25'			-			
	SAT	LOS	*			*			B			-			
		Delay	*			*			14.6			-			
		Queue	*			*			30'			-			
Node 40: Pabst Farms Boulevard & Driveway #6 *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			*1*			
	PM	LOS	*			C			F			-			
		Delay	*			15.4			!!			-			
		Queue	*			75'			!!			-			
	SAT	LOS	*			C			F			-			
		Delay	*			23.6			!!			-			
		Queue	*			155'			!!			-			
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			-			
	PM	LOS	*			*			B			-			
		Delay	*			*			13.5			-			
		Queue	*			*			25'			-			
	SAT	LOS	*			*			C			-			
		Delay	*			*			15.3			-			
		Queue	*			*			30'			-			
Node 60: Pabst Farms Boulevard & Driveway #8 *One-Way Stop Control*		*Lanes->*	*2*			*2*			*1*			*1*			
	PM	LOS	*			C			F			-			
		Delay	*			23.7			!!			-			
		Queue	*			160'			!!			-			
	SAT	LOS	*			F			F			-			
		Delay	*			58.1			!!			-			
		Queue	*			360'			!!			-			
Node 70: Sawyer Road/CTH P & Bartlett Road *One-Way Stop Control*		*Lanes->*	-			*1*			*1*			*1*			
	PM	LOS	-			D			*			A			
		Delay	-			28.1			*			8.9			
		Queue	-			25'			*			25'			
	SAT	LOS	-			C			*			A			
		Delay	-			23.5			*			8.6			
		Queue	-			25'			*			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite, (!!) Indicates and excessive delay or queue
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-3B
Year 2026 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	B	F	D	F	B	C	F	F	C	B	F
		Delay	46.6	38.7	17.6	1062	35.2	637	13.9	28.0	110.4	200.2	20.0	16.5	334.7
		v/c	-	-	-	3.24	-	2.29	-	-	1.16	1.33	-	-	
		Queue	65'	50'	135'	#695'	40'	#820'	60'	195'	#640'	#475'	195'	25'	
	SAT	LOS	D	C	B	F	C	F	B	C	F	F	C	B	F
		Delay	37.1	30.9	13.1	654.7	26.4	515.8	14.8	25.2	255.7	611.7	20.9	17.9	371.3
		v/c	-	-	-	2.36	-	2.05	-	-	1.51	2.26	-	-	
		Queue	50'	25'	40'	#555'	40'	#720'	35'	130'	#640'	#525'	140'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	C			B			F			F			
		Delay	19.3			14.5			68.4			74.2			
		Queue	75'			25'			370'			395'			
	SAT	LOS	B			B			D			C			
		Delay	13.1			11.1			26.3			24.3			
		Queue	40'			25'			195'			180'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			19.9			-	*		8.9		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			20.0			-	*		8.6		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*	*2*		*1*	*1*		*1*	*1*		*1*	*1*		
	PM	LOS	B	B		C	C		C	C		C	C		
		Delay	13.2	11.3		23.0	20.5		18.9	18.3		24.8	23.2		
		Queue	125'	90'		45'	45'		210'	210'		95'	95'		
	SAT	LOS	A	A		C	C		C	C		C	E		
		Delay	9.4	8.8		20.5	17.5		23.7	22.9		15.7	39.4		
		Queue	85'	65'		30'	30'		275'	275'		30'	145'		
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.7	5.7	*	4.0	4.0	-	-	7.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	55'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.9	5.9	*	4.0	4.0	-	-	6.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	45'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	C	C	B	-			-	B	B	A	A	-	
		Delay	16.2	16.2	10.2	-			-	10.3	11.7	3.8	3.7	-	
		Queue	40'	40'	25'	-			-	30'	30'	25'	25'	-	
	SAT	LOS	B	B	A	-			-	B	A	A	A	-	
		Delay	13.1	13.1	7.7	-			-	11.2	9.4	3.6	3.5	-	
		Queue	45'	45'	25'	-			-	30'	25'	25'	25'	-	

Exhibit 5-3B
Year 2026 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach									I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			A			D			-		
		Delay		*			9.8			28.9			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			D			-		
		Delay		*			10.6			27.8			-		
		Queue		*			25'			25'			-		
Node 20: Pabst Farms Boulevard & Driveway #4 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			D			F			-		
		Delay		*			28.9			800.7			-		
		Queue		*			25'			620'			-		
	SAT	LOS		*			B			F			-		
		Delay		*			12.0			1514.7			-		
		Queue		*			25'			575'			-		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			*			B			-		
		Delay		*			*			13.3			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			14.6			-		
		Queue		*			*			30'			-		
Node 40: Pabst Farms Boulevard & Driveway #6 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			C			F			-		
		Delay		*			15.4			!!			-		
		Queue		*			75'			!!			-		
	SAT	LOS		*			C			F			-		
		Delay		*			23.6			!!			-		
		Queue		*			155'			!!			-		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			*			B			-		
		Delay		*			*			13.5			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			C			-		
		Delay		*			*			15.3			-		
		Queue		*			*			30'			-		
Node 60: Pabst Farms Boulevard & Driveway #8 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			C			F			-		
		Delay		*			18.6			!!			-		
		Queue		*			105'			!!			-		
	SAT	LOS		*			E			F			-		
		Delay		*			36.2			!!			-		
		Queue		*			240'			!!			-		
Node 70: Sawyer Road/CTH P & Bartlett Road *One-Way Stop Control*		*Lanes->*		-			*1*			*1*			*1*		
	PM	LOS		-			D			*			A		
		Delay		-			28.1			*			8.9		
		Queue		-			25'			*			25'		
	SAT	LOS		-			C			*			A		
		Delay		-			23.5			*			8.6		
		Queue		-			25'			*			25'		
Node 80: Sawyer Road/CTH P & RIRO Driveway #10 *One-Way Stop Control*		*Lanes->*		*1*			-			*2*			*2*		
	PM	LOS		C			-			*			*		
		Delay		16.3			-			*			*		
		Queue		25'			-			*			*		
	SAT	LOS		C			-			*			*		
		Delay		15.1			-			*			*		
		Queue		25'			-			*			*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite, (!!) Indicates and excessive delay or queue
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-5A
Year 2041 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	B	F	D	F	B	C	F	F	C	B	F
		Delay	46.6	38.7	17.6	1164	35.2	803	14.0	28.5	115.9	223.9	20.3	16.5	388.6
		v/c	-	-	-	3.47	-	2.67	-	-	1.17	1.38	-	-	
		Queue	65'	50'	135'	#745'	40'	#955'	60'	210'	#650'	#500'	210'	25'	
	SAT	LOS	D	C	B	F	C	F	B	C	F	F	C	B	F
		Delay	37.1	30.9	13.1	671.3	26.4	539.0	14.9	25.4	263.0	633.0	21.1	17.9	380.3
		v/c	-	-	-	2.40	-	2.10	-	-	1.53	2.31	-	-	
		Queue	50'	25'	40'	#565'	40'	#735'	35'	135'	#650'	#535'	145'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	C			C			F			F			
		Delay	23.1			16.4			167.4			114.6			
		Queue	90'			30'			685'			505'			
	SAT	LOS	B			B			E			E			
		Delay	14.7			11.9			41.3			36.3			
		Queue	50'			25'			285'			260'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			24.7			-	*		9.4		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			21.9			-	*		8.8		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*		*2*	*1*		*1*	*1*	*1*		*1*		*1*	
	PM	LOS	C		C	D		D	D	D		F		F	
		Delay	22.4		24.5	32.1		28.7	31.2	30.4		54.5		52.3	
		Queue	225'		265'	55'		55'	330'	330'		230'		230'	
	SAT	LOS	A		A	C		C	D	D		C		F	
		Delay	9.2		9.4	22.9		19.6	28.5	27.8		18.2		56.7	
		Queue	85'		80'	30'		30'	345'	345'		40'		220'	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.1	4.1	-	-	9.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	85'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.0	4.0	-	-	6.4	*	
		Queue	-			25'	25'	*	25'	25'	-	-	50'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	D	D	B	-			-	B	C	A	A	-	
		Delay	31.1	31.1	14.6	-			-	14.6	16.2	4.1	4.1	-	
		Queue	65'	65'	25'	-			-	40'	40'	25'	25'	-	
	SAT	LOS	D	D	B	-			-	C	B	A	A	-	
		Delay	33.5	33.4	12.6	-			-	17.1	13.0	4.2	4.1	-	
		Queue	90'	90'	25'	-			-	45'	25'	25'	25'	-	

Exhibit 5-5A
Year 2041 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			B			E			-		
		Delay		*			10.0			35.7			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			D			-		
		Delay		*			10.7			29.6			-		
		Queue		*			25'			25'			-		
Node 20: Pabst Farms Boulevard & Driveway #4 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		B			B			F			F		
		Delay		10.1			10.8			!!			88.3		
		Queue		25'			25'			710'			105'		
	SAT	LOS		B			B			F			E		
		Delay		10			12.1			!!			47.4		
		Queue		25'			25'			595'			25'		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			*			B			-		
		Delay		*			*			13.8			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			14.8			-		
		Queue		*			*			30'			-		
Node 40: Pabst Farms Boulevard & Driveway #6 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		A			C			F			F		
		Delay		9.7			16.4			!!			!!		
		Queue		25'			80'			!!			!!		
	SAT	LOS		A			C			F			F		
		Delay		9.5			24.7			!!			!!		
		Queue		25'			160'			!!			!!		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			*			B			B		
		Delay		*			*			14.8			13.2		
		Queue		*			*			25'			25'		
	SAT	LOS		*			*			C			B		
		Delay		*			*			15.7			13.7		
		Queue		*			*			30'			25'		
Node 60: Pabst Farms Boulevard & Driveway #8 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		B			D			F			F		
		Delay		10.3			32.9			!!			!!		
		Queue		25'			210'			!!			!!		
	SAT	LOS		B			F			F			F		
		Delay		10.8			63.4			!!			!!		
		Queue		25'			380'			!!			!!		
Node 70: Sawyer Road/CTH P & Driveway #9/Bartlett Road *One-Way Stop Control*		*Lanes->*		-			*1*			*1*			*1*		
	PM	LOS		F			F			A			A		
		Delay		74.0			52.4			9			9.2		
		Queue		180'			25'			25'			25'		
	SAT	LOS		C			D			A			A		
		Delay		19.2			28.5			8.7			8.7		
		Queue		25'			25'			25'			25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite, (!!) Indicates and excessive delay or queue
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-5B
Year 2041 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	B	F	D	F	B	C	F	F	C	B	F
		Delay	46.6	38.7	17.6	1164	35.2	803	14.0	28.5	115.9	223.9	20.3	16.5	388.6
		v/c	-	-	-	3.47	-	2.67	-	-	1.17	1.38	-	-	
		Queue	65'	50'	135'	#745'	40'	#955'	60'	210'	#650'	#500'	210'	25'	
	SAT	LOS	D	C	B	F	C	F	B	C	F	F	C	B	F
		Delay	37.1	30.9	13.1	671.3	26.4	539.0	14.9	25.4	263.0	633.0	21.1	17.9	380.3
		v/c	-	-	-	2.40	-	2.10	-	-	1.53	2.31	-	-	
		Queue	50'	25'	40'	#565'	40'	#735'	35'	135'	#650'	#535'	145'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	C			C			F			F			
		Delay	23.1			16.4			167.4			114.6			
		Queue	90'			30'			685'			505'			
	SAT	LOS	B			B			E			E			
		Delay	14.7			11.9			41.3			36.3			
		Queue	50'			25'			285'			260'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			24.7			-	*		9.4		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			21.9			-	*		8.8		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*	*2*		*1*		*1*	*1*	*1*		*1*	*1*		
	PM	LOS	D	C		D		D	D	D		F	F		
		Delay	29.2	24.9		32.0		28.7	31.0	30.2		54.2	52.0		
		Queue	265'	225'		55'		55'	325'	325'		225'	225'		
	SAT	LOS	B	A		C		C	D	D		C	E		
		Delay	10.6	9.8		23.0		19.6	28.6	27.8		19.3	50.0		
		Queue	125'	85'		30'		30'	340'	340'		45'	180'		
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.1	4.1	-	-	9.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	85'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.0	4.0	-	-	6.4	*	
		Queue	-			25'	25'	*	25'	25'	-	-	50'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*		-		-	*2*	*1*	*1*	*2*	-	
	PM	LOS	D	D	B		-		-	B	C	A	A	-	
		Delay	31.1	31.1	14.6		-		-	14.6	16.2	4.1	4.1	-	
		Queue	65'	65'	25'		-		-	40'	40'	25'	25'	-	
	SAT	LOS	D	D	B		-		-	C	B	A	A	-	
		Delay	33.5	33.4	12.6		-		-	17.1	13.0	4.2	4.1	-	
		Queue	90'	90'	25'		-		-	45'	25'	25'	25'	-	

Exhibit 5-5B
Year 2041 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*		2			2			*1*			-		
	PM	LOS		*			B			E			-		
		Delay		*			10.0			35.7			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			D			-		
		Delay		*			10.7			29.6			-		
		Queue		*			25'			25'			-		
Node 20: Pabst Farms Boulevard & Driveway #4 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		B			B			F			F		
		Delay		10.1			10.8			!!			88.3		
		Queue		25'			25'			710'			105'		
	SAT	LOS		B			B			F			E		
		Delay		10			12.1			!!			47.4		
		Queue		25'			25'			595'			25'		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			*			B			-		
		Delay		*			*			13.8			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			14.8			-		
		Queue		*			*			30'			-		
Node 40: Pabst Farms Boulevard & Driveway #6 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		A			C			F			F		
		Delay		9.7			16.4			!!			!!		
		Queue		25'			80'			!!			!!		
	SAT	LOS		A			C			F			F		
		Delay		9.5			24.7			!!			!!		
		Queue		25'			160'			!!			!!		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			*			B			B		
		Delay		*			*			14.8			13.2		
		Queue		*			*			25'			25'		
	SAT	LOS		*			*			C			B		
		Delay		*			*			15.7			13.7		
		Queue		*			*			30'			25'		
Node 60: Pabst Farms Boulevard & Driveway #8 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		B			C			F			F		
		Delay		10.3			23.3			!!			!!		
		Queue		25'			135'			!!			!!		
	SAT	LOS		B			E			F			F		
		Delay		10.8			38.9			!!			!!		
		Queue		25'			255'			!!			!!		
Node 70: Sawyer Road/CTH P & Driveway #9/Bartlett Road *One-Way Stop Control*		*Lanes->*		-			*1*			*1*			*1*		
	PM	LOS		F			F			A			A		
		Delay		74.0			52.4			9			9.2		
		Queue		180'			25'			25'			25'		
	SAT	LOS		C			D			A			A		
		Delay		19.2			28.5			8.7			8.7		
		Queue		25'			25'			25'			25'		
Node 80: Sawyer Road/CTH P & RIRO Driveway #10 *One-Way Stop Control*		*Lanes->*		*1*			-			*2*			*2*		
	PM	LOS		C			-			*			*		
		Delay		22.7			-			*			*		
		Queue		25'			-			*			*		
	SAT	LOS		C			-			*			*		
		Delay		15.9			-			*			*		
		Queue		25'			-			*			*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite, (!!) Indicates and excessive delay or queue
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-9
Year 2026 Background Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
	PM	LOS	D	D	D	D	C	A	C	D	B	D	C	C	D
		Delay	46.6	41.5	54.7	53.0	24.8	6.2	22.5	45.8	11.6	50.4	31.5	25.2	36.6
		Queue	65'	50'	140'	#375'	30'	145'	80'	240'	155'	#265'	250'	35'	
	SAT	LOS	D	D	D	D	C	B	C	D	C	D	C	C	D
		Delay	46.9	40.9	41.7	50.5	24.7	18.5	20.8	39.9	28.9	53.9	28.2	24.1	38.0
		Queue	60'	30'	50'	#355'	40'	215'	45'	185'	330'	#270'	170'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	PM	LOS	B			B			C			C			
		Delay	13.5			11.2			15.3			15.5			
		Queue	55'			25'			70'			90'			
	SAT	LOS	B			A			B			B			
		Delay	10.0			9.0			10.5			10.0			
		Queue	30'			25'			40'			35'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			B			-	*		A		-	
		Delay	-			13.8			-	*		8.2		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			B			-	*		A		-	
		Delay	-			12.1			-	*		7.9		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*		*2*	*1*		*1*	*1*	*1*		*1*		*1*	
	PM	LOS	A		A	A		A	A	A		A		A	
		Delay	6.4		5.1	6.3		6.0	5.0	6.1		6.1		5.9	
		Queue	25'		25'	25'		25'	25'	30'		25'		25'	
	SAT	LOS	A		A	A		A	A	A		A		A	
		Delay	4.9		4.0	5.1		4.8	5.1	5.0		4.9		4.7	
		Queue	25'		25'	25'		25'	25'	25'		25'		25'	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.7	3.8	*	3.2	3.2	-	-	4.9	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.3	3.5	*	2.9	2.9	-	-	4.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	5.8	5.4	6.2	-			-	4.5	5.7	3.3	3.2	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	
	SAT	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	4.3	4.0	4.5	-			-	3.9	4.3	3.1	2.9	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-11
Year 2041 Background Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*	*1*	*2*	*1*	*1*	*1*	*3*	*1*	*2*	*3*	*1*	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*	PM	LOS	D	D	D	D	C	A	C	D	B	D	C	C	D
		Delay	46.6	41.5	54.7	53.0	24.8	6.2	22.7	48.7	11.6	50.4	32.0	25.2	37.4
		Queue	65'	50'	140'	#375'	30'	145'	80'	#270'	155'	#265'	265'	35'	
	SAT	LOS	D	D	D	D	C	B	C	D	C	D	C	C	D
		Delay	46.9	40.9	41.7	50.5	24.7	18.5	20.9	40.7	28.9	53.9	28.5	24.1	38.1
		Queue	60'	30'	50'	#355'	40'	215'	45'	195'	330'	#270'	180'	25'	
		Lanes->	*1*			*1*			*1*			*1*			
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*	PM	LOS	C			B			C			C			
		Delay	15.7			12.1			18.6			19.2			
		Queue	70'			25'			110'			120'			
	SAT	LOS	B			A			B			B			
		Delay	10.6			9.2			11.3			10.6			
		Queue	35'			25'			50'			40'			
		Lanes->	-			*1*			-	*1*		*1*		-	
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*	PM	LOS	-			B			-	*		A		-	
		Delay	-			14.6			-	*		8.3		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			B			-	*		A		-	
		Delay	-			12.4			-	*		7.9		-	
		Queue	-			25'			-	*		25'		-	
		Lanes->	*1*		*2*	*1*		*1*	*1*	*1*		*1*		*1*	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*	PM	LOS	A		A	A		A	A	A		A		A	
		Delay	6.9		5.3	6.7		6.3	5.0	6.6		6.4		6.2	
		Queue	25'		25'	25'		25'	25'	35'		25'		25'	
	SAT	LOS	A		A	A		A	A	A		A		A	
		Delay	5.0		4.1	5.2		4.9	5.2	5.1		5.0		4.8	
		Queue	25'		25'	25'		25'	25'	25'		25'		25'	
		Lanes->	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.9	3.9	*	3.3	3.2	-	-	5.1	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			3.4	3.5	*	3.0	3.0	-	-	4.1	*	
		Queue	-			25'	25'	*	25'	25'	-	-	25'	*	
		Lanes->	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*	PM	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	6.1	6.1	6.5	-			-	4.7	5.9	3.3	3.3	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	
	SAT	LOS	A	A	A	-			-	A	A	A	A	-	
		Delay	4.5	4.4	4.7	-			-	4.0	4.4	3.1	3.0	-	
		Queue	25'	25'	25'	-			-	25'	25'	25'	25'	-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-12A
Year 2026 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*	*1*	*3*	*1*	*1*	*1*	*3*	*2*	*2*	*3*	*1*	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*	PM	LOS	D	D	D	D	C	C	B	D	C	E	C	C	D
		Delay	51.7	46.6	42.6	52.1	30.6	27.9	19.6	45.9	24.0	63.2	27.0	22.1	41.0
		v/c	-	-	-	-	-	-	-	-	-	0.95	-	-	
		Queue	70'	60'	125'	#290'	35'	405'	75'	#300'	205'	#375'	235'	30'	
	SAT	LOS	D	D	D	D	C	C	B	D	C	E	C	C	D
		Delay	51.9	45.9	40.5	52.6	30.3	22.5	18.3	49.1	29.3	62.5	24.8	21.4	42.2
		v/c	-	-	-	-	-	-	-	-	-	0.98	-	-	
		Queue	65'	30'	45'	#315'	45'	400'	45'	205'	240'	#480'	165'	25'	
		Lanes->	*1*			*1*			*2*			*2*			
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*	PM	LOS	C			B			C			C			
		Delay	16.4			12.8			20.0			19.6			
		Queue	35'			25'			100'			105'			
	SAT	LOS	B			B			B			B			
		Delay	12.2			10.5			13.8			13.8			
		Queue	35'			25'			60'			65'			
		Lanes->	-			*1*			-	*1*		*1*		-	
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*	PM	LOS	-			C			-	*		A		-	
		Delay	-			19.9			-	*		8.9		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			20.0			-	*		8.6		-	
		Queue	-			25'			-	*		25'		-	
		Lanes->	*1*		*2*	*1*		*1*	*1*		*1*	*1*		*1*	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*	PM	LOS	B		B	C		C	C		C	C		C	
		Delay	11.4		11.1	23.0		20.6	19.0		18.4	24.9		23.2	
		Queue	110'		100'	45'		45'	210'		210'	95'		95'	
	SAT	LOS	A		A	C		C	C		C	B		E	
		Delay	8.3		8.4	20.5		17.5	23.6		22.9	14.8		44.1	
		v/c	-		-	-		-	-		-	-		0.86	
		Queue	80'		70'	30'		30'	275'		275'	25'		165'	
		Lanes->	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.7	5.7	*	4.0	4.0	-	-	7.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	55'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.9	5.9	*	4.0	4.0	-	-	6.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	45'	*	
		Lanes->	*1*	*1*	*1*	-			-	2	*1*	*1*	2	-	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*	PM	LOS	C	C	B	-			-	B	B	A	A	-	
		Delay	16.2	16.2	10.2	-			-	10.3	11.7	3.8	3.7	-	
		Queue	40'	40'	25'	-			-	30'	30'	25'	25'	-	
	SAT	LOS	B	B	A	-			-	B	A	A	A	-	
		Delay	13.1	13.1	7.7	-			-	11.2	9.4	3.6	3.5	-	
		Queue	45'	45'	25'	-			-	30'	25'	25'	25'	-	

Exhibit 5-12A
Year 2026 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->		*2*			*2*			*1*			-		
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*	PM	LOS		*			A			D			-		
		Delay		*			9.8			28.9			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			C			-		
		Delay		*			10.6			21.5			-		
		Queue		*			25'			25'			-		
		Lanes->		*2*		*1*	*2*		*1*	*1*			*1*		
Node 20: Pabst Farms Boulevard & Driveway #4 *Traffic Signal Control*	PM	LOS		C		B	A		D	D			-		B
		Delay		20.6		10.9	0.3		39.7	37.7			-		14.9
		Queue		245'		30'	80'		150'	80'			-		
	SAT	LOS		B		B	A		C	C			-		B
		Delay		17.4		10.8	8.1		31.9	28.7			-		14.7
		Queue		295'		45'	145'		150'	50'			-		
		Lanes->		*2*			*2*			*1*			-		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*	PM	LOS		*			*			A			-		
		Delay		*			*			9.7			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			10.1			-		
		Queue		*			*			25'			-		
		Lanes->	*2*		*1*	*1*	*2*		*1*	*1*			*1*		
Node 40: Pabst Farms Boulevard & Driveway #6 *Traffic Signal Control*	PM	LOS	B		B	B	A		C	D			-		B
		Delay	15.1		12.7	19.2	0.4		30.4	36.3			-		14.4
		Queue	95'		55'	165'	100'		155'	185'			-		
	SAT	LOS	D		C	B	A		C	D			-		C
		Delay	36.1		25.6	16.2	0.4		30.5	40.9			-		21.9
		Queue	#300'		115'	#280'	60'		#195'	195'			-		
		Lanes->		*2*			*2*			*1*			-		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*	PM	LOS		*			*			A			-		
		Delay		*			*			9.8			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			10.1			-		
		Queue		*			*			30'			-		
		Lanes->		*2*		*1*	*2*		*1*	*1*	*1*		*1*		
Node 60: Pabst Farms Boulevard & Driveway #8 *Traffic Signal Control*	PM	LOS		A		B	A		C	-	C		-		B
		Delay		4.4		11.5	6.2		34.4	-	25.3		-		10.2
		Queue		105'		#305'	125'		#180'	-	150'		-		
	SAT	LOS		D		D	A		C	-	B		-		C
		Delay		38.2		43.5	6.8		31.0	-	14.9		-		26.2
		Queue		#395'		#460'	150'		#200'	-	155'		-		
		Lanes->		-			*1*			*1*			*1*		
Node 70: Sawyer Road/CTH P & Bartlett Road *One-Way Stop Control*	PM	LOS		-			D			*			A		
		Delay		-			28.1			*			8.9		
		Queue		-			25'			*			25'		
	SAT	LOS		-			C			*			A		
		Delay		-			23.5			*			8.6		
		Queue		-			25'			*			25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-12B
Year 2026 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*3*	*1*	*1*	*1*	*3*	*2*	*2*	*3*	*1*	
	PM	LOS	D	D	D	D	C	C	B	D	C	E	C	C	D
		Delay	51.7	46.6	42.6	52.1	30.6	27.9	19.6	45.9	24.0	63.2	27.0	22.1	41.0
		v/c	-	-	-	-	-	-	-	-	-	0.95	-	-	
		Queue	70'	60'	125'	#290'	35'	405'	75'	#300'	205'	#375'	235'	30'	
	SAT	LOS	D	D	D	D	C	C	B	D	C	E	C	C	D
		Delay	51.9	45.9	40.5	52.6	30.3	22.5	18.3	49.1	29.3	62.5	24.8	21.4	42.2
		v/c	-	-	-	-	-	-	-	-	-	0.98	-	-	
		Queue	65'	30'	45'	#315'	45'	400'	45'	205'	240'	#480'	165'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*2*			*2*			
	PM	LOS	C			B			C			C			
		Delay	16.4			12.8			20.0			19.6			
		Queue	35'			25'			100'			105'			
	SAT	LOS	B			B			B			B			
		Delay	12.2			10.5			13.8			13.8			
		Queue	35'			25'			60'			65'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			19.9			-	*		8.9		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			20.0			-	*		8.6		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*	*2*		*1*	*1*		*1*	*1*		*1*	*1*		
	PM	LOS	B	B		C	C		C	C		C	C		
		Delay	11.4	11.1		23.0	20.6		19.0	18.4		24.9	23.2		
		Queue	110'	100'		45'	45'		210'	210'		95'	95'		
	SAT	LOS	A	A		C	C		C	C		B	E		
		Delay	8.3	8.4		20.5	17.5		23.6	22.9		14.8	44.1		
		v/c	-	-		-	-		-	-		-	0.83		
		Queue	80'	70'		30'	30'		275'	275'		25'	165'		
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	2		-	-	2	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.7	5.7	*	4.0	4.0	-	-	7.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	55'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			5.9	5.9	*	4.0	4.0	-	-	6.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	45'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	C	C	B	-			-	B	B	A	A	-	
		Delay	16.2	16.2	10.2	-			-	10.3	11.7	3.8	3.7	-	
		Queue	40'	40'	25'	-			-	30'	30'	25'	25'	-	
	SAT	LOS	B	B	A	-			-	B	A	A	A	-	
		Delay	13.1	13.1	7.7	-			-	11.2	9.4	3.6	3.5	-	
		Queue	45'	45'	25'	-			-	30'	25'	25'	25'	-	

Exhibit 5-12B
Year 2026 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*		2			2			*1*			-		
	PM	LOS		*			A			D			-		
		Delay		*			9.8			28.9			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			C			-		
		Delay		*			10.6			21.5			-		
		Queue		*			25'			25'			-		
Node 20: Pabst Farms Boulevard & Driveway #4 *Traffic Signal Control*		*Lanes->*		2		*1*	*2*		*1*	*1*			*1*		
	PM	LOS		C		B	A		D	D			-		B
		Delay		20.6		10.9	0.3		39.7	37.7			-		14.9
		Queue		245'		30'	80'		150'	80'			-		
	SAT	LOS		B		B	A		C	C			-		B
		Delay		17.4		10.8	8.1		31.9	28.7			-		14.7
		Queue		295'		45'	145'		150'	50'			-		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*		2			2			*1*			-		
	PM	LOS		*			*			A			-		
		Delay		*			*			9.7			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			10.1			-		
		Queue		*			*			25'			-		
Node 40: Pabst Farms Boulevard & Driveway #6 *Traffic Signal Control*		*Lanes->*	*2*	*1*		*1*	*2*		*1*	*1*			*1*		
	PM	LOS	B	B		B	A		C	D			-		B
		Delay	15.1	12.7		19.2	0.4		30.4	36.3			-		14.4
		Queue	100'	55'		165'	70'		155'	185'			-		
	SAT	LOS	D	C		B	A		C	D			-		C
		Delay	36.1	25.6		16.2	0.4		30.5	40.9			-		21.9
		Queue	#300'	115'		#280'	60'		#195'	195'			-		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*		2			2			*1*			-		
	PM	LOS		*			*			A			-		
		Delay		*			*			9.8			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			10.1			-		
		Queue		*			*			30'			-		
Node 60: Pabst Farms Boulevard & Driveway #8 *Traffic Signal Control*		*Lanes->*		2		*1*	*2*		*1*	*1*	*1*		*1*		
	PM	LOS		A		A	A		D	-	C		-		A
		Delay		2.1		7.1	5.3		36.8	-	28.2		-		8.4
		Queue		180'		210'	125'		#180'	-	115'		-		
	SAT	LOS		A		C	A		C	-	C		-		B
		Delay		9.6		21.4	6.6		31.4	-	20.5		-		13.0
		Queue		#395'		#370'	150'		#200'	-	130'		-		
Node 70: Sawyer Road/CTH P & Bartlett Road *One-Way Stop Control*		*Lanes->*		-			*1*			*1*			*1*		
	PM	LOS		-			D			*			A		
		Delay		-			28.1			*			8.9		
		Queue		-			25'			*			25'		
	SAT	LOS		-			C			*			A		
		Delay		-			23.5			*			8.6		
		Queue		-			25'			*			25'		
Node 80: Sawyer Road/CTH P & RIRO Driveway #10 *One-Way Stop Control*		*Lanes->*		*1*			-			*2*			*2*		
	PM	LOS		C			-			*			*		
		Delay		16.3			-			*			*		
		Queue		25'			-			*			*		
	SAT	LOS		C			-			*			*		
		Delay		15.1			-			*			*		
		Queue		25'			-			*			*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.

Exhibit 5-14A.1
Year 2041 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*3*	*1*	*2*	*1*	*3*	*2*	*2*	*3*	*1*	
	PM	LOS	D	D	D	D	C	B	C	D	C	E	C	C	D
		Delay	51.7	46.6	42.6	54.0	29.7	18.5	20.6	51.4	24.2	72.8	28.4	22.9	42.7
		v/c	-	-	-	-	-	-	-	-	-	0.99	-	-	
		Queue	70'	55'	125'	#340'	35'	210'	75'	#325'	205'	#425'	255'	30'	
	SAT	LOS	D	D	D	D	C	B	B	D	C	E	C	C	D
		Delay	51.9	45.9	40.5	52.2	30.1	15.2	18.6	51.8	29.4	67.7	25.3	21.7	42.6
		v/c	-	-	-	-	-	-	-	-	-	0.99	-	-	
		Queue	65'	30'	45'	#310'	45'	180'	45'	#235'	240'	#495'	175'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*2*			*2*			
	PM	LOS	C			B			D			D			
		Delay	19.8			14.2			32.5			26.8			
		Queue	90'			25'			180'			150'			
	SAT	LOS	B			B			C			C			
		Delay	13.2			11.0			15.3			15.4			
		Queue	45'			25'			75'			80'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			24.7			-	*		9.4		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			21.9			-	*		8.8		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*		*2*	*1*		*1*	*1*		*1*	*2*		*1*	
	PM	LOS	C		C	D		D	D		D	C		D	
		Delay	22.4		24.5	30.4		28.7	31.3		30.7	19.4		25.0	
		Queue	230'		270'	55'		55'	330'		330'	65'		105'	
	SAT	LOS	A		A	C		C	D		D	B		E	
		Delay	9.2		9.4	20.5		19.6	28.5		28.2	11.7		49.9	
		v/c	-		-	-		-	-		-	-		0.90	
		Queue	85'		80'	30'		30'	345'		345'	25'		195'	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*			-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.1	4.1	-	-	9.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	85'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.0	4.0	-	-	6.4	*	
		Queue	-			25'	25'	*	25'	25'	-	-	50'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	D	D	B	-			-	B	C	A	A	-	
		Delay	31.1	31.1	14.6	-			-	14.6	16.2	4.1	4.1	-	
		Queue	65'	65'	25'	-			-	40'	40'	25'	25'	-	
	SAT	LOS	D	D	B	-			-	C	B	A	A	-	
		Delay	33.5	33.4	12.6	-			-	17.1	13.0	4.2	4.1	-	
		Queue	90'	90'	25'	-			-	45'	25'	25'	25'	-	

Exhibit 5-14A.1
Year 2041 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			B			E			-		
		Delay		*			10.0			35.7			-		
		v/c		-			-			0.05			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			C			-		
		Delay		*			10.7			22.4			-		
		Queue		*			25'			25'			-		
Node 20: Pabst Farms Boulevard & Driveway #4 *Traffic Signal Control*		*Lanes->*	*1*	*2*		*1*	*2*		*1*	*1*		*1*	*1*		
	PM	LOS	B	C		B	A		D	C		C	C		B
		Delay	14.3	22.0		16.2	0.9		38.7	31.7		33.9	30.9		15.3
		Queue	25'	260'		25'	100'		150'	75'		30'	55'		
	SAT	LOS	B	B		B	A		C	C		C	C		B
		Delay	10.7	17.7		11.0	8.6		34.7	28.7		29.0	27.6		15.2
		Queue	25'	305'		45'	155'		150'	50'		25'	25'		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			*			A			-		
		Delay		*			*			9.9			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			10.1			-		
		Queue		*			*			25'			-		
Node 40: Pabst Farms Boulevard & Driveway #6 *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*		*1*	*1*		*1*	*1*		
	PM	LOS	A	B	B	B	A		D	D		D	C		B
		Delay	8.7	12.9	10.6	18.4	0.9		39.0	40.6		51.4	29.0		15.5
		Queue	25'	105'	55'	170'	85'		160'	195'		100'	55'		
	SAT	LOS	B	C	C	C	A		C	D		D	C		C
		Delay	19.9	31.7	23.6	22.2	0.9		32.8	37.6		36.5	24.9		21.4
		Queue	25'	275'	105'	#295'	70'		#195'	200'		25'	25'		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			*			A			A		
		Delay		*			*			9.9			9.6		
		Queue		*			*			25'			25'		
	SAT	LOS		*			*			B			A		
		Delay		*			*			10.3			9.7		
		Queue		*			*			25'			25'		
Node 60: Pabst Farms Boulevard & Driveway #8 *Traffic Signal Control*		*Lanes->*	*1*	*2*		*1*	*2*		*1*	*1***	*1*	*1*	*1*		
	PM	LOS	A	B		C	A		D	B	B	D	C		B
		Delay	4.4	11.2		28.2	8.6		40.1	18.5	18.5	35.8	30.2		17.0
		Queue	25'	#435'		#420'	170'		155'	140'	80'	#190'	100'		
	SAT	LOS	B	D		D	A		C	B	B	C	C		C
		Delay	10.1	39.3		45.6	7.4		34.8	12.8	12.8	27.8	27.3		26.9
		Queue	25'	#420'		#460	165'		#195'	160'	80'	35'	25'		
Node 70: Sawyer Road/CTH P & Driveway #9/Bartlett Road *One-Way Stop Control*		*Lanes->*	*1*		*1*		*1*			*1*			*1*		
	PM	LOS	F		C		F			A			A		
		Delay	76.2		16.8		52.4			9.0			9.2		
		v/c	0.54		-		0.09			-			-		
		Queue	65'		35'		25'			25'			25'		
	SAT	LOS	D		B		D			A			A		
		Delay	31.2		12.5		28.5			8.7			8.7		
		Queue	25'		25'		25'			25'			25'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.
** Node 60 South Approach includes dedicated left-turn lane + shared thru/right-turn lane + dedicated right-turn lane

Exhibit 5-14A.2
Year 2041 Build (without Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
Sensitivity Analysis - with Right-in/Right-out Access at Driveway #9
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*		*2*	*1*		*1*	*1*		*1*		*2*	*1*	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*	PM	LOS	D		C	E		D	E		E		C	D	
		Delay	26.8		24.5	35.7		31.9	38.8		37.8		24.1	25.0	
		v/c	-		-	0.61		-	0.91		0.91		-	-	
		Queue	255'		270'	60'		60'	385'		385'		75'	105'	
	SAT	LOS	A		A	C		C	D		D		B	E	
		Delay	9.3		9.4	23.3		19.9	29.7		28.9		14.0	49.9	
		v/c	-		-	-		-	-		-		-	0.90	
		Queue	85'		80'	30'		30'	355'		355'		25'	195'	
		Lanes->	-			*1*			*1*			*1*			
Node 70: Sawyer Road/CTH P & Bartlett Road *One-Way Stop Control*	PM	LOS	-			D			*			A			
		Delay	-			27.2			*			9.2			
		Queue	-			25'			*			25'			
	SAT	LOS	-			C			*			A			
		Delay	-			21.6			*			8.7			
		Queue	-			25'			*			25'			
		Lanes->	*1*			-			*1*			*1*			
Node 71: Sawyer Road/CTH P & Driveway #9 *One-Way Stop Control*	PM	LOS	B			-			*			*			
		Delay	12.9			-			*			*			
		Queue	35'			-			*			*			
	SAT	LOS	B			-			*			*			
		Delay	10.5			-			*			*			
		Queue	25'			-			*			*			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

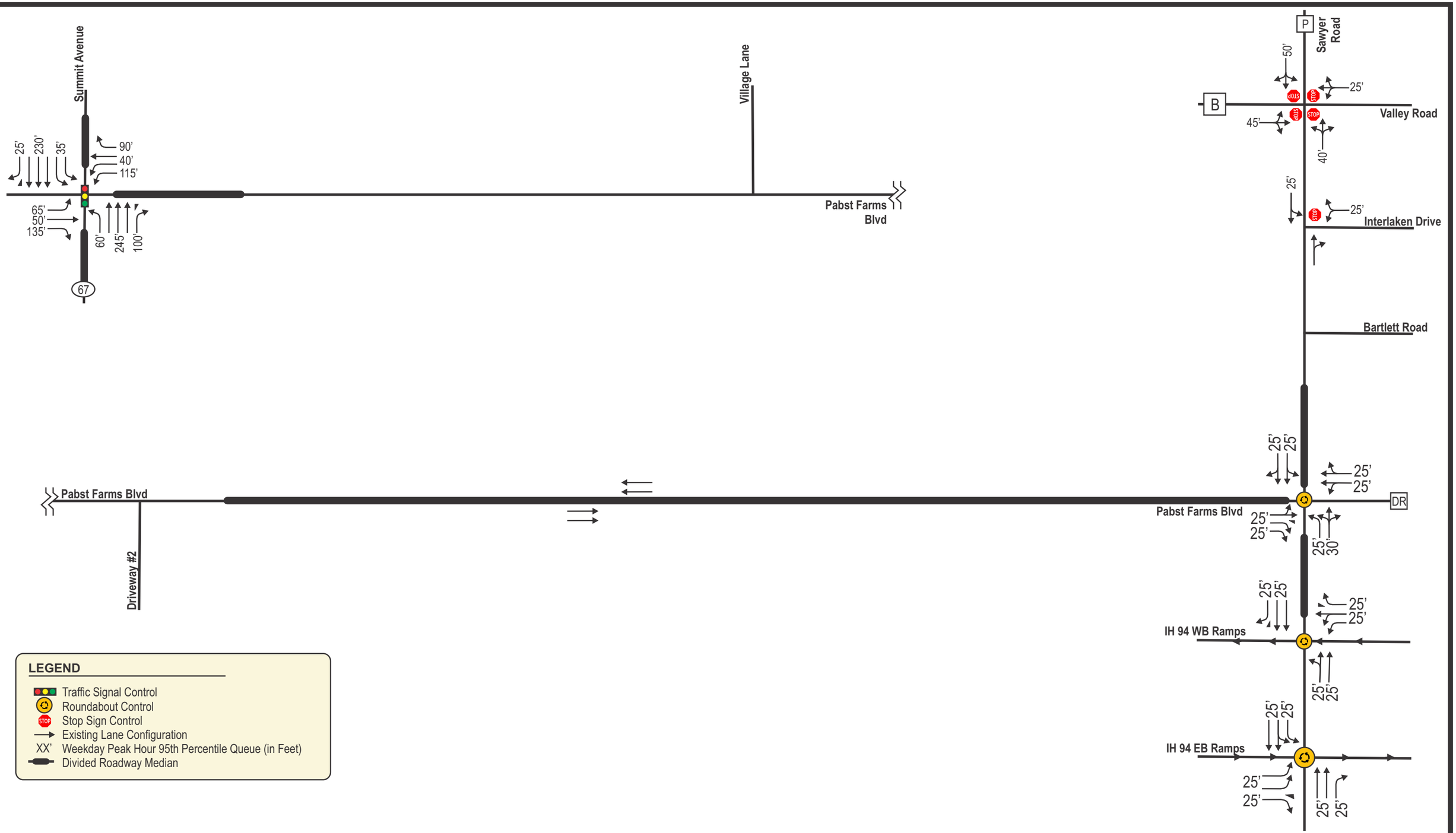
Exhibit 5-14B
Year 2041 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: STH 67 & Pabst Farms Boulevard *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*3*	*1*	*2*	*1*	*3*	*2*	*2*	*3*	*1*	
	PM	LOS	D	D	D	D	C	B	C	D	C	E	C	C	D
		Delay	51.7	46.6	42.6	54.0	29.7	18.5	20.6	51.4	24.2	72.8	28.4	22.9	42.7
		v/c	-	-	-	-	-	-	-	-	-	0.99	-	-	
		Queue	70'	55'	125'	#340'	35'	210'	75'	#325'	205'	#425'	255'	30'	
	SAT	LOS	D	D	D	D	C	B	B	D	C	E	C	C	D
		Delay	51.9	45.9	40.5	52.2	30.1	15.2	18.6	51.8	29.4	67.7	25.3	21.7	42.6
		v/c	-	-	-	-	-	-	-	-	-	0.99	-	-	
		Queue	65'	30'	45'	#310'	45'	180'	45'	#235'	240'	#495'	175'	25'	
Node 200: Sawyer Road/CTH P & Valley Road/CTH B *All-Way Stop Control*		*Lanes->*	*1*			*1*			*2*			*2*			
	PM	LOS	C			B			D			D			B
		Delay	19.8			14.2			32.5			26.8			15.3
		Queue	90'			25'			180'			150'			
	SAT	LOS	B			B			C			C			B
		Delay	13.2			11.0			15.3			15.4			15.2
		Queue	45'			25'			75'			80'			
Node 250: Sawyer Road/CTH P & Interlaken Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	PM	LOS	-			C			-	*		A		-	
		Delay	-			24.7			-	*		9.4		-	
		Queue	-			25'			-	*		25'		-	
	SAT	LOS	-			C			-	*		A		-	
		Delay	-			21.9			-	*		8.8		-	
		Queue	-			25'			-	*		25'		-	
Node 300: Sawyer Road/CTH P & Pabst Farms Boulevard/CTH DR *Roundabout Control*		*Lanes->*	*1*	*2*		*1*		*1*	*1*	*1*		*2*		*1*	
	PM	LOS	D	C		D		D	D	D		C		C	
		Delay	29.1	24.9		30.3		28.7	31.3	30.5		20.0		20.3	
		Queue	270'	225'		55'		55'	325'	325'		65'		90'	
	SAT	LOS	B	A		C		C	D	D		B		E	
		Delay	10.6	9.8		20.6		19.6	28.6	28.2		12.0		36.9	
		v/c	-	-		-		-	-	-		-		0.82	
		Queue	125'	85'		30'		30'	340'	340'		25'		145'	
Node 400: Sawyer Road/CTH P & IH-94 Westbound Ramps *Roundabout Control*		*Lanes->*	-			*1*	*1*	*1*	*2*		-	-	*2*	*1*	
	PM	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.1	4.1	-	-	9.0	*	
		Queue	-			25'	25'	*	25'	25'	-	-	85'	*	
	SAT	LOS	-			A	A	*	A	A	-	-	A	*	
		Delay	-			6.2	6.2	*	4.0	4.0	-	-	6.4	*	
		Queue	-			25'	25'	*	25'	25'	-	-	50'	*	
Node 500: Sawyer Road/CTH P & IH-94 Eastbound Ramps *Roundabout Control*		*Lanes->*	*1*	*1*	*1*	-			-	*2*	*1*	*1*	*2*	-	
	PM	LOS	D	D	B	-			-	B	C	A	A	-	
		Delay	31.1	31.1	14.6	-			-	14.6	16.2	4.1	4.1	-	
		Queue	65'	65'	25'	-			-	40'	40'	25'	25'	-	
	SAT	LOS	D	D	B	-			-	C	B	A	A	-	
		Delay	33.5	33.4	12.6	-			-	17.1	13.0	4.2	4.1	-	
		Queue	90'	90'	25'	-			-	45'	25'	25'	25'	-	

Exhibit 5-14B
Year 2041 Build (with Right-in/Right-out on CTH P) Traffic Peak Hour Operating Conditions
With Recommended Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 10: Pabst Farms Boulevard & Driveway #3 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			B			E			-		
		Delay		*			10.0			35.7			-		
		v/c		-			-			0.05			-		
		Queue		*			25'			25'			-		
	SAT	LOS		*			B			C			-		
		Delay		*			10.7			22.4			-		
		Queue		*			25'			25'			-		
Node 20: Pabst Farms Boulevard & Driveway #4 *Traffic Signal Control*		*Lanes->*	*1*	*2*		*1*	*2*		*1*	*1*		*1*	*1*		
	PM	LOS	B	C		B	A		D	C		C	C		B
		Delay	14.3	22.0		16.2	0.9		38.7	31.7		33.9	30.9		15.3
		Queue	25'	260'		25'	90'		150'	75'		30'	55'		
	SAT	LOS	B	B		B	A		C	C		C	C		B
		Delay	10.7	17.7		11.0	8.6		34.7	28.7		29.0	27.6		15.2
		Queue	25'	305'		45'	155'		150'	50'		25'	25'		
Node 30: Pabst Farms Boulevard & RIRO Driveway #5 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			-		
	PM	LOS		*			*			A			-		
		Delay		*			*			9.9			-		
		Queue		*			*			25'			-		
	SAT	LOS		*			*			B			-		
		Delay		*			*			10.1			-		
		Queue		*			*			25'			-		
Node 40: Pabst Farms Boulevard & Driveway #6 *Traffic Signal Control*		*Lanes->*	*1*	*2*	*1*	*1*	*2*		*1*	*1*		*1*	*1*		
	PM	LOS	A	B	B	B	A		D	D		D	C		B
		Delay	8.7	12.9	10.6	18.4	0.9		39.0	40.6		51.4	29.0		15.5
		Queue	25'	105'	55'	175'	85'		160'	195'		100'	55'		
	SAT	LOS	B	C	C	C	A		C	D		D	C		C
		Delay	19.9	31.7	23.6	22.2	0.9		32.8	37.6		36.5	24.9		21.4
		Queue	25'	275'	105'	#295'	70'		#195'	200'		25'	25'		
Node 50: Pabst Farms Boulevard & RIRO Driveway #7 *One-Way Stop Control*		*Lanes->*		*2*			*2*			*1*			*1*		
	PM	LOS		*			*			A			A		
		Delay		*			*			9.9			9.6		
		Queue		*			*			25'			25'		
	SAT	LOS		*			*			B			A		
		Delay		*			*			10.3			9.7		
		Queue		*			*			25'			25'		
Node 60: Pabst Farms Boulevard & Driveway #8 *Traffic Signal Control*		*Lanes->*	*1*	*2*		*1*	*2*		*1*	*1*	*1*	*1*	*1*		
	PM	LOS	A	A		A	A		D	C	C	D	C		B
		Delay	0.8	4.1		9.9	7.4		46.4	29.6	24.6	39.4	32.3		12.5
		Queue	25'	#310'		#280'	145'		#185'	25'	125'	#190'	95'		
	SAT	LOS	A	A		C	A		C	C	C	C	C		B
		Delay	3.7	9.9		25.9	7.4		34.7	26.9	20.5	27.7	27.2		14.3
		Queue	25'	#375'		#410	165'		#195'	25'	140'	30'	25'		
Node 70: Sawyer Road/CTH P & Driveway #9/Bartlett Road *One-Way Stop Control*		*Lanes->*	*1*	*1*		*1*				*1*			*1*		
	PM	LOS	F	C		F				A			A		
		Delay	76.2	16.8		52.4				9.0			9.2		
		v/c	0.54	-		0.09				-			-		
		Queue	65'	35'		25'				25'			25'		
	SAT	LOS	D	B		D				A			A		
		Delay	31.2	12.5		28.5				8.7			8.7		
		Queue	25'	25'		25'				25'			25'		
Node 80: Sawyer Road/CTH P & RIRO Driveway #10 *One-Way Stop Control*		*Lanes->*		*1*			-			2			2		
	PM	LOS		C			-			*			*		
		Delay		22.7			-			*			*		
		Queue		40'			-			*			*		
	SAT	LOS		C			-			*			*		
		Delay		15.9			-			*			*		
		Queue		25'			-			*			*		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
(~) indicates a queue is theoretically infinite
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.
U-Turns, if any, are included in the left-turn volume.



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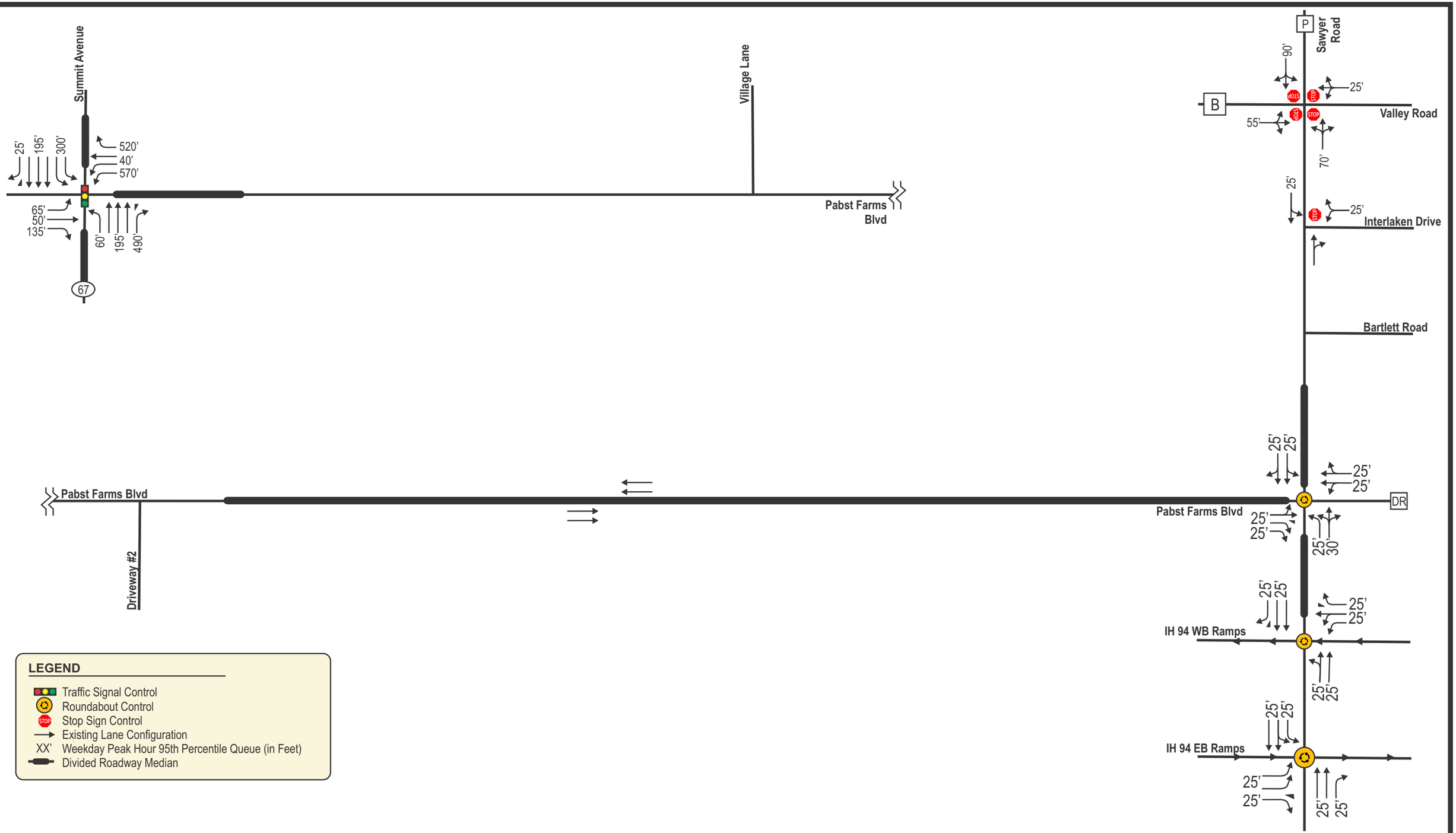
3417 ~ 4-29-2025

EXHIBIT 5-18
YEAR 2025 EXISTING TRAFFIC
MAXIMUM QUEUE LENGTHS

OCONOMOWOC, WISCONSIN



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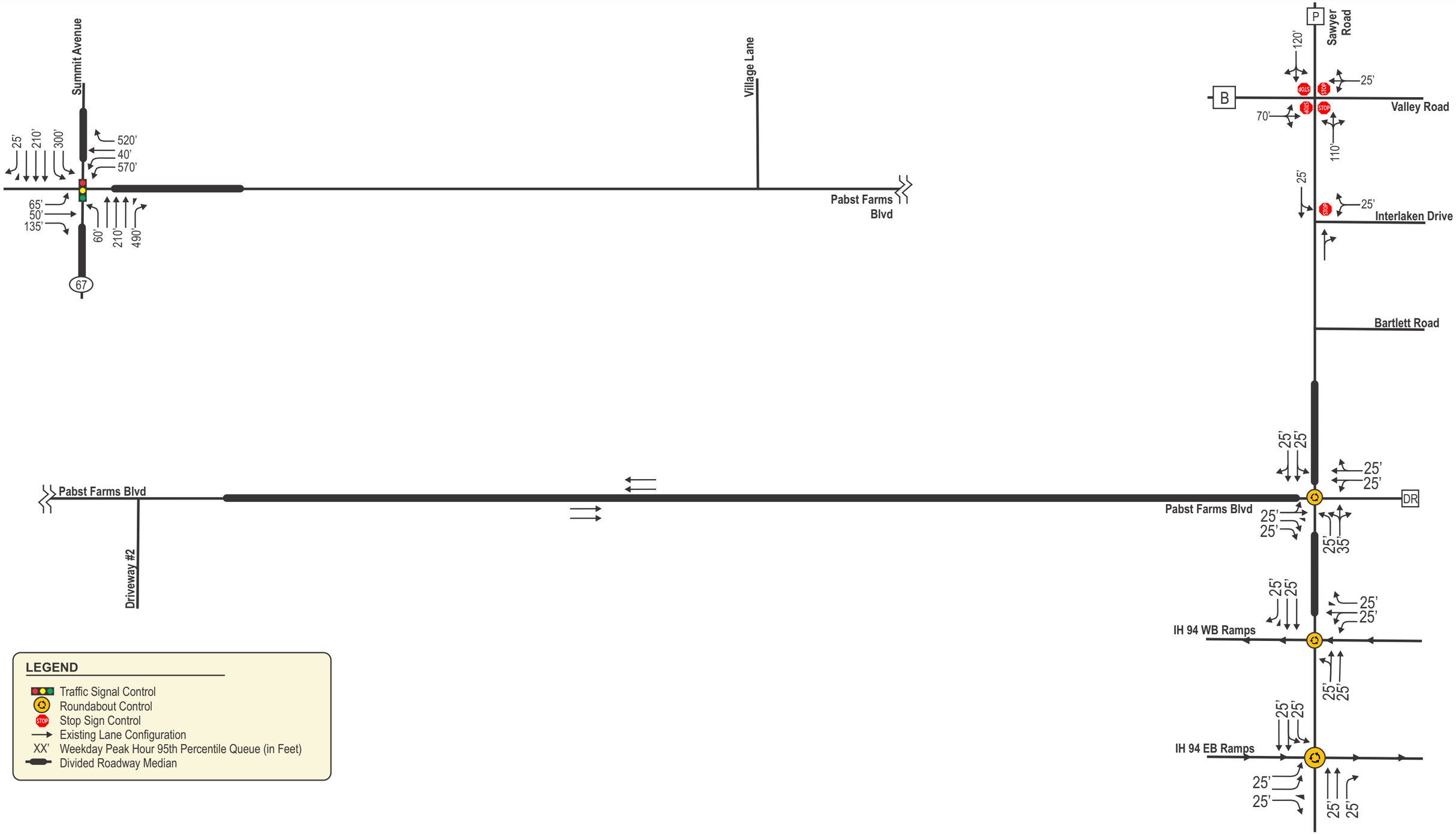
3417 ~ 4-29-2025

EXHIBIT 5-19
YEAR 2026 BACKGROUND TRAFFIC
MAXIMUM QUEUE LENGTHS

OCONOMOWOC, WISCONSIN



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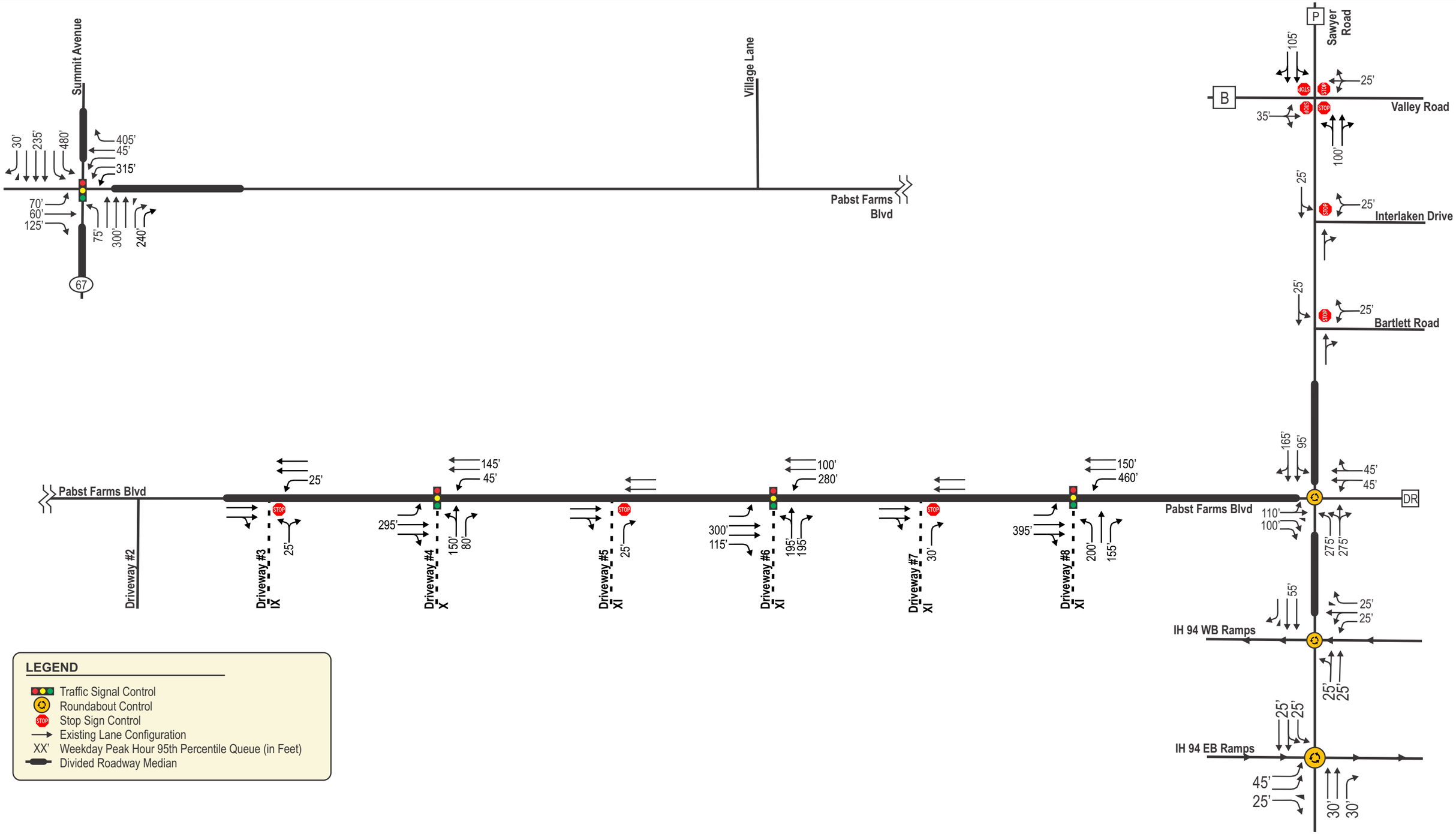
3417 ~ 4-29-2025

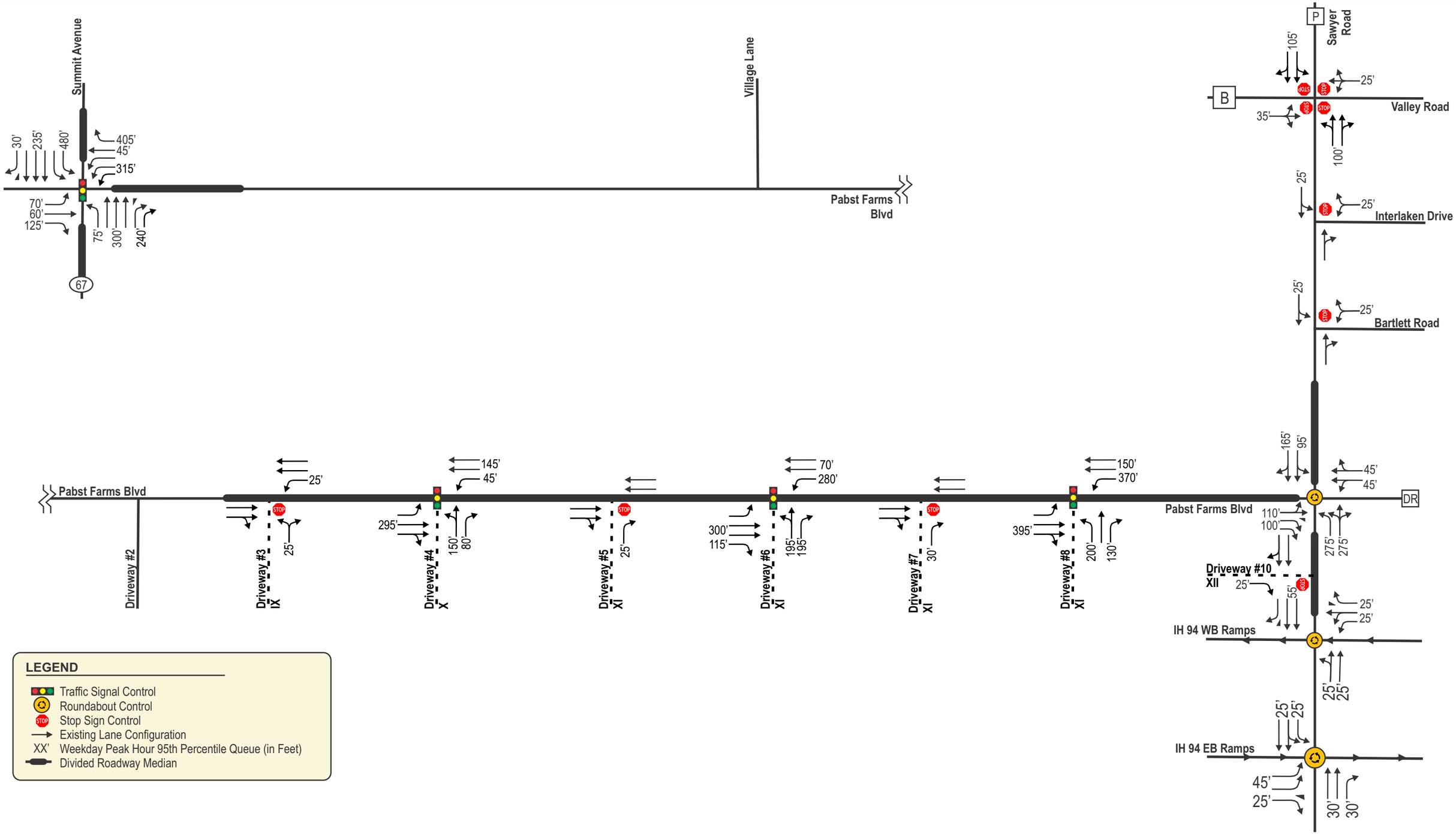
EXHIBIT 5-20
YEAR 2041 BACKGROUND TRAFFIC
MAXIMUM QUEUE LENGTHS

OCONOMOWOC, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3417 ~ 4-29-2025

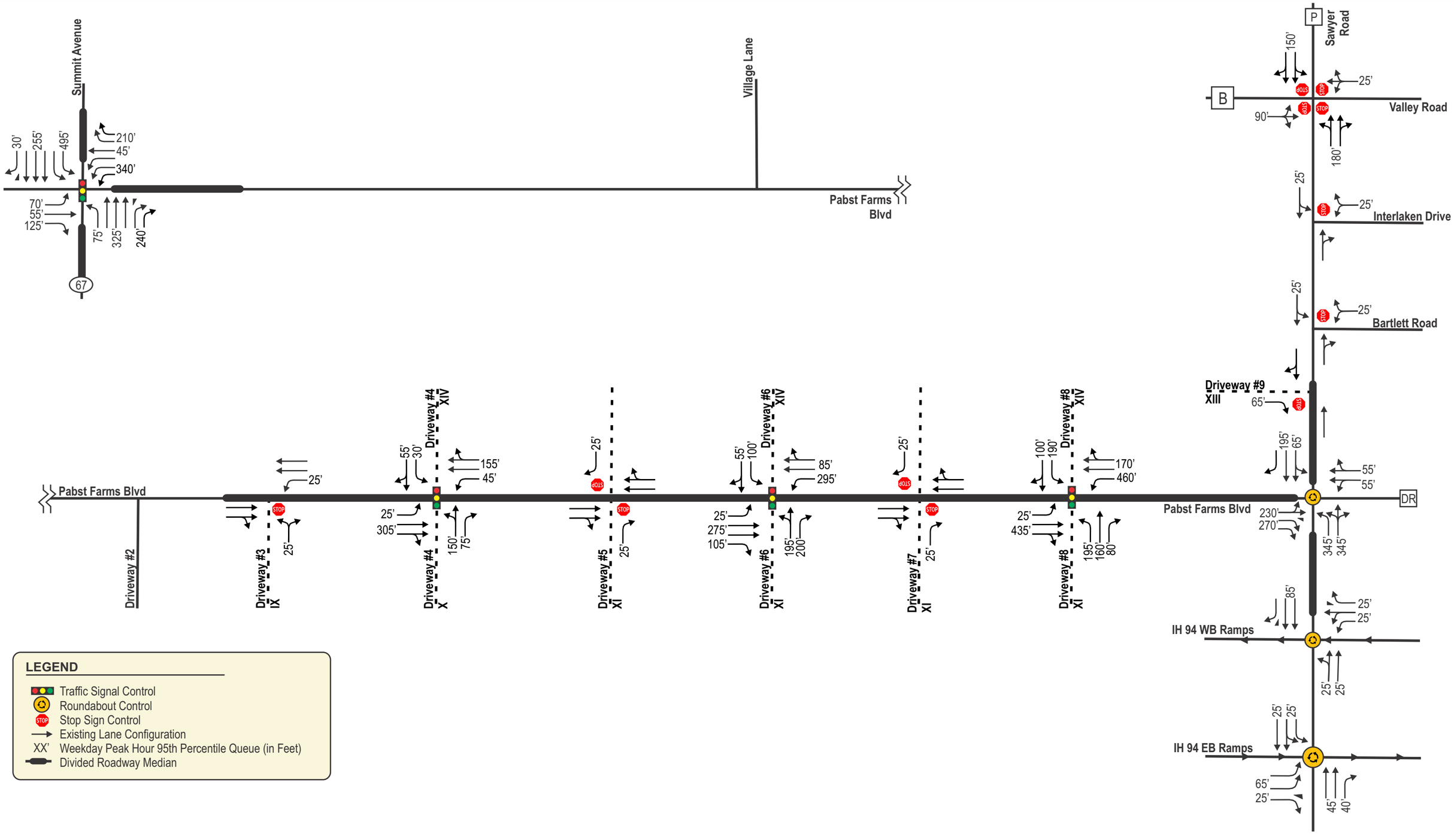
EXHIBIT 5-21A
YEAR 2026 BUILD TRAFFIC
MAXIMUM QUEUE LENGTHS
WITHOUT RIGHT-IN/RIGHT-OUT ON CTH P
OCONOMOWOC, WISCONSIN



TRAFFIC ANALYSIS & DESIGN, INC.

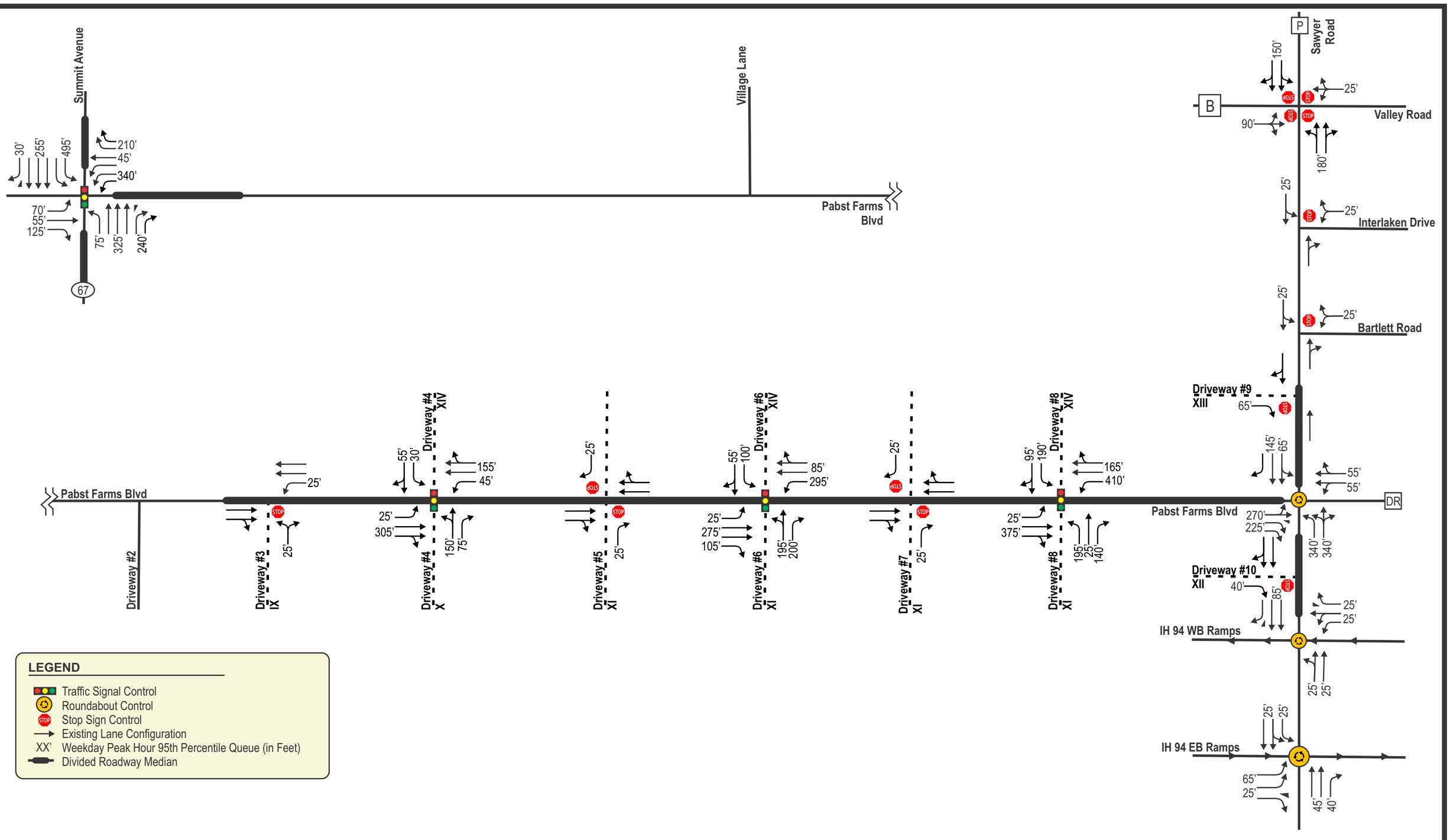
3417 ~ 4-29-2025

EXHIBIT 5-21B
YEAR 2026 BUILD TRAFFIC
MAXIMUM QUEUE LENGTHS
WITH RIGHT-IN/RIGHT-OUT ON CTH P
OCONOMOWOC, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3417 ~ 4-29-2025

EXHIBIT 5-23A
YEAR 2041 BUILD TRAFFIC
MAXIMUM QUEUE LENGTHS
WITHOUT RIGHT-IN/RIGHT-OUT ON CTH P
OCONOMOWOC, WISCONSIN



LEGEND

- Traffic Signal Control
- Roundabout Control
- Stop Sign Control
- Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)
- Divided Roadway Median

TRAFFIC ANALYSIS & DESIGN, INC.

3417 ~ 4-29-2025

EXHIBIT 5-23B
YEAR 2041 BUILD TRAFFIC MAXIMUM QUEUE LENGTHS WITH RIGHT-IN/RIGHT-OUT ON CTH P

OCONOMOWOC, WISCONSIN

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are shown in Exhibit 1-3 for the Background, Initial Build, and Full Build traffic conditions and have been shown for the following scenarios:

- "2026 Background Traffic" – These modifications are expected to be necessary to accommodate the Year 2026 Background traffic volumes which includes general background growth (provided by DOT forecasting) plus full build out of the identified off-site development.
- "2041 Background Traffic" – These modifications are expected to be necessary to accommodate the Year 2041 Background traffic volumes which includes general background growth (provided by DOT forecasting) plus full build out of the identified off-site development.
- "2026 Build Traffic" – These modifications are expected to be necessary to accommodate the Year 2026 Build traffic volumes which includes initial build out of the proposed on-site development plus the background traffic volumes including the identified off-site development.
- "2041 Build Traffic" – These modifications are expected to be necessary to accommodate the Year 2041 Build traffic volumes which includes full build out of the proposed on-site development plus the background traffic volumes including the identified off-site development.

The analysis was conducted using existing intersection geometrics and traffic control and the existing traffic signal timings. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the Year 2026 Background, the Year 2026 Build, the Year 2041 Background and Year 2041 Build traffic volumes, respectively.

Node 100: STH 67 with Oconomowoc Drive/Pabst Farms Boulevard

- *2026 Background Traffic:*
  - Update traffic signal phasing to provide northbound permitted/overlap right-turn phasing/arrows.
  - Update traffic signal phasing to provide westbound permitted/overlap right-turn phasing/arrows.
  - Adjust cycle length and lead/lag phasing for northbound/southbound phases 5/6 during the Saturday midday peak period.
  - Update traffic signal timings.
- *2041 Background Traffic:* No additional modifications.

- *2026 Build Traffic:*
    - Provide two northbound right-turn lanes (addition of one right-turn lane).
    - Provide three westbound left-turn lanes by removing the striped-out paint on the left-turn lane on the east approach (per the 11/20/2007 DOT requirement letter).
    - Update traffic signal phasing to provide northbound protected/overlap right-turn phasing/arrows.
    - Update traffic signal phasing to provide eastbound permitted/overlap right-turn phasing/arrows.
    - Update cycle lengths and traffic signal timings for weekday evening and Saturday midday peak periods.
- *2041 Build Traffic:*
    - Provide two westbound right-turn lanes (addition of one right-turn lane).
    - Update traffic signal phasing to provide westbound protected/overlap right-turn phasing/arrows.
    - Update traffic signal timings.

Node 200: Sawyer Road/CTH P with Valley Road/CTH P

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:*
    - Provide an additional shared northbound and southbound lane on the north and south approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.
- *2041 Build Traffic:*
    - No additional modifications

Node 250: Sawyer Road/CTH P with Interlocken Drive

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:* No modifications.

Node 300: Pabst Farms Boulevard with Sawyer Road/CTH P

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.

- *2041 Build Traffic:*
    - Provide a right-turn bypass lane on the north approach.

Node 400: Sawyer Road/CTH P with IH-94 Westbound Ramps

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:* No modifications.

Node 500: Sawyer Road/CTH P with IH-94 Eastbound Ramps

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:* No modifications.

Node 10: Pabst Farms Boulevard with Proposed Driveway #3

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new driveway to the site on the south approach of the intersection.
    - Provide stop sign control at the south approach of the intersection.
    - Modify the median to provide a median cut to provide access to the new driveway.
    - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
- *2041 Build Traffic:*
    - No additional modifications.

Node 20: Pabst Farms Boulevard with Proposed Driveway #4

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
    - Provide a new driveway to the site on the south approach of the intersection.
    - Provide fully actuated traffic signal control with westbound protected/permitted left-turn phasing *when warrants are met*.
    - Coordinate traffic signal timings/offsets with two other proposed traffic signals along Pabst Farms Boulevard.

  - Modify the median to provide a median cut to provide access to the new driveway.
  - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
  - Provide a dedicated left-turn lane and a dedicated right-turn lane on the south approach (two lanes on new approach).
- *2041 Build Traffic:*
  - Provide a new driveway to the site on the north approach of the intersection.
  - Update timings and offsets with two other proposed traffic signals along Pabst Farms Boulevard.
  - Provide a dedicated left-turn lane and dual through lanes on the west approach (addition of an eastbound left-turn lane in the median, to minimize future traffic disruption this could be constructed during the initial build traffic scenario).
  - Provide a dedicated left-turn lane and a shared thru/right-turn lane on the north approach (new approach).

Node 30: Pabst Farms Boulevard with Proposed Driveway #5

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new right-in/right-out driveway to the site on the south approach of the intersection.
  - Provide stop sign control at the south approach of the intersection.
- *2041 Build Traffic:*
  - No additional modifications.

Node 40: Pabst Farms Boulevard with Proposed Driveway #6

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new driveway to the site on the south approach of the intersection.
  - Provide fully actuated traffic signal control with westbound protected/permitted left-turn phasing.
  - Coordinate traffic signal timings/offsets with two other proposed traffic signals along Pabst Farms Boulevard.
  - Modify the median to provide a median cut to provide access to the new driveway.

  - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
  - Provide a dedicated right-turn lane and dual through lanes on the west approach (addition of an eastbound right-turn lane).
  - Provide a dedicated left-turn lane and a dedicated right-turn lane on the south approach (new approach).
- *2041 Build Traffic:*
  - Provide a new driveway to the site on the north approach of the intersection.
  - Update timings and offsets with two other proposed traffic signals along Pabst Farms Boulevard.
  - Provide a dedicated left-turn lane and dual through lanes on the west approach (addition of an eastbound left-turn lane in the median, to minimize future traffic disruption this could be constructed during the initial build traffic scenario).
  - Provide a dedicated left-turn lane and a shared thru/right-turn lane on the north approach (two lanes on new approach).

Node 50: Pabst Farms Boulevard with Proposed Driveway #7

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new right-in/right-out driveway to the site on the south approach of the intersection.
  - Provide stop sign control at the south approach of the intersection.
- *2041 Build Traffic:*
  - Provide a new right-in/right-out driveway to the site on the north approach of the intersection.
  - Provide stop sign control on the north approach of the intersection.

Node 60: Pabst Farms Boulevard with Proposed Driveway #8

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new driveway to the site on the south approach of the intersection.
  - Provide fully actuated traffic signal control with westbound protected/permitted left-turn phasing.
  - Coordinate traffic signal timings/offsets with two other proposed traffic signals along Pabst Farms Boulevard.

  - Modify the median to provide a median cut to provide access to the new driveway.
  - Provide a dedicated left-turn lane and dual through lanes on the east approach (addition of a westbound left-turn lane in the median).
  - Provide a dedicated left-turn lane, through lane and a dedicated right-turn lane on the south approach (three lanes on new approach).
  - Provide permitted/overlap right-turn phasing/arrows on south approach.
- *2041 Build Traffic:*
  - Provide a new driveway to the site on the north approach of the intersection.
  - Update timings and offsets with two other proposed traffic signals along Pabst Farms Boulevard.
  - Provide a dedicated left-turn lane and dual through lanes on the west approach (addition of an eastbound left-turn lane in the median, to minimize future traffic disruption this could be constructed during the initial build traffic scenario).
  - Provide a dedicated left-turn lane and a shared thru/right-turn lane on the north approach (two lanes on new approach).

Node 70: Sawyer Road/CTH P with Bartlett Road/Proposed Driveway #9

- *2026 Background Traffic:* No modifications.
- *2041 Background Traffic:* No modifications.
- *2026 Build Traffic:* No modifications.
- *2041 Build Traffic:*
  - Move driveway location to the south of the currently proposed location to a point across from the raised median on the north approach of the Pabst Farms Boulevard roundabout to restrict access to a right-in/right-out driveway.
  - Provide a new right-in/right-out driveway to the site on the west approach of the intersection.
  - Provide stop sign control on the west approach of the intersection.

Node 80: Pabst Farms Boulevard with Proposed Driveway #10

- *2026 Background Traffic:* Not applicable.
- *2041 Background Traffic:* Not applicable.
- *2026 Build Traffic:*
  - Provide a new right-in/right-out driveway to the site on the west approach of the intersection.
  - Provide stop sign control on the west approach of the intersection.

- *2041 Build Traffic:*
    - No additional modifications.

Traffic signal control is recommended for several of the intersections along Pabst Farms Boulevard as outlined above and in *Chapter V, Part F – Traffic Signal Warrant Analysis* of this report. As shown, traffic signals are warranted at the Pabst Farm Boulevard intersection with Driveway #6 and Driveway #8, serving the Costco site, under the initial build traffic scenario. The traffic volumes used in the analysis for Driveway #6 and Driveway #8 are based on the proposed Costco development in Parcel XI. Traffic signals are not expected to be warranted at the Pabst Farm Boulevard intersection with Driveway #4 (Parcel X) under the initial build traffic scenario; however, it is noted that the traffic volumes used in the analysis at Driveway #4 are based on assumed land uses for this parcel (Parcel X). It is recommended that traffic signals be installed at Driveway #6 and Driveway #8 prior to the Costco development opening and the warrant analysis at Driveway #4 (Parcel X) be revisited and traffic signals considered at this driveway as development moves forward on Parcel X at some point in the future.

The westbound left-turn lane length at the Pabst Farm Boulevard intersection with Driveway #8 is based on the expected maximum queue length under the Year 2041 Build traffic volume conditions. Since Driveway #8 is located in close proximity to the CTH P roundabout, deceleration distance was not included in the recommended left-turn bay length. This movement is expected to operate safely with the recommended left-turn bay length.

The southbound left-turn lane length at the Pabst Farm Boulevard intersection with STH 67 is based on the expected maximum queue length under the Year 2041 Build traffic volume conditions. Since this turn bay length is constructed to its maximum length (due to the adjacent signalized intersection at Valley Road which is located about 900 feet north of Pabst Farms Boulevard) and the overall Pabst Farm Boulevard intersection with STH 67 is fully built out with dual and triple left-turn lanes, recommended dual right-turn lanes and optimized traffic signal phasing and timings, additional modifications to allow for additional storage for the southbound dual left-turn lanes are not feasible.

The addition of a single dedicated southbound right-turn bypass lane is recommended for the roundabout at the Sawyer Road/CTH P intersection with Pabst Farms Boulevard under the 2041 Build traffic volume conditions. Even with the recommended dedicated southbound right-turn bypass lane implemented, higher delays (LOS E) are still expected for some movements under the 2041 Total traffic volume conditions; however southbound queues are expected to be relatively short (200 feet or less). With this roundabout located about 800 feet from the proposed Pabst Farms Boulevard intersection with Driveway #8, dual southbound right turn lanes are not recommended at the roundabout since widening of Pabst Farms Boulevard to accommodate the second right-turn lane could lead to weaving and merging concerns for this traffic trying to navigate across Pabst Farms Boulevard to enter Driveway #8 (Costco development driveway) to the south.

With the proposed Driveway #9 constructed as the west leg of the Sawyer Road/CTH P intersection with Bartlet Road, higher delays (LOS F) are expected during the typical weekday evening peak hour for the eastbound and westbound movements. Moving this proposed driveway to the south, within the limits of the raised median on the north approach at the Sawyer Road/CTH P intersection with Pabst Farms Boulevard, will allow this driveway to operate acceptably as a right-in/right-out driveway. Vehicles wanting to head north can either use Driveway #8 or they can make a right-turn movement at Driveway #9 and use the adjacent roundabout to make a U-turn movement to head back to the north.

As previously stated, for the Parcel XII on-site development area, two access scenarios were included in the analysis to compare the operations of all study area intersections with and without an additional right-in/right-out access onto Sawyer Road/CTH P at Driveway #10. Based on the analysis completed, there is a benefit to the overall transportation system with the addition of a right-in/right-out access at Driveway #10. With the additional access, the operations (delay) and queue lengths at Driveway #8 are reduced especially for the westbound left-turn lane into the driveway which is expected to have a longer left-turn lane bay back towards the CTH roundabout. It is noted that the location of this access driveway falls within an area where WisDOT has purchased the access rights. These access rights would need to be purchased from WisDOT and additional approvals and coordination with WisDOT Central Office would be required for this access.

PART B – CONCLUSION

As shown in this report, all movements at the study area intersections are expected to operate safely and efficiently with the development assumptions outlined in this TIA and with the identified recommended modifications if properly designed and implemented through the horizon year with includes full build out of the development.

VILLAGE OF SUMMIT

Village Hall, 262-567-2757
Fax, 262-567-4115
Highway Dept., 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141
www.summitvillage.org

Summit Village Hall • 37100 Delafield Road • Summit, WI 53066

MEMORANDUM

To: Village Board

From: Debbie Michael, Village Administrator-Clerk/Treasurer

Date: July 1, 2026

Re: Memorandum Of Understanding (MOU) with joint owners and WLFD for Fire Station Impact Fees & Cost Sharing

---

BACKGROUND: At the June 11, 2026 meeting, the Village Board adopted an Ordinance to collect Fire Impact Fees. The MOU was supposed to be discussed and acted on as part of that and Administrator Michael missed including that on the agenda.

The purpose of the MOU is to:

- Establish a shared understanding & framework for the collection, transfer, management and use of fire protection impact fees related to the construction of a new District fire station as identified in the Impact Fee Study; and
- Clarify the distinction between (a) the 15% of project cost attributable to existing deficiencies to be funded by the Municipalities under their existing Intermunicipal cost-sharing formula, and (b) the 85% of project cost attributable to new development to be funded through impact fees.

ATTACHMENTS: MOU as provided by WLFD

FISCAL IMPACT: Unknown but will take Village staff time to collect, document and complete accounting transactions for incoming and outgoing fees.

MOTION: **to approve the Memorandum of Understanding between the City of Oconomowoc, Village of Summit, Village of Dousman, Village of Lac LaBelle, Town of Ottawa, Town of Merton, Town of Oconomowoc, and Western Lakes Fire District regarding Fire Station Impact Fees and Cost Sharing as presented.**

WESTERN LAKES FIRE DISTRICT

1400 Oconomowoc Parkway, Oconomowoc, WI 53066

Phone: 262-567-8282 Email: info@westernlakesfd.org

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITY OF OCONOMOWOC, VILLAGE OF SUMMIT, VILLAGE OF DOUSMAN, VILLAGE OF LAC LA BELLE, TOWN OF OTTAWA, TOWN OF MERTON, TOWN OF OCONOMOWOC, AND WESTERN LAKES FIRE DISTRICT
REGARDING FIRE STATION IMPACT FEES AND COST SHARING

This Memorandum of Understanding ("MOU") is entered into by and between the City of Oconomowoc, Village of Summit, Village of Dousman, Village of Lac La Belle, Town of Ottawa, Town of Merton, and Town of Oconomowoc (collectively, the "Municipalities") and the Western Lakes Fire District (the "District").

Recitals

- The District provides fire protection and emergency medical services to the Municipalities through a joint fire district arrangement and currently operates multiple fire stations serving the Municipalities as a single, integrated service area.
- The Municipalities commissioned a joint Public Facilities Needs Assessment and Impact Fee Study dated March 30, 2026, prepared by McMAHON Associates, Inc. (the "Impact Fee Study"), to determine fire station development needs and appropriate impact fees in accordance with Wisconsin Statutes § 66.0617.
- The Impact Fee Study identifies the need for an additional fire station within the District to meet increasing service demands driven by new residential, commercial, and industrial development occurring within the Municipalities collectively, and not attributable to any single municipality.
- The Impact Fee Study identifies a current facility space deficiency of approximately fifteen percent (15%), meaning that eighty-five percent (85%) of the cost of the future fire station is attributable to serving new development and is eligible to be funded with impact fees under Wisconsin Statutes § 66.0617.
- Each Municipality intends to adopt or maintain a fire protection impact fee ordinance consistent with Wisconsin Statutes § 66.0617 and the Impact Fee Study and to collect impact fees from new development within its jurisdiction for the purpose of funding the District's future fire station.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties agree as follows:

1. Purpose

The purpose of this MOU is to:

- Establish a shared understanding and framework for the collection, transfer, management, and use of fire protection impact fees related to the construction of a new District fire station identified in the Impact Fee Study; and
- Clarify the distinction between (a) the fifteen percent (15%) of project cost attributable to existing deficiencies to be funded by the Municipalities under their existing intermunicipal cost-sharing formula, and (b) the eighty-five percent (85%) of project cost attributable to new development and funded through impact fees.

2. Joint Nature of the Impact Fee Study and Service Area

1. The Municipalities acknowledge and agree that the Impact Fee Study was conducted for the District's Waukesha County service area as a whole, and that the District's existing and future stations are planned, located, and staffed to serve all participating Municipalities collectively.
2. The parties agree that the need for the additional fire station arises from cumulative new development across all Municipalities, and that station siting within any one municipality does not alter the joint nature of the benefit or the cost responsibility described in this MOU.

3. Impact Fee Imposition by Municipalities

1. Each Municipality agrees to adopt and maintain an impact fee ordinance for fire protection facilities consistent with Wisconsin Statutes § 66.0617 and the methodologies and fee levels set forth in the Impact Fee Study, as such fees may be amended from time to time by mutual agreement.
2. Impact fees shall be imposed on new residential, commercial, and industrial development as defined in Wisconsin Statutes § 66.0617 and the applicable municipal ordinances, and collected at the time of building permit issuance or as otherwise permitted by law (including any authorized deferral mechanisms).

4. Transfer of Collected Impact Fees to the District

1. In accordance with Wisconsin Statutes § 66.0617 and this MOU, each Municipality shall remit to the District one hundred percent (100%) of fire protection impact fees collected for the new station project, together with any accrued interest held by the Municipality, on a mutually agreed upon schedule, at least annually on or before January 15, impact fees collected and interest earned from the prior year.
    1. The initial transfer of collected impact fees and accrued interest from the Municipalities to the District will occur on or before January 15, of the year initial costs of the new station occurs. This year will be determined during the District's budget approval process, based on the Municipalities' approval to proceed with the building construction project.
    2. Once the initial payment is made to the District, the Municipalities will annually transfer the collected impact fees and accrued interest from the prior calendar year to the District on or before January 15. This transfer of collected impact fees and accrued interest will be used by the District to make the annual debt payment for the new station.
2. With each remittance, the Municipality shall provide a summary identifying, at a minimum, the property, payer, date of payment, amount of impact fee, land use category (residential or non-residential), and any other data reasonably requested by the District to comply with statutory accounting and refund requirements.

5. Segregated Impact Fee Account

1. The District shall deposit all impact fees received pursuant to this MOU into one or more segregated, interest-bearing accounts dedicated solely to eligible capital costs of the new fire station project, consistent with Wisconsin Statutes § 66.0617(9).
2. The District shall maintain records of all impact fee revenues and interest, and all expenditures of such funds, sufficient to demonstrate that:

- No more than the proportionate share of capital costs attributable to new development (85%) is funded with impact fees; and
- Funds are used within applicable statutory time limits or refunded as required by law.

6. Allocation of Project Costs: Existing Deficiency (15%) vs. New Development (85%)

1. The parties acknowledge the Impact Fee Study's determination that approximately fifteen percent (15%) of the new station's cost is attributable to correction of existing facility deficiencies, and therefore may not be funded with impact fees under Wisconsin Statutes § 66.0617.
2. The remaining eighty-five percent (85%) of the new station's capital cost (including eligible planning, design, engineering, and legal expenses) is attributable to serving new development and is intended to be funded from impact fees generated by such development.
3. At the time of construction or project financing, the District shall allocate:
   - Fifteen percent (15%) of the total project cost to the Municipalities in accordance with the cost-sharing formulas set forth in the District's current intermunicipal agreement for capital projects; and
   - Eighty-five percent (85%) of the total project cost to be funded from the segregated impact fee account(s) and/or debt to be repaid from future impact fees, as described in Section 7.

7. Financing Options for the Impact Fee-Funded Share (85%)

1. The District may, with Municipal consent as required by applicable agreements and law, finance all or a portion of the 85% impact-fee-eligible share of project costs through:
   - Conventional borrowing from a financial institution; or
   - An internal loan or interfund borrowing arrangement from the City of Oconomowoc or another Municipality, subject to mutually agreed terms.
2. If a Municipality elects to provide such financing, the parties may structure repayment so that:
   - Annual debt service is paid from impact fees and associated interest received in a given year; and
   - There is no fixed annual repayment amount, provided that the loan terms comply with applicable law and are documented in a separate financing agreement approved by the governing bodies.
3. Regardless of the financing mechanism, all impact fees and related interest shall be applied solely toward repayment of the impact-fee-eligible share (85%) of the project's capital costs, consistent with Wisconsin Statutes § 66.0617.

8. No Municipal Split of the 85% Impact Fee Share

1. The Municipalities agree that the 85% of project costs attributable to new development will not be apportioned among the Municipalities according to any population, equalized value, or other formula; instead, such portion will be funded collectively from impact fees generated by new development throughout the District's service area.
2. The parties expressly acknowledge that:
   - The new station is required due to aggregate development across all Municipalities; and
   - The direct linkage required by Wisconsin Statutes § 66.0617 is between new development and the need for increased facility capacity, rather than between any particular Municipality and a specific portion of the impact-fee-funded cost.

9. Municipal Share of the 15% Existing Deficiency Portion

1. The Municipalities agree that the fifteen percent (15%) of project cost attributable to existing deficiencies will be allocated and funded in accordance with the capital cost-sharing provisions of the Amended and Restated Inter-Municipal Agreement for the Governance and Operation of the Western Lakes Fire District ("WLFD IGA") in effect at the time project financing is approved.

2. The District shall invoice each Municipality for its share of the 15% portion, and the Municipalities agree to pay their respective shares in a timely manner, either on a pay-as-you-go basis, through participation in District-issued debt, or through such other mutually agreed method as may be set forth in or consistent with the intermunicipal agreement. Each Municipality must pay its share of the 15% portion within the time required by the capital cost-sharing provisions of the WLFD IGA.

10. Accounting, Reporting, and Compliance

1. The District shall provide the Municipalities with annual (or more frequent, if requested and reasonable) reports summarizing:
    - Impact fee revenues received from each Municipality;
    - Interest earned on impact fee balances;
    - Expenditures of impact fee funds on the new station project; and
    - Any amounts refunded or subject to refund under Wisconsin Statutes § 66.0617(9).
2. The District and Municipalities shall cooperate to ensure compliance with:
    - All procedural and substantive requirements of Wisconsin Statutes § 66.0617, including public hearing, accounting, and refund provisions; and
    - The assumptions and allocations set forth in the Impact Fee Study, as it may be updated from time to time.

11. Non-Binding Policy Framework; Future Agreements

1. This MOU is intended as a policy framework and expression of mutual intent between the Municipalities and the District; it does not by itself authorize debt issuance, levy authority, or specific contractual obligations for borrowing, which must be approved by the respective governing bodies in accordance with applicable law.
2. The parties anticipate that more detailed intergovernmental or financing agreements may be required to implement specific borrowing arrangements, debt service schedules, or amendments to the District's intermunicipal agreement, and agree to negotiate such agreements in good faith consistent with this MOU.

12. Term, Amendment, and Withdrawal

1. This MOU shall become effective upon approval by the governing body of each Municipality and the District Board, and execution by the duly authorized representatives of each party.
2. This MOU may be amended only by a written document approved and executed by all parties.
3. A Municipality may withdraw from this MOU only in a manner consistent with the terms of the District's intermunicipal agreement; provided, however, that such withdrawal shall not impair the rights of bondholders, lenders, or other creditors, nor alter the lawful use of impact fees already collected.

13. Miscellaneous

1. Nothing in this MOU is intended to conflict with or supersede Wisconsin Statutes § 66.0617 or other applicable law; in the event of a conflict, state law shall control.
2. Nothing herein shall be construed to limit any Municipality's or the District's authority to adopt, amend, or repeal ordinances or intergovernmental agreements, except to the extent necessary to honor existing contractual obligations and statutory requirements.
3. The several sections of this MOU are declared to be severable. If any section or portion thereof shall be declared by a court of competent jurisdiction to be invalid, unlawful, or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of any other provisions, sections or portions thereof of the ordinance. The remainder of the MOU shall remain in full force and effect.

14. Effective Date.

1. This MOU shall take effect immediately upon signature by all respective parties.

IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed by their duly authorized representatives on the dates indicated below.

Dated this 9th day of July, 2026

TOWN OF OTTAWA

_____
Cheryl Rupp, Town Chairman

ATTEST:

_____
Lori Geyman, Town Clerk/Treasurer

Dated this___day of June, 2026

VILLAGE OF DOUSMAN

_____
Cindy Queen, Village President

ATTEST:

_____
John Roth, Village Administrator/Clerk/Treasurer

Dated this___day of June, 2026

VILLAGE OF SUMMIT

_____
Jack Riley, Village President

ATTEST:

_____
Debra Michael, Village Administrator-Clerk/Treasurer

Dated this___day of June, 2026

CITY OF OCONOMOWOC

_____
Matthew Rosek, Mayor

ATTEST:

_____
Gina Kozlik, City Clerk

Dated this____day of June , 2026

TOWN OF MERTON

_____
Tim Klink, Town Chairman

ATTEST:

_____
Donna Hann, Town Clerk

Dated this____day of June , 2026

WESTERN LAKES FIRE DISTRICT

_____
George A. Morris, President

ATTEST:

_____
Bradley R. Bowen, Fire Chief

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Public Works Dept., 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141
www.villageofsummitwi.gov

Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 2, 2026

Re: Department of Public Works Administrative Report

DPW Crew Activities

Cemetery Activity Summary

- One full plot (8 graves) and an additional grave site were sold in May. Two deed transfers were completed.
- 5 cremains burials and one full-casket burial were completed in June. Two cremains burials are scheduled for July.
- There have been a few complaints regarding tall grass and weeds around grave markers in some areas of the cemetery. Staff addressed these complaints in late June, completing a full trim of the cemetery. Full trims are generally performed every 2 – 3 weeks, when staffing and growing conditions allow. It is important to note that part-time staff have limited hours, and full-time staff have been performing more cemetery work this year than is standard due to limited interest in seasonal part-time positions with the Village.
- The cemetery's push mower is failing, and staff are working with Trustee Arenz on identifying a replacement unit. The Diesel Particulate Filter (DFP) is also cracked and needs replacement, and the dealer is working on obtaining an estimate for parts and labor. The total cost for repairs to get the truck back in service is estimated to be at least a few thousand dollars.

Equipment Maintenance & Repair

- The Massey tractor began making a loud "clunking" sound in late June. Staff were unable to diagnose the issue and brough the unit to a mechanic who works on tractors. He is working on diagnosing the issue and believes that it may be an issue with the rear end of the unit. In the interim, staff borrowed an 11-foot mower (similar to the unit in the CIP for 2027) to mow the parks. A separate discussion and action agenda item will discuss this issue and next steps more in depth.
- Patrol Truck 3 (2014 International) is experiencing issues and is showing various codes. The Diesel Oxidation Catalyst (DOC) sensors are rusted and need to be replaced. In

addition, the Diesel Particulate Filter (DPF) is cracked and needs to be replaced. The anticipated cost of these repairs is estimated to be a few thousand dollars. The unit is being worked on by International.

Park Activities

- The new ball fields at Genesee Lake Road Park have been seeded and currently have a sprinkler system set up to water the fields.
- A pre-construction meeting for the dumpster enclosure construction project was held on June 18th. Grading and pouring of the concrete slab is anticipated to occur following the 4th of July holiday. Lead time for the fencing panels and doors is 5 – 6 weeks.

Friends of Summit Parks Update

- The Friends group, as well as Village staff, are working with an Eagle Scout on a project at Genesee Lake Road Park. The Eagle Scout is looking at installing trail signage. Final approval of the project by the Village Board will be solicited at a future meeting.

Road Maintenance Activities

- Right-of-way mowing has continued due to the recent rainfall events.
- DPW staff continue to place shoulder material along roadways. Additional work will continue, pending staff availability and funding.

Facilities Maintenance

- Midwest Fiber Networks will be completing the internal building connection for the new fiber service to Village Hall in July. Staff are working with the company to implement the new phone system.

N Cedar Ridge Rd No Parking Ordinance

At the Village Board's direction, Director Nash will work with Chief Wraalstad on parking restrictions near Valley Rd. An ordinance will be brought before the Village Board at a future meeting.

N Dousman Road Multi-Use Trail Extension Project

Real Estate/Temporary Limited Easements (TLEs)

The acquisition process has been completed, and the final documentation has been submitted to WisDOT.

Project Status

Draft PS&E was submitted on March 25, 2026, and comments were received from WisDOT. Due to the utility conflicts and coordination efforts with We Energies, the final PS&E date was delayed. After lengthy coordination with We Energies and minor design updates, We Energies has determined that its relocation work will not be compensable. Strand is currently waiting on the updated relocation plan from We Energies. The right-of-way certification was completed by Strand and sent to WisDOT for review and approval.

Final PS&E is scheduled for July 24, 2026. The first and second advertisement dates will be September 3 and September 10, 2026, respectively. Bid opening is scheduled for September 24, 2026. Once We Energies' updated work plan is received, Strand will coordinate with the group on the anticipated construction schedule. WisDOT requested that a construction project manager be included in that discussion.

Construction Engineering/Delivery

The Village's assumption was that construction engineering was included as a reimbursable expense through the TAP program. The project award aligned with the total estimated project cost submitted with the TAP application, including construction delivery. The WisDOT project manager was uncertain about these expenses, and they will be checking into this for the Village. WisDOT did advise that construction engineering cannot be performed by the design engineer. As such, the Village will be required to solicit proposals for construction engineering/delivery.

Waterville Lake Dam Ownership Update

During the Village Board Road Tour on June 30th, the Board met with the president of the Waterville Lake HOA and the property owner who owns the earthen embankments on either side of the dam. The president advised that they will be meeting with the homeowners soon to discuss formation of a lake management district, and they intend to move through this process with the assistance of Waukesha County.

Waukesha County Damage Assessment for Public Infrastructure (August 2025 Flooding Event)

No response has been provided to date from the Wisconsin Disaster Fund (WDF) after the reimbursement request was submitted by staff in March.

Lyte Fiber Update

Staff will consult with Attorney Macy to determine what level of outreach to this company and other fiber providers would be appropriate to help solicit service connections to unserved residential areas of the Village.

ATV/UTV on Village Roads & State Highways Update

All required signage has been installed on Village roads that have been approved for ATV/UTV use. The routes are open to use, and a news release was posted on the Village website. A route map is currently being developed and will be posted to the website as soon as it is completed.

WisDOT STH 67 Improvement Project

Nothing significant to report.

2026 CTH BB Resurfacing Project – Waukesha County

The paving of CTH BB has been completed, and the road is reopened to the public.

2027 CTH DR Rehabilitation – Waukesha County (N Dousman Rd to N Brightwater Blvd)

Nothing significant to report.

2025 Road Improvements Program & Genesee Lake Road Park Parking Lot Project

SEH and Village staff have been working with Wolf Paving to complete outstanding work related to the parking lot project. Retainage for both projects will be held until punch list items are completed.

Pabst Farms Joint Stormwater District Update

A meeting was held on June 24th at 5:00 p.m. at Summit Village Hall. The following agenda items were included on the agenda:

- Possible Easement Extension of Pathway for Village Crossings
- Lake Country Village and Interlaken Village Stormwater Basins 1-4 and 10 Transfer

National Fitness Campaign Status

No additional donations have been received for the NFC fitness court campaign. A total of $11,000 has been donated to date.

Staff would like to discuss this campaign further in the future, as the NFC has stopped correspondence with the Village related to the project due to a lack of sufficient funding to qualify for a grant to complete the installation. The funding may be better utilized for another purpose, pending approval from those parties who have donated.

Village Safety Program Development & Implementation

Safety Committee Meeting

The next meeting is tentatively scheduled for September 14th. The vacant position that was previously held by former Trustee Lee has been filled by Trustee Henrickson.

NIMS Training Update

Instructions on the training requirements for Village Board members was sent by email on July 2nd.

Professional Memberships & Training

Director Nash has been elected as the 2026-2027 APWA WI Chapter President, with a one-year term beginning on July 1, 2026.

ATTACHMENTS: N/A

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Summit Village Hall ● 37100 Delafield Road ● Summit, WI 53066

MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 1, 2026

Re: Discussion and Action on Approval of a 2026 Farmland Lease Agreement with Daniel Rollefson for Rental of Land at Genesee Lake Road Park (Village Park)

PURPOSE:
To receive approval of a 2026 Farmland Lease Agreement with Daniel Rollefson for rental of land at Genesee Lake Road Park (Village Park) at a rate of $50 per acre, or $700 total revenue.

BACKGROUND:
Historically, the Village has maintained an annual agreement for farmland rental at the Genesee Lake Road Park with Daniel Rollefson, a local farmer. The rate has been $50 per acre for 20 total acres the past several years, which amounted to a total of $1,000 in revenue for the Village. Due to the construction of the new parking lot in the northeast corner of the park in 2025, the acreage had been adjusted for 2025 to 18 acres. In addition, the Oconomowoc Area Baseball Club began installing two new ball fields south of the new parking lot, further reducing the available farmland by 4 acres in 2026. The remaining 14 acres will yield $700 in revenue for 2026, which has been incorporated into the Recreation revenue approved in the 2026 operating budget. In addition, Mr. Rollefson has agreed to continue to cut the "No Mow" areas and spray for weeds in designated areas, as in past years.

RECOMMENDATION:
Village staff recommends that the Village Board approve the Farmland Lease Agreement for 2025, as proposed.

ATTACHMENTS: Farmland Lease Agreement for 2026 (DRAFT)

FISCAL IMPACT: $700 revenue for the Village, plus added value of work that is completed to the park.

RECOMMENDED MOTION: **Motion to approve the 2026 Farmland Lease Agreement between the Village of Summit and Daniel Rollefson for rental of approximately 14 acres of land at Genesee Lake Road Park at a rate of $50 per acre, or $700 total.**

FARMLAND LEASE AGREEMENT

THIS RENTAL AGREEMENT is made this _____ day of_____, 2026, between the **VILLAGE OF SUMMIT**, a Wisconsin Municipal Corporation, "Lessor", of 37100 Delafield Road, Summit, Wisconsin, 53066, and **DANIEL ROLLEFSON,** "Lessee", of 418 S Golden Lake Road, Oconomowoc, Wisconsin, 53066, as follows:

1. In consideration of the covenants and conditions contained herein, Lessor leases to Lessee the following described property located in Waukesha County, Wisconsin:

   A part of N1/2 NW1/4 & PT N1/2 NE1/4 W OF HY SEC 28 T7N R17E, consisting of approximately twenty (20) acres in Genesee Lake Road Park, also known as Summit Village Park.

2. This Lease shall be for a term of one crop year, specifically the 2025 crop year, commencing on upon April 15, 2026, and ending on December 31, 2026.

3. Lessee promises to pay rent to Lessor as follows:
   a. For the crop year 2026, a rate of Fifty dollars ($50.00) per acre, for a total of Seven hundred dollars ($700.00), due no later than October 1, 2026.
   b. The total number of acres rented shall be determined by the number of acres plowed, and said determination will be made by the Village Public Works Director, or designee, after the land is worked, or by July 15, 2026.

4. It is further expressly understood and agreed:
   a. Lessee promises to pay the above rent at the times and in the manner aforesaid during the continuance of this Lease and not to under lease said premises or any part thereof, nor assign this Lease without the written consent of Lessor and to acquit and deliver the same to Lessor, peaceably and quietly at the end of said term and also to keep the same in as good repair as the same are in at the commencement of said term.
   b. Lessee agrees to utilize said property for agricultural purposes only and to raise only up to amount of crops thereon that the nature of the soil and season will permit.
   c. Lessee shall keep said premises in proper and necessary repair.
   d. Any amendments to this Agreement shall be in writing and shall be signed by both the Village of Summit Village President and Daniel Rollefson.
   e. This Agreement shall not be deemed to be nor intended to give rise to a partnership relationship.
   f. The Lessor shall allow access to the subject property from Genesee Lake Road only at a location determined by the Village Public Works Director at his/her sole discretion, and such location may be changed by the Village Public Works Director at any time he/she deems necessary.
   g. The Lessor and/or its agents reserves a right of entry to the subject property for reasonable purposes which will not interfere with Daniel Rollefson's use of the property.
   h. The Lessor shall not be responsible for any damages to the subject property, including, but not limited to, crop damage, or to the person of Daniel Rollefson or his agents.

DRAFT

IN WITNESS WHEREOF, the parties have set their hands and seals the day and year first above written.

VILLAGE OF SUMMIT
Lessor

By: _____
Jack Riley, Village President

DANIEL ROLLEFSON
Lessee

By: _____
Daniel Rollefson

ATTEST: _____
Debra Michael, Village Administrator-Clerk/Treasurer

Drafted by:

Kamron E. Nash, P.E.
Village Public Works Director
37100 Delafield Road
Summit, WI 53066
(262) 567-2757
(262) 567-4115 - Fax

DRAFT

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MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 1, 2026

Re: Discussion and Action on Road Bond Policy

PURPOSE:
To request feedback from the Village Board on creation and implementation of a road bond policy.

BACKGROUND:
For new developments and construction projects where Village roads are used to access property and to transport and on/offload equipment, there are often incidents where the roadway surface, curbing, drainage facilities, or other public infrastructure is damaged. Many municipalities utilize road or right-of-way bonds as a way to ensure that funding is maintained through the duration of a project in the event that repairs are needed.

For most residential developments, a financial guarantee is obtained in the form of a irrevocable letter of credit or an escrow deposit to construct, repair, or replace public improvements. Under current Wisconsin law, local municipalities cannot hold the guarantee for more than 14 months after the improvements are substantially completed. Substantial completion is defined as the installation of the first lift of asphalt. In an effort to ensure that final acceptance of public facilities occurs before the 14-month period has ended, the final surface must be installed prior.

The Village has historically required that the developer wait to install the final surface of asphalt on roadways until after a full winter season, which allows for construction traffic to travel on the base course instead of the final surface and for any settling of the subgrade to occur. Once the final surface is installed, a two-year guarantee period will begin for any deficiencies in workmanship or materials. This guarantee period does NOT include damage from home construction contractors, and the developer is generally not responsible for gouges or damaged surfaces created from concrete trucks, tracked excavators, or other equipment completing home construction.

One of the biggest issues that we see with new developments is that the final surface of the roadway and all other improvements within the public right-of-way are completed well before the final home construction occurs. In addition, there have been several instances of contractors damaging culverts, rutting up ditches, and creating other damage in areas where

there is not sufficient room for large trucks or equipment to maneuver. Recent examples of this occurred on N Silver Cedar Rd (damaged pavement), N Jenkins Dr (track marks in new pavement), S Golden Lake Ln (crushed culvert and damaged pavement). In some instances, staff are able to get the responsible general contractor (or their subcontractor) to help make repairs. In most instances, this is not the case.

Many municipalities require road or right-of-way bonds for new developments and construction projects and have implemented road bond policies that clearly outline guidelines and procedures for processing bonds. These policies protect local infrastructure and prevent taxpayer burden. They also help to protect public safety and promote accountability.

RECOMMENDATION:
Village staff recommends that the Village Board consider implementation of a road bond policy. If there is a desire to implement, staff will work on development of an ordinance and policy language for a future Village Board meeting. Staff have reached out to local municipalities to survey their road bond policies and deposit amounts.

ATTACHMENTS:	None.
FISCAL IMPACT:	Implementation of a policy will help to mitigate Village costs to repair damage due to development and construction activities in the Village. There may be a nominal cost for the Village Attorney to review a draft ordinance, if the Village Board desires.
RECOMMENDED MOTION:	**Motion to direct staff to draft a road bond policy and ordinance for consideration at a future Village Board meeting.**

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MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 2, 2026

Re: Consideration and Action on a Proposed Resolution to Amend the Official Traffic Map to Prohibit Parking on a Portion of N Cedar Ridge Road

---

PURPOSE:
To provide a draft a resolution to update the Official Traffic Map to prohibit parking on a segment of N Cedar Ridge Rd.

BACKGROUND:
At the June 11, 2026 Village Board meeting, staff were directed to draft a resolution that would restrict parking near the intersection with Valley Rd due to safety concerns related to visibility, restricted traffic lanes, and narrow right-of-way. DPW staff and the Police Department determined that parking should be restricted from Valley Rd to 60 feet south of Valley Rd. In addition, DPW staff will work on improvements to the shoulder approximately 300 feet south of Valley Rd where parking is already occurring, which will help get vehicles and large trailers further out of the driving lane.

RECOMMENDATION:
Village staff recommend that the Village Board approve Resolution No. 26-490 to amend the Official Traffic Map of the Village of Summit to restrict parking on N Cedar Ridge Rd from Valley Rd to 60 feet south of Valley Rd.

ATTACHMENTS: Resolution No. 26-490 to Amend the Official Traffic Map of the Village of Summit (DRAFT)

FISCAL IMPACT: The total anticipated costs include: $170 signs + $300 shoulder + $500 map update = **$970**

RECOMMENDED MOTION: Motion to adopt Resolution No. 26-490 to amend the Official Traffic Map of the Village of Summit to restrict parking on N Cedar Ridge Rd from Valley Rd to 60 feet south of Valley Rd.

STATE OF WISCONSIN **VILLAGE OF SUMMIT** **WAUKESHA COUNTY**

RESOLUTION NO. 26-490

A RESOLUTION TO AMEND THE OFFICIAL TRAFFIC MAP OF THE VILLAGE OF SUMMIT

WHEREAS, the Village Board is authorized by Chapter 26 §26-2(a) of the Municipal Code of the Village of Summit to amend and/or modify the Official Traffic Map; and

WHEREAS, the Village Board has the authority to amend the Official Traffic Map by resolution as may be appropriate; and

WHEREAS, the Police Department has recommended that certain amendments to the Official Traffic Map are appropriate.

NOW, THEREFORE, it is hereby resolved by the Village Board of the Village of Summit, Waukesha County, Wisconsin,

1. The Official Traffic Map is hereby amended to prohibit parking on North Cedar Ridge Road from CTH B (Valley Rd) to 60 feet south of CTH B (Valley Rd).
2. The Public Works Department is hereby directed to erect the required signs.
3. The Police Chief is hereby directed and authorized to amend the Official Traffic Map to include the above listed changes.

Adopted this 9th day of July, 2026.

_____

Jack Riley, Village President

ATTEST:

_____

Debra J. Michael, Village Administrator-Clerk/Treasurer

Proposed by: Village Administration
Prepared by: Kamron Nash, P.E., Public Works Director

DRAFT

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MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 2, 2026

Re: Discussion and Action on Status of Massey Ferguson Tractor

---

PURPOSE:
To provide an update on the status of the Massey tractor, which is primarily utilized for mowing the large open areas at Genesee Lake Road Park, and to receive feedback from the Village Board on replacement options for the mower in the event that it cannot be repaired.

BACKGROUND:
The Massey tractor began making a loud "clunking" sound in late June. Staff were unable to diagnose the issue and brough the unit to a mechanic who works on tractors. He is working on diagnosing the issue and believes that it may be an issue with the rear end of the unit. In the interim, staff borrowed an 11-foot mower from the City of Oconomowoc (similar to the unit in the CIP for 2027) to mow the parks.

If the Massey unit can be repaired without significant cost, staff will arrange to have this work completed so that the unit may be used for the remainder of the year. In the event that the cost to repair the unit is much higher than is practical due to the age of the equipment, staff would like feedback from the Board. Parks groundskeeping and equipment has been discussed by the Village Board and staff multiple times over the past few years:

2025 CIP Development
The initial preference of staff was to purchase a mower with a 16-foot mowing deck. However, this equipment is quite expensive ($165,000 estimate), and staff were directed to look into alternate options as part of the 2025 CIP development process. The following month, staff presented some alternate options for parks groundskeeping, including autonomous mowers. Staff put together a memorandum following this direction, which is attached for reference. Ultimately, $165,000 was included in the CIP for 2026 for a mower with a 16-foot deck to replace the Massey tractor and pull behind mower.

2026 CIP Development
In 2026, staff evaluated the mowing situation and made an alternate recommendation. This included removal of a new 60" mower deck from the CIP in 2026 that was included in the Cemetery/Park budget ($26,000 savings) and to replace the proposed 16-foot mower with a Toro Groundsmaster 4010 with wings (11' width). Staff would be able to use this medium-sized

mower in multiple locations outside of the park due to its versatility, and it can be driven on Village roads to and from work sites. In addition, this unit offers the ability to add a snow blower and broom attachment for snow removal in the future, which would further increase its use. Staff demo'ed the unit in August 2025 and found that it reduced time spent mowing the park and eliminated the need to perform a significant amount of trimming work due to its maneuverability. The CIP was reduced to $135,000 to reflect the cost of this unit, but the decision was made to defer the purchase to 2027. In addition, $26,000 was removed from the 2026 Cemetery/Parks CIP to reflect removal of the 60" zero turn mower, as recommended.

Replacement Options

The Toro 4010 unit is still the preferred option of DPW staff since each of its decks may be lifted individually (or both) while the mower is operating. The versatility of the unit makes it ideal for long-term operation. There is a rent-to-buy option available through the vendor. A proposal was provided at a rate of $7,500+/month, but only 75% of the rental fees paid would be credited to the purchase.

There has been discussion about purchasing a used unit to save on cost or to get us by in the interim. This is certainly an option, but there would be a risk that a used unit will require more maintenance/repair due to age or past misuse. If this option is selected, staff would prefer a used unit that offers the same versatility of the Toro unit, if possible.

RECOMMENDATION:

Staff are looking for feedback from the Village Board on next steps, assuming it is not financially feasible to repair the Massey tractor.

ATTACHMENTS:	Staff Memorandum RE: Discussion and Action on Mowing Equipment Options for Village Park Groundskeeping *(dated October 2, 2024)*
FISCAL IMPACT:	To be determined, based on Village Board direction.
RECOMMENDED MOTION:	To be determined, based on Village Board direction.

Attachment - For Reference Only

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MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: October 2, 2024

Re: Discussion and Action on Mowing Equipment Options for Village Park Groundskeeping

---

PURPOSE:
To provide information on alternate mowing equipment options in lieu of the proposed Toro Groundsmaster GM5910 unit included in the Capital Improvement Plan for 2025.

BACKGROUND:
At the August 19, 2024 Special Village Board meeting, staff were directed to look into alternatives to the Toro Groundsmaster GM5910 (16-foot mowing width with safety cab). Autonomous mowers were also briefly discussed as a potential option, if the units and technology could meet our needs.

Non-Autonomous Mower Options
There are several mowers available in the 16-foot mowing width that are fairly close in price to the Toro Groundsmaster 5900 series. If a unit were purchased without the safety cab, the cost would come in at approximately $20,000 less. There are also several models available with a narrower mowing width (11 to 12-foot) that range between $85,000 and $140,000. Staff would recommend that a unit with a wider mowing width is considered so that mowing efficiencies are maximized.

Autonomous Mowers
There are a few commercial autonomous mowers on the market at this time that would be viable options. Two of these models were investigated: Wright Autonomous Stander ZK and RC Mowers. For all autonomous units, it is recommended that someone is present while the unit is operating, as they may get stalled out if they come across an unidentified object. These mowers will stop operation within 8 to 10 feet of a tree or other obstacle and are equipped with various safety features and sensing instruments to ensure safe operation.

There is a standing-style mower manufactured by Wright that may be operated manually or autonomously, but the autonomous technology/software is provided by an outside company (Greenzie). The mowing width is 72 inches, and the unit is capable of mowing up to 9 acres per hour. These are priced at approx. $40,000 each and include a 2-year software support, and annual support is $1,000 per year.

RC Mowers offers an autonomous zero-turn mower with a 60-inch cut that can mow up to 2.2 acres per hour (approx. 6 acres per hour in a fleet of 3). These mowers are manufactured in Wisconsin and work autonomously in groups of up to three mowers, although they may be purchased independently. They may also be operated manually. They are priced at $55,000 per unit, plus a $199/month connection fee (first year included with purchase).

RECOMMENDATION:
Village staff's preference is to purchase a Toro Groundsmaster 5900 series mower. A heated and air-conditioned cab, although nice to have, is not a necessity. At this time, $165,000 has been included in the CIP for purchase of a unit in 2025.

ATTACHMENTS: None.

FISCAL IMPACT: None.

RECOMMENDED MOTION: To be determined based on Village Board direction.

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MEMORANDUM

To: Village Board

From: Kamron Nash, P.E., Village Public Works Director

Date: July 2, 2026

Re: Discussion and Action on Park Needs Assessment & Impact Fee Analysis Proposals and Recommendation of Contract Award

---

PURPOSE:
To provide an update to the Village Board on the submittals received in response to the Request for Proposals (RFP) for the Park Needs Assessment & Impact Fee Analysis and to recommend contract award.

BACKGROUND:
Proposal/Submittal Review
Submittals in response to the RFP were due on June 12, 2026, and a total of four submittals were received and reviewed by Director Nash. A scoring rubric was identified in the RFP to assist interested firms in preparing their submittals. Administrator-Clerk/Treasurer Michael was also asked to review the submittals to provide feedback.

Submittals were scored in 5 categories, including:

- Methodology & Approach
- Experience
- Expertise
- Staff Qualifications
- Cost

Three of the firms were from out of state (NC, ID, and CA) and perform work in numerous states across the country. The fourth firm was the Village's engineering firm, SEH, working in partnership with Ehlers, Inc. Two other local consultants that the Village has worked with in the past were notified of the RFP, but both opted not to submit. My understanding from discussions with others is that there are limited engineering firms who have financial experts on staff, and most have to partner with a firm with experience in public finance. The project is two-phased, including a planning/assessment component and a financial component.

Overall, the SEH/Ehlers proposal scored highest. They included detailed information that was easy to understand and corresponded directly to our proposal and scope of work. This can be attributed to the fact that both firms have worked closely with the Village and understand our needs. One of the highlights of their proposal was their inclusion of a task specific to evaluation

of impacts by non-recreational properties, which is something that the Village is interested in. The cost proposed by SEH/Ehlers was also much lower than the other three firms, coming in $17,030 below the next lowest proposal.

Project Funding

$20,000 has been included in the 2026 Capital Improvement Plan utilizing borrowed funds. There is a separate 2026 project for the installation of a path between the old parking lot and the playground equipment at Genesee Lake Road Park at a total cost of $10,000. Estimates put this path project at estimated costs under $9,000, which will allow for excess funds to be allocated to the Park Needs Assessment & Impact Fee Analysis.

RECOMMENDATION:

Village staff recommends that the Village Board award the contract for the Park Needs Assessment & Impact Fee Analysis to SEH, Inc. and Ehlers, Inc., at a cost not-to-exceed $21,000.

ATTACHMENTS:	Request for Proposals for Park Facilities Needs Assessment and Impact Fee Analysis
	Scoring Matrix of Proposals
	DTA Proposal (Raleigh, NC) **electronic packet only*
	TischlerBise, Inc. Proposal (Boise, ID) **electronic packet only*
	Matrix Consulting Group Proposal (San Mateo, CA) **electronic packet only*
	Short Elliott Hendrickson, Inc. & Ehlers, Inc. Proposal (Waukesha, WI) **electronic packet only*
FISCAL IMPACT:	Financial impacts are outlined in the background information above.
RECOMMENDED MOTION:	**Motion to approve the proposal submitted by SEH, Inc. and Ehlers, Inc. to complete a Park Needs Assessment and Impact Fee Analysis at a cost not-to-exceed $21,000 utilizing borrowed funds.**

Request for Proposals for

PARK FACILITIES NEEDS ASSESSMENT AND IMPACT FEE ANALYSIS

Prepared by:

Village of Summit
Department of Public Works
37100 Delafield Road
Summit, WI 53066

For information on this BID, please contact:

Kamron Nash, P.E.
Public Works Director
pwdirector@villageofsummitwi.gov
(262) 567-2757

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SUMMARY AND BACKGROUND

The Village of Summit is located along Interstate 94 in western Waukesha County, Wisconsin. The Village offers the benefits of a quiet, rural, and lake country setting near urban amenities. The Village's location provides for outdoor recreational activities and state parks at the doorstep of its residents. With this setting, city offerings like professional sporting events and cultural performances are also easily accessible in the nearby Madison or Milwaukee areas. The Village includes a variety of quality housing developments and excellent school districts, with many shopping and dining opportunities within a short drive. Through well-planned and controlled development, Summit is a growing, thriving community where residents find opportunities to live, work, and play.

The Village of Summit's Public Works Department has oversight and responsibility of the Village's park and recreation system. The Public Works Department is comprised of one director, three full-time maintenance staff, and two part-time seasonal staff serving a population of 5,341 (as of the 2025 census). Staffing may adjust slightly based on the needs of the community and available funding. The Village owns and manages a total of 84 acres of parkland and 0.3 mile of multi-use trails. Park amenities include playgrounds, a picnic area with tables, baseball/softball fields, a restroom/storage facility, a sledding hill, a basketball court, and an ADA-accessible kayak/canoe launch on the Bark River.

The Village completed a Comprehensive Outdoor Recreation Plan (CORP) update in 2023. This plan sets the framework for continual improvement of the Village's park and open space system and is intended to guide the development, maintenance, and acquisition of park and open space lands. In addition, the CORP also identifies sources of revenue for capital improvement projects, as well as operation and maintenance expenses. Impact fees are identified as a critical component of funding, as they defray the cost of land development for parks and recreational amenities to accommodate development projects.

The Village's last Park Facilities Needs Assessment and Impact Fee Analysis was completed in 2018. Since the last assessment was completed, a large development with 333 new single-family residential parcels has been fully built out. There are two additional developments that were approved in 2025, with another 30 single-family residential homes planned for construction. In addition, the Village is working with the City of Oconomowoc, the property owner of the Pabst Farms Development, and a large developer to explore the development of the remaining undeveloped Pabst Farms Development parcels north of I-94 and west of CTH P/N Sawyer Rd, potentially creating 60 acres of phased, mixed-use development with single-family residential, multi-family residential, and commercial uses within the Village.

Given the scope of development that is anticipated in the near future, the Village is seeking a Park Facilities Needs Assessment and Impact Fees Analysis to understand the recreation preferences and needs of the community, allowing for better alignment of recreation facilities with residents' expectations. The data and information gathered as part of the assessment will assist the Village in making informed decisions with regard to resource allocation and facility needs and improvements.

PURPOSE OF REQUEST

The Village's impact fee program aims to create mechanisms to charge and collect fees to ensure that development bears its proportionate share of the capital facility and improvement costs warranted by development.

The Village of Summit is seeking proposals from qualified firms to conduct a Park Facilities Needs Assessment and Impact Fee Analysis. The assessment will evaluate the current state of recreational facilities, identify community needs, and provide recommendations for future improvements. An analysis of the Village of Summit's existing Park Impact Fee policy and recommended updates should accompany this work.

SCOPE OF WORK

The selected consultant will be expected to:

- Meet with Village staff to review and evaluate current data and methodologies, provide suggestions for modern, up-to-date, defensible methodologies, move forward with the study using agreed-upon methodologies, and gather the data needed to conduct the studies and analysis; and
- Document and summarize existing conditions and current deficiencies, report on identified community needs, regional trends, and peer providers' offerings, and review recommended levels of service for various recreation amenities.
- Update impact fees and impact fee formulas, where appropriate.
- Provide a detailed assessment of needs, current deficiencies, and opportunities for improvement or growth.
- Identify potential funding sources, partnerships, and strategies for implementing recommendations.
- Identify specific changes to the Village of Summit Municipal Code that are required; and
- Estimate potential revenues from the updated impact fees; and
- Assist in reviewing the proposed ordinances needed to effectuate the rates; and
- Present and participate in discussions about the updated impact fees, ordinances, and revenue forecasts at up to two public meetings.

Deliverables to include *(in electronic format):*

- Data tables with raw data, calculations, sources, and links.
- Recommended fee schedule.
- 10-year revenue forecasts.
- Draft Final Park Facilities Needs Assessment and Impact Fee Analysis reports which outline calculations and methodology, including spreadsheets (with calculations) and other documents as appendices.
- Present the findings to the Village of Summit Village Board and stakeholders (in-person meeting). Presentations for public meetings in Microsoft PowerPoint format (to be submitted at least one week prior to meetings).
- Develop an ordinance amendment for the adoption of the proposed impact fees. Provide support during the public hearing and ordinance adoption process.
- Any additional items specific to the Park Facilities Needs Assessment and Impact Fee Analysis study.

PROPOSAL REQUIREMENTS

Project Approach: Provide a clear, concise statement of the general approach to be undertaken on the project.

Scope of Work: The consultant will be required to provide all services and work to complete the required rate study as outlined in this RFP.

Schedule of Work: The consultant shall provide a schedule for the various tasks identified in the Scope of Work. The schedule should include the time allowed for review by the Village.

Qualifications: Consultant qualifications should include detailed information regarding the consultant's experience on similar projects.

A statement to the effect that the consultant's project lead and key team members, as well as sub-consultants, will not be replaced without the Village's prior approval shall be included. The consultant's qualifications should include the following information:

- List a summary of five (5) similar projects completed in the past five (5) years and provide references and an email and phone number for each reference. The Village may request a finished product for evaluation.
- Provide resumes of no more than four (4) key members of the proposed project team and no more than four (4) key members of each sub-consultant who will work on this project. Each resume should be a maximum of one (1) page in length.
- Of the listed reference projects, list the involvement of proposed project team members for whom resumes have been submitted.
- List sub-consultants and specify their involvement in the project. List no more than five (5) projects of similar complexity and magnitude undertaken by the sub-consultant in the past five (5) years and provide references and a phone number for each project.
- The consultant may submit a brochure or narrative discussion, not to exceed five (5) 8.5" x 11" single-sided pages, that provides any further information describing the firm's qualifications for this project.
- The proposal should be accompanied by a brief introductory letter stating firm's interest in the project.

Level of Effort: The consultant shall prepare a separate Level of Effort spreadsheet that contains line items for each major task and subtask to be performed with the estimated person hours per classification to be expended in that effort. The level of effort spreadsheet will be used to evaluate and compare the Village's understanding of the scope of work with the consultant's proposal.

Costs: Costs shall be provided in a lump sum, not-to-exceed format. All direct and indirect costs must be itemized to include an explanation of all fees and costs and should correspond with the Level of Effort spreadsheet.

Selection Procedure: Subsequent to the deadline for acceptance of proposals, the Village will evaluate the Technical Proposal and will determine rankings based upon materials submitted and oral interviews (if deemed necessary by the Village) using the selection criteria and weights indicated below.

CRITERIA	POINT VALUE
Methodology & Approach: Proposal demonstrates a clear understanding of project complexity and goals, provides a tailored approach to achieve outcomes, and utilizes best practices to complete the required work.	Up to 10 points
Experience: Proven experience in conducting recreation needs assessment, impact fees, or similar studies.	Up to 10 points
Expertise: Knowledge of recreational planning, community engagement, and data analysis.	Up to 10 points
Staff Qualifications: Resumes provided demonstrate specialized expertise, relevant experience, and necessary certifications to meet project demands.	Up to 10 points
Cost: The affordability and competitiveness of price will be considered.	Up to 10 points
TOTAL	**Up to 50 points**

Should the Village determine that interviews are desirable, up to 20 additional points may be granted based on those interviews. Ranking will be on a total point basis of the proposal and the interview, if conducted. The Village reserves the right to request follow-up information or clarification from firms under consideration.

Submittal Deadline: All proposals must be received by email or in person to the address below **by Friday, June 12th at 10:00 a.m. CST**:

Kamron Nash, Public Works Director
Village of Summit
37100 Delafield Rd
Summit, WI 53066

Or by email at: pwdirector@villageofsummitwi.gov

Any proposal received after the specified date and time will automatically be rejected and will not receive any further consideration by the Village. Postmarks will not be accepted.

Proposal Contact: Please contact Kamron Nash by phone at 262-567-2757 or by email at pwdirector@villageofsummitwi.gov with any questions. All inquiries must be received by Tuesday, June 9, 2026. All inquiries made by prospective bidders will be answered by the Village and will be submitted to all interested parties in order to ensure that all parties are operating with the same information.

Schedule: The approximate RFP schedule is summarized below *(dates may be subject to change)*:

- Issuance of RFP: May 15, 2026
- Consultant submittals due: June 12, 2026
- Consultant interviews, reference checks, draft scope of work: late June/early July 2026
- Contract agreement, consultant approval, Notice to Proceed: July 2026

CONTRACT OBLIGATIONS

Contract terms and conditions will be negotiated upon selection of the winning bidder for this RFP. All contractual terms and conditions will be subject to review by the Village Attorney and will include scope, budget, schedule, and other necessary items pertaining to the project.

This solicitation does not commit the Village of Summit to award a contract or to procure or contract for services or supplies. The Village reserves the right to modify and waive any and all informalities or technicalities, or to reject any and all proposals and/or parts thereof, and to accept that proposal which it deems most favorable for the Village.

Each response to this RFP shall be made at the sole cost and expense of each proposing firm and with the express understanding that no claims against the Village of Summit for reimbursement will be accepted. All materials submitted in response to this RFP will become the property of the Village upon delivery. Non-disclosure of the data contained within a proposal cannot be guaranteed because of Public Records Laws.

Village of Summit
Park Facilities Needs Analysis & Impact Fee Study
Proposal Selection Matrix

Evaluator: Kamron Nash

Criteria	Point Value: DTA (Raleigh, NC)	TischlerBise, Inc. (Boise, ID)	Matrix Consulting Group (San Mateo, CA)	Short Elliott Hendrickson, Inc. & Ehlers, Inc. (Waukesha, WI)	Notes
Methodology & Approach: Proposal demonstrates a clear understanding of project complexity and goals, provides a tailored approach to achieve outcomes, and utilizes best practices to complete the required work. *(Up to 10 points)*	6	8	9	9	DTA serves communities nation-wide, with many large-scale projects that are much more detailed in scope than ours; project approach is very detailed and technical (difficult to follow), but includes language for non-recreation studies and planning; estimating 6+ months to complete work. TischlerBise provides concise, easy to understand explanation of approach and Matrix Consulting has simple, easy to understand matrix of methodology and approach with task results included. 6-month timeline for completion. SEH tasks are well-defined and easy to understand, with specific tasks clearly identified. 6+ month schedule for completion. Of note, SEH was only firm to specifically discuss evaluation of non-residential properties.
Experience: Proven experience in conducting recreation needs assessment, impact fees, or similar studies. *(Up to 10 points)*	7	8	9	9	DTA does not focus on recreation-related studies. TischlerBise has relevant recreation experience. One project was in DeForest, although it was not solely recreation-based. Matrix Consulting has parks and recreation experience separately listed across country, although closest is in MI. Reference projects recreation-related, but some are not facilities analysis or impact fee development. SEH collaboration with Ehlers, who is also our financial advisor and is well-versed with the Village and its financial structure and impact fees. Projects identified are local and similar to requested project.
Expertise: Knowledge of recreational planning, community engagement, and data analysis. *(Up to 10 points)*	7	8	9	9	DTA has excellent experience, but does not speak to recreation experience in detail. TischlerBise has good knowledge and explanation of expertise components. Matrix Consulting has good knowledge and explanation of expertise. SEH and Ehlers expertise is well-rounded and directly related to the type of work being requested.
Staff Qualifications: Resumes provided demonstrate specialized expertise, relevant experience, and necessary certifications to meet project demands. *(Up to 10 points)*	9	7	9	9	DTA has many high-level staff incorporated into work. TischlerBise resumes lengthy (over 1 page each); knowledgeable staff. Matrix Consulting has good mix of experience. SEH and Ehlers staff are well-qualified and are knowledgeable with Village finances, infrastructure, and development.
Cost: The affordability and competitiveness of price will be considered. *(Up to 10 points)*	3	6	6	8	DTA cost is very high, with travel expenses from across the country. Tischlerbise cost is higher, including some scope work that may not be needed and was not specifically included in RFP. Matrix Consulting cost is higher, including some scope work tha tmay not be needed and was not specifically included in RFP. SEH proposed cost $1,000 over budget, but more in line with scope of work and level of effort anticipated.
Total Points	32	37	42	44	

PROPOSAL

PARK FACILITIES NEEDS ASSESSMENT AND IMPACT FEE ANALYSIS

June 12, 2026

Response to RFP

VILLAGE OF SUMMIT, WI

SUBMITTED BY:

Kuda Wekwete
Managing Director

614 Capital Boulevard, Unit 202
Raleigh, NC 27603
(800) 969-4382
Kuda@FinanceDTA.com

www.FinanceDTA.com

614 Capital Boulevard, Unit 202
Raleigh, NC 27603

VILLAGE OF SUMMIT

IMPACT FEE STUDY

PROPOSAL SUBMISSION DEADLINE:

JUNE 12, 2026, AT 10:00 A.M.

Prepared for:

Village of Summit

Department of Public Works
37100 Delafield Road
Summit, WI 53066
Attention: Kamron Nash, Public Works Director

Project Contact:

Kuda Wekwete
Managing Director, DTA
614 Capital Boulevard, Unit 202
Raleigh, NC 27603
Phone: (800) 969-4DTA x204

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I COVER LETTER

Ms. Kamron Nash, Public Works Director
Village of Summit
Department of Public Works
37100 Delafield Road
Summit, WI 53066
E-mail: PWDirector@VillageofSummitWI.gov

June 10, 2026

RE: Request for Proposals ("RFP") for a Park Facilities Needs Assessment and Impact Fee Analysis

Dear Ms. Nash:

DTA Public Finance, Inc. ("DTA"), is pleased to submit this proposal to the Village of Summit (the "Village"). It is our understanding that the Village is seeking a qualified consultant to conduct a park facilities needs assessment and impact fee analysis. The assessment will evaluate the current state of recreation facilities, identify community needs, and provide recommendations for future improvements. All work to be completed will satisfy the requirements of Wisconsin Statutes § 66.0617 (the "Wisconsin Impact Fee Act"). The Wisconsin Impact Fee Act-compliant Development Impact Fee ("DIF") Nexus Study ("Fee Study") would recommend the appropriate fee justification methodology and fee levels to support specific types of Village-selected capital facilities needed to serve new growth.

DTA works closely with planning and community development departments of our municipal clients nationwide, including, most recently, the City of Laconia (NH), City of Fayetteville (AR), City of Kingsland (GA), Village of Oswego (IL), County of El Paso, (TX), Pickens County (SC), City of Delray Beach (FL), City of Plantation (FL), City of Riviera Beach (FL), Hillsborough County (FL), and Jefferson County (FL). In February 2025, DTA was hired by the City of Greeley to conduct a comprehensive review of the City's development code and perform a DIF study. The City currently assesses one-time DIFs on new residential, office, industrial, and retail projects, including Transportation, Police, Fire, Parks, Trails, and Stormwater Drainage DIFs. **In addition to the Citywide impact fee study, DTA was hired to conduct a complex DIF for a regional catalyst project with over a billion dollars in investments. This project will be specifically related to the General Improvement District ("GID") that the City intends to form around the area that encompasses the future site of the West Greeley/Cascadia project**. This is set to bring new development to West Greeley and will include an arena, a youth hockey center, a water park, a hotel and convention center, and retail and residential infrastructure. The study will be used to assess the GID impact fee's ability to assist in the funding of regional infrastructure needs. DTA will analyze the various factors, including the City's existing impact fees, utility costs, population projections, land use, regional infrastructure needs, and all other relevant factors, to recommend a sufficient yet equitable impact fee with demonstrated nexus. **In addition, DTA is a member of the Florida Sheriff's Association and is committed to backing the State's Sheriffs and letting them know we're on the side of public safety for law enforcement and fire rescue.**

As described in greater detail in the attached proposal, DTA is a public finance consulting firm with offices in Irvine, San Jose, San Francisco, and Riverside, California, as well as Dallas and El Paso, Texas, Raleigh, North Carolina, and Tampa, Florida. Since its establishment in 1985, DTA has completed consulting assignments for more than 3,000 clients in 26 states. During this period, the firm has been involved in the formation of more than 2,000 public finance districts, with total bond authorizations exceeding $75

billion. Our financing programs have utilized a variety of public financing mechanisms, such as Special Assessment Areas ("SAAs"), Public Improvement Districts ("PIDs"), Assessment Districts ("ADs"), Community Facilities Districts ("CFDs"), Certificates of Participation, Tax Allocation Bonds, Sewer and Water Revenue Bonds, Marks-Roos Bond Pools, Landscaping and Lighting Districts ("LLDs"), Integrated Financing Districts, and various types of fee programs. **Notably, DTA is licensed and registered with the U.S. Securities and Exchange Commission ("SEC") and Municipal Securities Rulemaking Board ("MSRB") as a Municipal Advisor (No. 867-01160) and follows all the fiduciary requirements associated with this designation.**

Each of DTA's DIF studies includes a cost-benefit analysis and the determination of nexus between the facilities financed and financing mechanism. DTA has prepared approximately 700 fee justification studies to date for a variety of public improvements, including transportation, water, sewer and flood control facilities, fire protection districts, fire and police stations, **parks, libraries, schools, and other types of infrastructure.** DTA is also currently involved in impact fee engagements in Arizona, Arkansas, Florida, Illinois, New Mexico, North Carolina, South Carolina, and New Hampshire.

DTA has assembled a project team for the Village with the breadth of experience required to provide impact fee consulting services in a professional and timely manner. **This project would be primarily handled out of DTA's Raleigh office**. I, Kuda Wekwete, a Managing Director at DTA, would be the Principal-in-Charge and have the Village's primary account responsibility. Hector Perez, a Senior Manager at DTA, and Richard Ruiz, a Manager at DTA, will serve jointly as the primary points of contact and be assisted by other support staff. Steve Runk, P.E., Vice President of Engineering Services at DTA, and David Taussig, Chairman/Managing Director, will provide engineering expertise and technical advisory services, respectively.

I hold a Series 50 license as a Municipal Advisor with the SEC/MSRB under rules promulgated following the Dodd-Frank Act in 2010. Brief resumes for each of our team members are included in Section V of this proposal. Key personnel will be available to the extent proposed, or designated by the Village, for the duration of the project and no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Village. All personnel will be available full-time (100%) for the duration of the project and a proposed schedule can be found in Section IV. Given the Village's desired project timeline, this timeline of events can and will be completed within the proposed time frame according to the Village's specifications.

If you have questions regarding this proposal, please contact me by phone at (800) 969 4DTA x204 or by e-mail at Kuda@FinanceDTA.com. Thank you for the opportunity to work with the Village on this engagement.

Best Regards,

Kuda Wekwete
Managing Director
Phone: (800) 969-4DTA x204
Kuda@FinanceDTA.com

II PROJECT APPROACH

A Project Management Services

DTA's client contact and interaction continue beyond the basic deliverables. DTA is a customer and community-centric firm committed to excellence, quality products, and an open and interactive communication environment. We employ these practices in the workplace, in cities, counties, and towns, and with the many clients that we have served for 40 years. **DTA realizes that every client, like every person, is a distinct entity best understood and served in a direct and collaborative manner**.

DTA serves clients in small towns, medium-sized cities, and larger municipalities. Our service philosophy is three-pronged: we strive to know our customers, understand the communities we're privileged to serve, and always provide the best care, advice, and products. At DTA, we also understand that every project is different, and every outcome is special to our team. Our values of accountability, integrity, and excellence support all work performed. **We create strategies to guide and implement impactful public finance solutions**.

DTA has assembled an experienced and capable team with expertise in each unique element of study requested by the Village. All personnel will be available full-time (100%) for the duration of the project. As such, a key objective for this project will be to complete all tasks of the project within the agreed-upon budget and schedule. Time and time again, DTA has proven its ability to adhere to contract agreements and understand the importance of good project management. A number of key strategies employed for all of DTA's clients are listed below:

- Reviewing prior studies and effectively managing data requests and data gathering/consolidation;
- Ensuring key stakeholder input is received prior to writing any reports, so work need not be duplicated;
- Leveraging technology to request and track information from various sources and stakeholders;
- Setting up standing conference calls (i.e., bi-weekly), in addition to scheduled meetings with Village staff in order to stay on track with tasks and deliverables and discuss critical project elements; and
- Preparing internal report drafts for Village staff review and discussion on conference call(s).

DTA utilizes the software application BQE CORE to track project expenditures. This program is always available to DTA's employees and provides detailed project information ranging from the execution of the contract to completion of the project. To manage this contract effectively in terms of team performance, schedule compliance, and budget adherence, Mr. Wekwete, DTA's Principal-in-Charge, will utilize these tools:

- Bi-weekly assignment checklists throughout the life of the contract to ensure each task remains on schedule by utilizing proper staffing assignments.
- Consistent communication with Village staff via e-mail, telephone, and in-person meetings, as needed.
- Weekly budget review to ensure no budget overruns occur. DTA's customized accounting system will enable us to track the expenditures to date each week and ensure budget compliance.
- Regular meetings with Village staff to discuss progress and any issues and receive guidance.

At DTA, all our multidisciplinary team members come from diverse backgrounds, and we put people first. We pride ourselves on developing strong relationships with our clients and working closely with them to understand the big picture and goals they want to achieve as a result of our engagement, as well as how DTA's work may impact other initiatives both now and in the future. We understand that public finance is about ensuring that communities can thrive by assessing what the best solution is for the community as a whole and what will help the community reach and sustain infrastructure growth goals.

DTA brings a practical perspective combined with real-world experience in working with municipalities, which gives us the ability to understand and communicate with all stakeholders throughout the process. Regarding our engagement approach, we will work closely with Village leadership to engage with property owners, business owners, and community leaders to understand any issues or pressure points, as well as what is envisioned for the future.

Finally, DTA will provide independent and objective work products. Our firm regularly reviews legal opinions, regulations, and statutes that impact or modify public finance-related case law. Thus, DTA is committed to providing deliverables that reflect the most current developments in public finance and real property law.

B Project Approach

DTA would provide all-inclusive professional and technical support to the Village in developing a conceptual project scope and reviewing any existing Village DIF studies related to General Plans, Specific Plans, the Comprehensive Land Use Plan, and the Capital Improvement Plan ("CIP"), in addition to preparing a comprehensive review of required impact fee levels documented in the formal Nexus Study prepared under the Wisconsin Impact Fee Act. Having been subjected to legal and developer scrutiny, DTA has developed a streamlined approach and methodology that establishes a rational and substantial nexus between new development and the need for public facilities.

DTA's Final Report shall not address whether any current or proposed DIFs are valid under the U.S. Constitution's Fifth Amendment Takings Clause. On April 12, 2024, in *Sheetz v. County of El Dorado* (2024), the U.S. Supreme Court held that its decisions in *Nollan v. California Coastal Comm'n* (1987) 483 U.S. 825 and *Dolan v. City of Tigard* (1994) 512 U.S. 374 apply to legislatively imposed conditions on land-use permits. That said, the Supreme Court left it to the California appellate court on remand to address the validity of the traffic impact fee at issue in the case and determine how to apply *Nollan/Dolan* in this context. DTA cannot predict how courts will resolve such issues in the future and is providing no services or guarantees of any kind concerning the validity of any impact fees under the U.S. Constitution's Fifth Amendment Takings Clause.

In determining a reasonable nexus for each specific type of public facility, DTA will utilize one or more of the methodologies discussed below depending upon the data and other information available from the Village and its current infrastructure policies. All the fee methodologies employ the concept of an Equivalent Dwelling Unit ("EDU") to allocate benefit among various land use classes. EDUs are a means of quantifying different land uses in terms of their equivalence to a residential dwelling unit, where equivalence is measured in terms of potential infrastructure use or benefit from each type of public facility. For many types of facilities, EDUs are calculated based on the number of residents or employees generated by each land use class. For other facilities, different measures, such as the number of service calls, quantity of trip miles, or amount of storm water run-off, more accurately represent the benefit provided to each land use class. Transportation facilities typically demand EDU calculations predicated on a per unit or per trip basis. The three types of fee methodologies used by DTA to establish EDUs for a public facility within a typical Wisconsin Impact Fee Act-compliant study are based on either an existing

Infrastructure Plan, a predetermined capacity amount, or a generic standard.

Plan-Based Fees: The first method of apportioning fees is based on a "Plan," such as a Master Plan of Facilities, that identifies a finite set of improvements. These Facilities Plans generally identify a finite set of facilities needed by the public agency and are developed according to assessments of facilities needs prepared by staff and/or outside consultants and adopted by the public agency's legislative body. With this plan-based approach, specific costs can be projected and assigned to all land uses planned in the future, often with a specific time period in mind that reflects new development projections. In preparing an impact fee analysis, facilities costs can be allocated in proportion to the amount of demand caused by each type of future development. It works well when it is difficult to measure the actual service needed by a land use type or where capacity cannot be directly related to demand. These plan-based fees are typically per unit assessments. This type of plan-based approach is generally preferable to the two other approaches to cost allocation listed below, but it does require the existence of a Facilities Plan, which is not always available.

Capacity-Based Fees: A second method of fee assessment is based on the "capacity" of a service or system, such as a water tank or a sewer plant. This kind of fee is not dependent on a particular Land Use Plan (i.e., amount or intensity), but rather it is based on a rate or cost per unit of capacity that can be applied to any type of development as long as the system has adequate capacity. This type of fee is useful when the costs of the facility or system are unknown at the outset, but it requires that the amount of capacity used by a particular land use type be measurable or estimable. Capacity-based impact fees are assessed based on the demand rate per unit.

Standard-Based Fees: A third method of assessing fees is based on "standards" where costs are based on units of demand. This method establishes a generic unit cost for capacity, which is then applied to each land use per unit of demand. Parks are an excellent example of this type of fee structure. For example, a municipality may find that it currently provides five acres of parkland per thousand residents, which it may then require for all new residential development. Thus, this standard is not based on cost but rather on a standard of service. This methodology provides several advantages, including not needing to know the cost of a specific facility, identifying how much capacity or service is provided by the current system, or having to commit to a specific size of facility.

In preparing its analysis, DTA will apply one or more of these three methodologies to each facility type to generate applicable fee levels. However, the results of our quantitative analysis will be tempered by real-world factors to be at least considered by the Village prior to the adoption of revised fee levels.

III SCOPE OF WORK

Work products stemming from the work plan described in this section will include a memorandum ("memo") detailing the findings and methodologies of the growth analysis, a memo summarizing the fee methodology options, and the Draft and Final Reports.

Task 1 – Development of Project Strategy and Kickoff Meeting

DTA staff will meet with Village staff in a project kickoff meeting to finalize the details of the project, deliverables, timetables, and tasks, discuss the fee methodologies and best practices, identify needed information (i.e., reports, project/needs lists, stakeholder groups, data, etc.), prepare the final schedule, discuss the public process, and resolve other concerns, as appropriate.

Task 2 – Develop Population and Dwelling Unit Projections

DTA will compile and document existing and future population, planning, and development estimates for the Village. The projections resulting from this task will ultimately calculate fee levels. At this stage, DTA will evaluate Village resources, influences, all factors affecting the existing Fee Study, and pertinent impact fee(s) as outlined by the Village. This task comprises four subtasks.

2A **Population Projections***:* DTA will gather existing information on present and future population for the Village from various sources, including staff, the General Plan, existing Master Plans, the Land Use Plan, the CIP, the U.S. Census, the Wisconsin Department of Financial Institutions, and from other data sources, as needed.

2B **Conduct Entitlement Research and Projections***:* DTA will coordinate with Village staff to determine existing and future residential and non-residential development within the Village over the planning horizon. To complete this subtask, DTA will review the General Plan/CIP and related plans to determine expected development land use patterns in the Village, assess Village records to identify existing entitlements for dwelling units and commercial/industrial development, and project the number of new dwelling units and commercial/industrial development based on existing entitlements and population projections for the next 20 years, or such other target year as selected by Village staff.

2C **Review Current Village Fee Structure***:* DTA shall review and summarize the Village's current development fee structures, Village policies and procedures, and other regulatory requirements affecting potential fee structures and revenue program requirements.

2D **Review Prior Village Fee Justification Studies***:* DTA shall review the approach and methodology utilized in prior Village fee justification studies so they can be evaluated in light of the Village's current needs.

Task 3 – Review Facility/Capital Needs and Levels of Service

This task entails the review of the facilities and capital needs required to serve new development in the study area projected in Task 2. DTA will use existing Village materials (and any relevant reports) as base documents and focus our effort on updating this information. For any fee program to be comprehensive in its scope, it is necessary to complete a thorough identification and review of all the facilities that will be impacted by additional growth, including those already discussed in the General Plan or CIP. This task will require close coordination with all appropriate Village departments.

3A **Survey/Interview Village Staff***:* DTA shall survey/interview Village staff to review projected facilities in the Village, along with major equipment needs, the timing at which improvements

will be needed, and any physical data that would assist in developing the costs estimated below in Subtask 3C. Based upon the results of the surveys and interviews, DTA will verify and, if appropriate, expand the list of new facilities found in the General Plan or CIP to be included within the fee program for the Village.

3B **Facilities List**: Based on the information collected in Subtask 3A, DTA shall prepare a facilities needs list that details the new facilities and equipment to serve new development in the Village.

3C **Review Cost Estimates**: DTA's engineering and technical staff will, as necessary, consult with Village department heads and/or engineering staff or equivalent to ascertain and understand in-house cost data for existing and projected facilities and equipment, review and/or refine existing cost data, examine major sources of revenue to fund the construction of new public facilities, and provide a proportional estimate between projected costs for new facilities and estimated revenue from mitigation fees and other sources.

Task 4 – Develop Methodology for Calculating New Fee Amounts

This task entails developing the methodology used to establish the fee amount for each fee component to the extent appropriate. There are two critical issues that must be considered in developing a fee program. The fee program must generate revenues in a timely manner and the methodology must meet the nexus or benefit requirements of the Wisconsin Impact Fee Act. It is critical that any fee established be legally defensible.

DTA's Fee Study methodology must meet the nexus or benefit requirements of the Wisconsin Impact Fee Act, which requires that there be a nexus between the fees imposed, use of the fees, and development projects on which the fees are imposed. Furthermore, there must be a relationship between the amount of the fee and cost of the improvements. Implicit in these requirements is a stipulation that a public agency cannot impose a fee to cure existing deficiencies in public facilities or improve public facilities beyond what is required based on the specific impacts of new development. The benefit methodology established in this task will be documented in the Final Report.

DTA will recommend a Fee Expenditure Plan to ensure that projects can be fully funded and implemented within any required time limits for expenditures of such funds and possible flexibility to allow collected fees to be used to provide the Village with a match for grant applications. Finally, the memo will include recommendations for methodology and next steps. Upon review and discussion by Village staff, a methodology will be selected.

Deliverable: Memo Summarizing the Fee Methodology Options

Task 5 – Determine Fee Levels and Generate Cash Flow Analysis

This task entails calculating the fee amounts based upon the dwelling unit and commercial/industrial development projections completed in Task 2, facilities needs and costs determined in Task 3, and methodology selected in Task 4.

5A **Calculate Recommended Fee Amounts**: DTA shall calculate fees for the Village by inputting the data compiled under the preceding tasks and computing each fee to be levied. This work will be done in a spreadsheet format that can be updated annually. **DTA will also evaluate this data in comparison to surrounding and comparable municipalities or counties so as to arrive at comparable and acceptable fee levels.**

5B **Document Fee Derivation**: DTA shall document the methodology utilized for the fee calculation model that can be understood by the Village and public. DTA shall prepare written statements

documenting the validity of the methodology for deriving each of the fees for the Village. These statements will be made to meet the requirements of the Wisconsin Impact Fee Act and documented in the Final Report discussed below.

Task 6 – Prepare Draft and Final Reports

This task entails the preparation of the Draft and Final Reports for consideration by the Village Board and Village staff.

6A Based on the work completed in Tasks 1-5, DTA will prepare the Draft Report for review and consideration by Village staff. The Draft Report will be prepared under the standards of the Wisconsin Impact Fee Act and is expected to include an executive summary, population projections, a facilities and improvements list, areas of benefit (if applicable), fee calculations, recommended fee levels, and the suggested process for keeping fees current. The report shall also contain full fee schedule tables showing input data and interim calculation results, as well as abbreviated fee schedule tables.

6B **Prepare Final Report**: Based on the incorporation of Village staff comments on the Draft Report, DTA will prepare the Final Report for presentation to the Village Board and Village staff.

Deliverables: Draft and Final Reports

Task 7 – Outline Tasks Required for the Implementation and Administration of the Fee Program

DTA will prepare a list of tasks required of the Village once they have adopted their new fee program. These tasks include the determination of actual fee levels if the Village decides not to impose the maximum fee levels allowed under the Fee Study, the implementation of the fee credit program, and other issues the Village may face when carrying out the fee program. In addition, DTA shall prepare a Draft Ordinance to adopt the fee program, subject to review and approval by the Village's legal counsel.

Deliverable: Draft Ordinance

Task 8 – Attend Up to Four (4) **Additional In-Person Meetings and Virtual Meetings, Plus Regular Virtual Meetings for Bi-Weekly Updates**

This task entails attendance at a total of five (5) in-person meetings/workshops, including the kickoff meeting, with Village staff, focus groups, stakeholders, and the Village Board to present information regarding the status of the impact fee program update, draft study, and Final Report to obtain input. DTA will also be prepared to lead meetings and workshops with selected groups to gain better project understanding, gauge community sentiment, and determine the key objectives. During these meetings, DTA will consider community and stakeholder input. For this purpose, DTA will develop handouts for these meetings that summarize the findings and analysis from the Public Review Draft. **DTA staff shall also schedule standing conference calls (i.e., bi-weekly) with Village staff to stay on track with tasks and deliverables, to the extent allowable under the proposed maximum budget**.

IV SCHEDULE OF WORK

DTA's tentative schedule of tasks for a DIF program/Fee Study is outlined below. Given the Village's desired project timeline, this timeline of events can and will be completed within the proposed time frame according to the Village's specifications. **The firm shall provide ongoing communication, education, and outreach throughout the duration of the project. DTA is able to begin work with minimal notice.**

Table 1: Proposed Schedule

Task	Description	Weeks 1 to 5	Weeks 6 to 9	Weeks 10 to 13	Weeks 14 to 18	Weeks 19 to 22	Weeks 23 to 25
1	Development of Project Strategy and Kickoff Meeting						
2	Develop Population and Demographic Projections						
3	Review Facility/Capital Needs and Levels of Service						
4	Develop Methodology for Calculating New Fee Amounts						
5	Determine Fee Levels and Generate Cash Flow Analysis						
6	Prepare Draft and Final Reports						
7	Outline Tasks Required for the Implementation and Administration of the Fee Program, Including the Preparation of a Draft Ordinance						
8	Attend Four (4) Additional In-Person Meetings and Virtual Meetings, Plus Regular Virtual Meetings for Bi-Weekly Updates						
Ongoing	Communication, Education, and Outreach of Project						

V QUALIFICATIONS

A Firm Qualifications

A.1 Firm Overview

DTA is a public finance and urban economics consulting firm specializing in infrastructure and public services finance. Our firm, which provides public finance consulting services to both public and private sector clients, has offices in Irvine, San Francisco, San Jose, and Riverside, California, as well as Dallas and Houston, Texas, Raleigh, North Carolina, and Tampa, Florida. Additional information on DTA is available on our website (www.FinanceDTA.com).

DTA, a corporation, was incorporated in the State of California on May 15, 1986, and has been providing public finance consulting services for 40 years. The corporation has two officers, specifically David Taussig, Chairman/Managing Director, and Cecily Burke, Secretary, both of whom are authorized to bind the firm. DTA does not hold controlling or financial interests in any other organization and is not owned or controlled by another person or organization. DTA's management personnel consists of four principals identified as David Taussig, Chairman/Managing Director, Kelly Wright, Chief Executive Officer, Andrea Roess, Managing Director, and Kuda Wekwete, Managing Director.

DTA has a diverse, multidisciplinary staff of approximately 50 employees, all of whom are directly involved solely in public finance. Staff members come from backgrounds in several fields, including land development, public administration, civil engineering, investment banking, economic consulting, redevelopment, law, non-profit administration, and land use planning. This diversity of experience and expertise allows DTA to meet a wide variety of challenges related to both the actual work product and client management. DTA's staff members have considerable experience in computer-based financial analyses and modeling, which is a key component of the firm's consulting services. This ensures that the development of any computer model(s) utilized in the Village's potential Fee Study will be in experienced hands.

DTA's client contact and interaction continue beyond the basic deliverables. DTA is a customer and community-centric firm committed to excellence, quality products, and an open and interactive communication environment. We employ these practices in the workplace, in cities, counties, and towns, and with the many clients that we have served for 40 years. **DTA realizes that every client, like every person, is a distinct entity best understood and served in a direct and collaborative manner**.

DTA serves clients in small towns, medium-sized cities, and larger municipalities. Our service philosophy is three-pronged: we strive to know our customers, understand the communities we're privileged to serve, and always provide the best care, advice, and products. At DTA, we also understand that every project is different, and every outcome is special to our team. Our values of accountability, integrity, and excellence support all work performed. **We create strategies to guide and implement impactful public finance solutions**.

DTA has assembled a project team for the Village with the breadth of experience required to provide impact fee consulting services in a professional and timely manner. **This project would be primarily handled out of the Raleigh office**. David Taussig, Chairman/Managing Director, would be the Principal-in-Charge and have the Village's primary account responsibility. He would be assisted by Kuda Wekwete, a Managing Director at DTA, Richard Ruiz, a Manager at DTA, Steve Runk, P.E., Vice President of Engineering Services at DTA, and Hector Perez, a Senior Manager at DTA, in addition to other support staff.

Since its formation in 1985, DTA has assisted over 3,000 public and private sector clients in meeting their infrastructure and public services goals. DTA's consulting services include the following:

- **Public infrastructure and public services financing strategies;**
- Public-private partnerships;
- Assessment engineering and special tax consulting;
- Annual administration of ADs, CFDs, SAAs, and PIDs;
- Fiscal and economic impact analyses;
- **DIF studies and user fee studies;**
- Water and wastewater rate studies; and
- Tax Increment Financing ("TIF") in Florida, New Mexico, Nevada, North Carolina, South Carolina, Texas, and other states.

DTA has also **planned and implemented Public Facilities Financing Plans ("PFFPs")** that have ranged from the quantitative analysis of a single financing mechanism for an individual facility to the preparation of a comprehensive financing plan covering multiple facilities and public services through a series of financing mechanisms. **Such analyses are critical to the forecasting of student enrollment, workforce implementation, use of resources, and facility needs**. Our financial analyses provide public officials, landowners, and other interested parties with the level of information needed to make fully informed decisions regarding land use, infrastructure, and public services financing issues. DTA staff has extensive experience working with various stakeholder groups, including public agency legislative bodies, public agency municipal staff, residents, local chapters of the Building Industry Association ("BIA"), local Chambers of Commerce, and other interested parties.

DTA has provided public finance consulting services to virtually every major city and county in the State of California and completed consulting assignments for more than 3,000 clients in 26 states, including Florida, North Carolina, South Carolina, and the Southeast. DTA has also provided public finance consulting services for over 325 fire protection districts, school districts, and water districts.

Perhaps DTA's most outstanding qualification is the dedication and loyalty of our senior employees, many of whom have worked at DTA for 15 years or more and are available should any unique situations arise. **In 40 years of work establishing over 2,000 financing districts and bond programs, DTA has never once been sued.** Our quality control is without peer and one of the key components in ensuring our firm's success. DTA continues to seek innovative solutions and refine our work product to better serve and protect our clients.

A.2 DIF-Specific Experience

DTA has been performing public facilities fee consulting services for 39 years, since 1987. We have extensive experience preparing DIF studies that have withstood legal scrutiny to the extent that none of our prior studies have been subject to any type of litigation. DTA has prepared approximately 700 fee justification studies to date for a variety of public improvements, including transportation, water, sewer and flood control facilities, fire protection districts, fire and police stations, parks, libraries, school facilities, and other types of infrastructure.

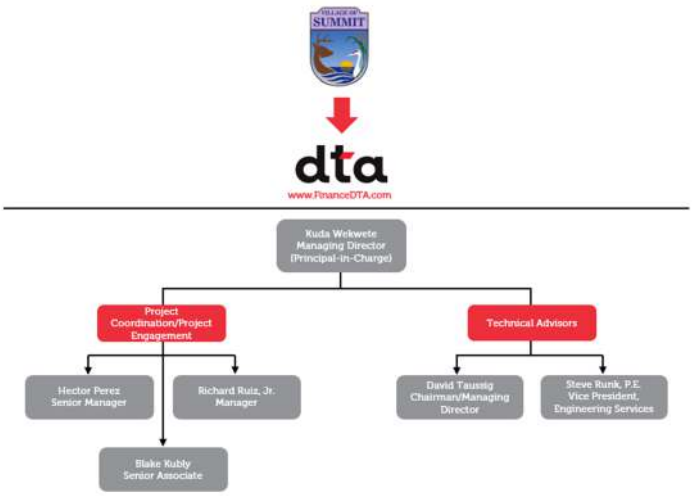
A partial list of the municipal clients whom we have completed impact fee studies for in California in recent years is provided below. **DTA is also currently involved in impact fee engagements in Arizona, Arkansas, Illinois, New Hampshire, New Mexico, North Carolina, Rhode Island, South Carolina, and Florida, including the City of Cape Coral, City of Delray Beach, City of Deerfield Beach, City of Riviera Beach, City of Venice, City of Plantation, and Hillsborough County.**

- City of Anaheim;
- City of Blythe;
- City of Brawley;
- City of Calexico;
- City of Campbell;
- City of Cathedral City;
- City of Cerritos;
- City of Chino;
- City of Chino Hills;
- City of Colton;
- City of Costa Mesa;
- City of Cypress;
- City of Desert Hot Springs;
- City of Escalon;
- City of Firebaugh;
- City of Fontana;
- City of Fowler;
- City of Glendale;
- City of Hawthorne;
- City of Hesperia;
- City of Ione;
- City of Kingsburg;
- City of La Verne;
- City of Lakeview;
- City of Live Oak;
- City of Los Banos;
- City of Manteca;
- City of Morro Bay;
- City of Napa;
- City of National City;
- City of Palo Alto;
- City of Pasadena;
- City of Paso Robles;
- City of Perris;
- City of Placentia;
- City of Red Bluff;
- City of Redding;
- City of Redlands;
- City of Rialto;
- City of San Bernardino;
- City of San Francisco;
- City of San Jacinto;
- City of San Jose;
- City of San Luis Obispo;
- City of San Ramon;
- City of Sanger;
- City of Santa Ana;
- City of Santa Maria;
- City of Soledad;
- City of South San Francisco;
- City of Torrance;
- City of Tustin;
- City of Upland;
- City of Victorville;
- County of Colusa;
- County of Fresno;
- County of Kings;
- County of Pasadena;
- County of Riverside;
- County of San Bernardino;
- County of San Francisco
- County of San Luis Obispo;
- County of Santa Barbara;
- County of Santa Clara Fire Department;
- County of Shasta;
- County of South Santa Clara Fire District;
- County of Yuba;
- Town of Loomis;
- Town of Mammoth Lakes;
- Beaumont Cherry Valley Recreation and Parks District;
- Denair Community Services District;
- El Dorado Hills Fire Department;
- Jurupa Area Recreation and Park District;
- San Gorgonio Memorial Hospital;
- San Gorgonio Pass Water Agency; and
- South Yuba Transportation Improvement Authority.

B Key Personnel Qualifications

DTA has assigned personnel to this project who bring experience and technical expertise to each unique element of study. Our team organization is illustrated below. Project roles of our key team members are described below and followed by professional resumes. All personnel will be available full-time (100%) for the duration of the project. **DTA does not anticipate employing subconsultants for any portion of this engagement**.

Figure 1: Team Organization Chart



DTA has assembled a project team for the Village with the breadth of experience required to provide impact fee consulting services in a professional and timely manner. **This project would be primarily handled out of DTA's Raleigh office**. Mr. Wekwete will serve as the Principal-in-Charge of DTA's project team and handle primary account responsibilities for this engagement. He will attend meetings as necessary and supervise all project staff.

Mr. Perez and Mr. Ruiz will be the Village's primary points of contact throughout this engagement. They will manage the work of DTA's project team, including leading data collection efforts, directing the development of our technical model, providing senior-level analysis, reviewing progress and work products with Village staff and community groups, presenting study findings at project meetings, and finalizing study documentation. Mr. Perez and Mr. Ruiz will be assisted in these tasks by other support staff.

Mr. Taussig will provide technical advisory services related to elements of the Fee Study, as needed, and oversee all quality assurance and quality control measures. Mr. Runk will provide engineering expertise, assist in the selection of facilities to be included on the facilities needs list, prepare and/or review facilities cost estimates, and contribute to the apportionment analysis of specific facilities to be included in the fee program.

Key personnel will be available to the extent proposed, or designated by the Village, for the duration of the project and no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of the Village. In addition, DTA is not behind schedule or past the completion date for any active projects and has a long history of delivering projects on a timely basis and adhering to agreements.

DTA has an enviable reputation for producing high-quality work in a quick and efficient manner to correspond with even the most aggressive project schedule. DTA's clients also receive high levels of personal attention from senior staff, with a Managing Director, Senior Vice President, or Vice President always available to meet with public agency staff and other groups.

B.1 DTA Team Resumes

Kuda Wekwete
Managing Director | Kuda@FinanceDTA.com
Project Role – Principal-in-Charge

Since joining DTA in 2005, Mr. Wekwete has been involved in all aspects of the formation and implementation of special districts to fund infrastructure and services, as well as the sale of over $300 million in CFD bonds, **across many states and cities, including the States of Florida, New Hampshire, Texas, and South Carolina**. His work has involved the preparation of tax spreads and overlapping debt analyses for the formation and/or sale of bonds for over 175 special districts established throughout California. In this role, Mr. Wekwete has prepared Rates and Methods of Apportionment ("RMAs"), CFD and Engineer's Reports, and documents required for the formation of CFDs, sale of property, and annual levying of special taxes. He has also been responsible for preparing PFFPs involving CFDs and other public finance mechanisms.

In addition, Mr. Wekwete has been actively involved in the preparation of dozens of fee studies, especially in the area of transportation infrastructure costing, and apportionment of these costs over various land use types based on benefit criteria. His engineering background has enabled him to assist DTA's Vice President of Engineering Services in applying a variety of apportionment methodologies to the development of fee studies and establishment of Benefit ADs for public sector clients. Mr. Wekwete's recent work on DIF studies has included engagements for the Cities of Colton, Desert Hot Springs, Fontana, Paso Robles, Perris, and Torrance and the Counties of Riverside, San Bernardino, San Luis Obispo, and Santa Barbara, among others.

Mr. Wekwete also has experience in the preparation of Fiscal Impact Reports ("FIRs"), tax increment analyses, and PFFPs and has performed due diligence services and developed disclosure documentation for land purchasers, public agencies, and lenders.

Mr. Wekwete received his B.S. and M.S. in operations research and industrial engineering from Cornell University and Columbia University, respectively. He also holds a Series 50 license as a registered Municipal Advisor with the SEC/MSRB under rules promulgated following the Dodd-Frank Act in 2010.

Steve Runk, P.E.
Vice President, Engineering Services | Steve@FinanceDTA.com
Project Role – Engineer (State License Number C23473 – California Registered Civil Engineer)

Mr. Runk has over 45 years of experience in the design and construction management of major civil engineering projects, including roadways, bridges, sewer and water improvements, and flood control facilities, grading for public works projects, and construction of commercial and industrial buildings. Mr. Runk's specific responsibilities have included design, quality control, specifications, estimates, construction bid packages, construction coordination and management, cost analyses and cost control, scheduling, manpower forecasting, staffing, and marketing. He has also assisted public agencies and developers in the procurement of funding from the California Department of Transportation ("Caltrans") and other federal and state agencies. Mr. Runk has provided engineering services to municipalities **across many states and cities, including the States of Arizona, Arkansas, Florida, Georgia, New Hampshire, New Mexico, Rhode Island, and South Carolina.**

Mr. Runk has a proven track record of meeting schedules and adhering to budgets. Since joining DTA in 2000, he has worked with local agencies to resolve community issues and negotiate scope changes with contractors to ensure the timely and satisfactory completion of construction projects. **He has also acted as the Project Manager for the establishment of ADs and preparation of numerous Assembly Bill ("AB") 1600 DIF justification studies**. Mr. Runk specializes in preparing assessment apportionment formulas and fee studies for roads, storm drains, and water and wastewater facilities. He has been involved in preparing needs lists and apportioning facilities costs for many of DTA's AB 1600 studies, including those in the Cities of Anaheim, Brawley, Coachella, Chino Hills, Hesperia, Paso Robles, San Luis Obispo, Tustin, and Victorville, as well as the County of San Bernardino and a number of water districts, including the San Gorgonio Pass Water Agency. He was also closely involved in DTA's previous work as the AB 1600 consultant for the County of Riverside.

Prior to joining DTA, Mr. Runk, as the Senior Construction Manager for Holmes & Narver, Inc., successfully completed the construction of the SR-41 Freeway in Fresno County, which was the County's first Measure "C" sales tax-funded freeway. Prior to this project, Mr. Runk successfully completed the construction of the SR-71 Freeway in Chino/Chino Hills, California. This $98 million project was the first Measure "M" sales tax-funded project for the San Bernardino Associated Governments ("SANBAG"). Mr. Runk's responsibilities on both projects included contract management, quality control, public relations, cash flow analyses, project closeout, and compliance with federal and State funding requirements.

Previously, Mr. Runk held positions with various public and private engineering entities in which he delivered projects requiring a wide variety of engineering expertise. He holds a B.S. in engineering from the University of California at Los Angeles and an M.S. in civil engineering from California State University at Long Beach. Mr. Runk is a registered Civil Engineer in the State of California.

Hector Perez
Senior Manager | Hector@FinanceDTA.com
Project Role – Project Coordination/Project Engagement

Hector Perez has significant senior management experience in municipal government, health care, resource development, and the private and public sectors. For instance, he has experience with assessing and resolving community development issues, such as capital projects, water/wastewater capacity, sports complexes, traffic impacts, and neighborhood expansions. Mr. Perez has directed strategic planning and financial management responsibilities, budgeting strategy for facilities, technology, and capital expenditures for medium to larger organizations, including public agencies with operating budgets of $400 million and 3,000 employees. He has supervised construction projects that have included architects, construction companies, space planners, scheduling consultants, and engineers while providing day-to-day budget direction and management.

Mr. Perez also has extensive experience working with municipal government staff members and departments (including countywide public safety operations), volunteers, community activists, regulatory agencies, elected officials, and law enforcement. He has worked with numerous law enforcement offices to achieve staffing levels, inventory modernization, and neighborhood coverage throughout a comprehensive budget. In addition, Mr. Perez worked for a large county in Florida supporting the administration and commissioners with growth management issues, such as roadway expansion, building permits, and related DIFs. **He is responsible for projects in Florida, New Hampshire, North Carolina, South Carolina, Texas, and the Southeast consisting of impact fees, PIDs, Special Assessment Districts, and their administration for developers and cities/counties**.

Mr. Perez has a bachelor's degree from Florida State University and a graduate certificate in non-profit management and innovation from the Sykes Graduate Business School at the University of Tampa. In addition, he completed the Certified Financial Planning Course Program at North Carolina State University. Mr. Perez is a member of American Water Works Association ("AWWA") and has the experience and work history of understanding and applying the best practices of AWWA and Water Environment Federation ("WEF") in rate studies.

Richard Ruiz, Jr.
Manager | Richard@FinanceDTA.com
Project Role – Project Coordination/Project Engagement

Mr. Ruiz has a background in econometrics and industrial organization. Since joining DTA, he has been involved in the formation and administration of numerous CFDs, ADs, and LLDs throughout California and several other states, including Florida, North Carolina, Texas, and Utah. His responsibilities related to these projects have included the development of tax spread proforma analyses and preparation of overlapping debt analyses. In addition, while at DTA, he has participated in a variety of projects, including fiscal and economic impact studies for cities and counties throughout California, school district rezoning projects, city/county annexation projects, user fee calculations, and living wage analyses.

Mr. Ruiz also has extensive experience working on the preparation of DIF justification studies for cities and counties in California and numerous other states, **including Arizona, Arkansas, Florida, Georgia, New Hampshire, Rhode Island, and South Carolina**. His responsibilities during the impact fee justification and apportionment analysis process for each respective project include the preparation of capital improvement and public facilities needs lists, data collection, the development and modification of the DIF Report model, the production of a written report, and interactions with city, county, and district staff and key stakeholders. Mr. Ruiz' recent work on DIF studies in California has included engagements for the Cities of Chino Hills, Colton, Coronado, Cypress, Daly City, Desert Hot Springs, Fontana, Fowler, Inglewood, Ione, Manteca, Mammoth Lakes, Norco, Palo Alto, Perris, San Jose, Soledad, Torrance, Upland, Victorville, and Yucaipa and the Counties of San Luis Obispo and Santa Barbara, among others, in addition to the El Dorado Hills Fire Department. **East coast projects include City of Laconia, New Hampshire, Pickens County, South Carolina, City of Fayetteville, Arkansas, City and County of El Paso, Texas, City of Kingsland, GA, Village of Oswego, Illinois, and City of Riviera Beach, City of Delray Beach, City of Plantation, Hillsborough County, and Jefferson County, Florida**.

Prior to joining DTA, Mr. Ruiz spent 14 years with an energy economics consulting firm that focused on economic and market research studies, mergers and acquisitions analyses, market entry research strategies, and economic due diligence projects for companies seeking equity funding. He has a degree in economics from California State University at Long Beach with a concentration in public finance. Mr. Ruiz is a member of AWWA and has the experience and work history of understanding and applying the best practices of AWWA and WEF in rate studies. He is also a Professional Member with the Institute of Transportation Engineers ("ITE").

C References

DTA has provided public finance consulting services to virtually every major city and county in the State of California and prepared Impact and Finance Reports for municipalities in the States of Arizona, Florida, New Mexico, and Texas. **The firm has completed consulting assignments for more than 3,000 clients in 26 states, including Arizona, California, Colorado, Florida, New Mexico, North Carolina, South Carolina, Tennessee, and Utah**. Listed below are five (5) references for DTA's recent work involving public finance consulting services for cities and counties nationwide. DTA has a long history of delivering projects on a timely basis and adhering to agreements. We encourage you to contact our references to learn firsthand how well DTA staff meets the needs of our clients.

C.1 City of Greeley

Table 2: Reference Information

Location	City of Greeley, CO
Contact Name	Brian McBroom
Address	1000 10th Street, Greeley, CO 80631
E-mail Address	Brian.McBroom@GreeleyGov.com
Phone Number	(970) 350-9770
Key Project Staff	Kuda Wekwete (Principal-in-Charge) Hector Perez (Project Manager), Kyle Martinez (Task Specialist), and Richard Ruiz (Task Specialist)
Project Dates	February 2025-Present

DTA is conducting a comprehensive review of the City of Greeley's development code and perform a DIF study. All work to be completed will satisfy the requirements of the Colorado Revised Statutes §29-20-104.5 (the "Impact Fees Act"). The Impact Fees Act-compliant DIF Nexus Study would recommend the appropriate fee justification methodology and fee levels to support specific types of City-selected capital facilities needed to serve new growth. The City currently assesses one-time DIFs on new residential, office, industrial, and retail projects, including Transportation, Police, Fire, Parks, Trails, and Stormwater Drainage DIFs.

C.2 Village of Oswego

Table 3: Reference Information

Location	Village of Oswego, IL
Contact Name	Dan Di Santo, Village Administrator
Address	100 Parkers Mill, Oswego, Il. 60543
E-mail Address	DDiSanto@OswegoIL.org
Phone Number	(630) 551-2340
Key Project Staff	Kuda Wekwete (Project Manager), Steve Runk (Engineer), Richard Ruiz (Task Specialist), and Hector Perez (Task Specialist)
Project Dates	April 2024-Ongoing

DTA is working with the Village of Oswego to analyze and update the current impact fee distribution. As development increases within the Village borders, there may be a need to redistribute the percentages identified in the previous study prepared in 2015 and DTA's initial work in Phase 1 for the Village, School District 308 ("SD308"), and taxing districts in 2024. All work to be completed will satisfy the requirements of 605 Illinois Compiled Statutes ("ILCS") 5/5-904 (the "Illinois Impact Fee Law"). The Illinois Impact Fee Law-compliant DIF Nexus Study will recommend the appropriate fee justification methodology and fee levels to support specific types of Village-selected capital facilities needed to serve new growth. As part of DTA's initial engagement and project product, the Village is proceeding with approved interim distribution levels for all taxing districts, including SD308.

C.3 City of Laconia

Table 4: Reference Information

Location	City of Laconia, NH	
Contact Name	Tyler Carmichael, Assistant Planner	Rob Mora, Planning Director
Address	45 Beacon Street East, Laconia, NH 03246	
E-mail Address	TCarmichael@LaconiaNH.gov	RMora@LaconiaNH.gov
Phone Number	(603) 527-1264	(603) 527-1264
Key Project Staff	Kuda Wekwete (Project Manager), Steve Runk (Engineer), Richard Ruiz (Task Specialist), and Hector Perez (Task Specialist)	
Project Dates	October 2024-October 2025	

DTA was recently hired as a consultant by City of Laconia to provide a comprehensive study for the assessment and development of a City DIF program. The City's last Nexus Study was completed in May of 2009. The purpose of the study was to evaluate and recommend appropriate fee justification methodologies and new fees with a legally supportable analysis based on current and projected demographics. The fees reviewed and recommended in this study included Administration, Police, Fire, Parks and Recreation, Library, Roads, Water, and Public Schools. Of significant interest, the City selected DTA to review, analyze, and recommend the best course of action for a new major development north of the City named Laconia Village. The development provides new housing, shopping, and recreational activities. The fee study will address the community's support for infrastructure needs, capital requirements, and population projections.

C.4 Town of Middletown

Table 5: Reference Information

Location	Town of Middletown, RI
Contact Name	Ron Wolanski, Town Planner
Address	350 East Main Road, Middletown, RI 02842
E-mail Address	RWolanski@MiddletownRI.gov
Phone Number	(401) 849-4027
Key Project Staff	Kuda Wekwete (Project Manager), Steve Runk (Engineer), Richard Ruiz (Task Specialist), Hector Perez (Task Specialist)
Date of Service	March 2025-Ongoing

The Town of Middletown retained DTA to provide an update of the Town's DIF Report. The most recent analysis was completed in 2018 for Schools, 2020 for Sewer Impact Fees, and 2023 for Fire, Police, Municipal Facilities, Open Space, and Parks and Recreation. All work to be completed will satisfy the requirements of Rhode Island General Laws Chapter 45-22.4 (the "Rhode Island Development Impact Fee Act"). The Rhode Island Development Impact Fee Act-compliant DIF Nexus Study would recommend the appropriate fee justification methodology and fee levels to support specific types of Town-selected capital facilities needed to serve new growth. DTA will consider updates to the Town's current impact fees related to Schools, Sewer, Fire, Police, Municipal Facilities, Open Space, and Parks and Recreation.

C.5 City of Riviera Beach

Table 6: Reference Information

Location	City of Riviera Beach, FL
Contact Name	Randy Sherman, Director of Finance and Administrative Services
Address	600 W. Blue Heron Blvd., Riviera Beach, FL 33404
E-mail Address	RSherman@RivieraBeach.org
Phone Number	(561) 845-4045
Key Project Staff	Kuda Wekwete (Project Manager), Steve Runk (Engineer), Richard Ruiz (Task Specialist), Hector Perez (Task Specialist)
Date of Service	April 2021-Ongoing

DTA updated the City of Riviera Beach impact fee schedule for parks, recreation, police, fire, library, and transportation services pursuant to Florida Statutes 163.31801 (the "Florida Impact Fees Act"). In addition, DTA reviewed Florida's 2021 impact fee legislation, House Bill ("HB") 337, to provide and recommend best outcomes and practices for the City. To determine these updated costs, DTA conducted a detailed review of the City's budgets, Comprehensive Plans, CIPs, Facilities Master Plans, strategic goals, and any additional expansion of services to the community. **The City has full confidence in DTA's approach to impact fee analyses. As a result, the City has rehired DTA to update the previous calculations and scope of work.**

VI COSTS

Fees for services shall be charged on an hourly basis according to the rates set forth in the **fee schedule** below, with invoices being submitted to the Village monthly. The estimated fee for services is not to exceed **$55,280** for the Fee Study, plus $3,000 in out-of-pocket expenses. **Notably, the figures listed in** Table 7 **for each part are just estimates and the charges assigned to any one part may be transferred to another part, as long as the overall invoices submitted by DTA do not exceed $58,280, including out-of-pocket expenses**. Further work at that point would require additional fees.

Table 7: Proposed Budget

Description	Title	Hourly Rate	Est. Hours	Total Cost
Task #1: Development of Project Strategy and Kickoff Meeting	President/MD	$335	2	$670
	Vice President	$285	1	$285
	Senior Manager	$240	6	$1,440
	Manager	$225	6	$1,350
	Associate III	$195	4	$780
		Task 1	**19**	**$4,525**
Task #2: Develop Population and Demographic Projections	President/MD	$335	2	$670
	Vice President	$285	2	$570
	Senior Manager	$240	3	$720
	Manager	$225	4	$900
	Associate III	$195	6	$1,170
		Task 2	**24**	**$4,030**
Task #3: Review Facility/Capital Needs and Levels of Service	President/MD	$335	2	$670
	Vice President	$285	2	$570
	Senior Manager	$240	4	$960
	Manager	$225	8	$1,800
	Associate III	$195	10	$1,950
		Task 3	**26**	**$5,950**
Task #4: Develop Methodology for Calculating New Fee Amounts	President/MD	$335	2	$670
	Vice President	$285	2	$570
	Senior Manager	$240	4	$960
	Manager	$225	10	$2,250
	Associate III	$195	12	$2,340
		Task 4	**30**	**$6,790**
Task #5: Determine Fee Levels	President/MD	$335	3	$1,005
	Vice President	$285	2	$570
	Senior Manager	$240	4	$960
	Manager	$225	10	$2,250
	Associate III	$195	12	$2,340
		Task 5	**31**	**$7,125**
Task #6: Prepare Draft and Final Reports	President/MD	$335	3	$1,005
	Vice President	$285	4	$1,140
	Senior Manager	$240	6	$1,440
	Manager	$225	14	$3,150
	Associate III	$195	14	$2,730
		Task 6	**41**	**$9,465**

Description	Title	Hourly Rate	Est. Hours	Total Cost
Task #7: Outline Tasks Required for the Implementation and Administration of the Fee Program, Including the Preparation of a Draft Ordinance	President/MD	$335	3	$1,005
	Vice President	$285	2	$570
	Senior Manager	$240	6	$1,440
	Manager	$225	8	$1,800
	Associate III	$195	10	$1,950
		Task 7	**29**	**$6,765**
Task #8: Attend Up to Four (4) Additional In-Person Meetings and Virtual Meetings, Plus Regular Virtual Meetings for Bi-Weekly Updates	President/MD	$335	2	$670
	Vice President	$285	2	$570
	Senior Manager	$240	16	$3,840
	Manager	$225	16	$3,600
	Associate III	$195	10	$1,950
		Task 8	**46**	**$10,630**
Total Not to Exceed	President/MD	$335	19	$6,365
	Vice President	$285	17	$4,845
	Senior Manager	$240	49	$11,760
	Manager	$225	76	$17,100
	Associate III	$195	78	$15,210
		Subtotal	**239**	**$55,280**
		Out-of-Pocket Expenses (Maximum)		$3,000
		Total Not to Exceed		**$58,280**

Fees for services shall be charged according to the professional services fee schedule identified in Table 8.

Table 8: DTA's Fee Schedule

Labor Category	Labor Rate
President/Managing Director	$335/Hour
Senior Vice President	$310/Hour
Vice President	$285/Hour
Senior Manager	$240/Hour
Manager	$225/Hour
Senior Associate	$205/Hour
Associate III	$195/Hour
Associate II	$185/Hour
Associate I	$170/Hour
Research Associate II	$160/Hour
Research Associate I	$145/Hour

Additional meetings [more than the five (5) in-person meetings specified in the Scope of Work, including the kickoff meeting] shall be billed on a time and materials basis. **DTA staff shall also schedule standing conference calls (i.e., bi-weekly) with Village staff to stay on track with tasks and deliverables, to the extent allowable under the proposed maximum budget**.

Out-of-pocket and administrative expenses shall be equal to 4% of DTA's billings for labor, plus travel expenses and any outside vendor payments, not to exceed $3,000. All hourly rates for services apply through June 30, 2027, and are subject to a cost-of-living increase. On or about the first two weeks of each month during which consulting services are rendered hereunder, DTA shall present to the Village an invoice covering the current consulting services performed and reimbursable expenses incurred pursuant to this Notice of Authorization. Invoices shall be paid by the Village within 30 days of the date of each invoice. A 1.2% charge may be imposed monthly against accounts that are not paid within 45 days of the date of each invoice. The prevailing party in any legal action brought by one party against the other and arising out of this Consultant Agreement shall be entitled, in addition to any other rights and remedies it may have, to reimbursement for its expenses, including court costs and reasonable attorneys' fees.

A Disclaimer

While DTA has a fiduciary responsibility as a licensed Municipal Advisor, DTA is not, unless otherwise stipulated, acting as the Village's Municipal Advisor. The services discussed herein do not constitute any financial advice or fall under the category of municipal advisory services as defined by the SEC.

B Information to be Provided by the Village

DTA requests that the following information be provided by the Village at no charge and in a timely manner such that the project does not extend beyond 6 months from the date of authorization to proceed:

- Identification of offsetting revenue sources to fully understand financing options;
- The Village's General Plan, any Specific/Master Plans, Development Agreements, and data regarding existing entitlements;
- To the extent available, detailed description of the proposed public facilities, including the facility name and number of square feet, acres, etc. (as applicable for each type of facility);
- Inventory of completed facilities within the Village, including type, size, and location of facility;
- Cost estimates for proposed facilities (DTA anticipates that the Village's cost data and estimates will be reviewed by DTA staff and discussed with Village staff);
- Existing Village Fee Ordinances and/or Resolutions, as applicable, and administrative decisions related to permitting, building, and the development community; and
- Identification of any committed revenue sources pledged to fund proposed facilities.

C Limitations

Additional work requested by the Village beyond the tasks identified within the Scope of Work shall be considered out of scope and will be billed on a time and materials basis at the hourly rates identified in Table 8. The labor costs in the table above include attendance at a total of five (5) in-person meetings with Village staff, community groups, stakeholders, and the Village Board. DTA shall attend regular meetings with Village staff, via conference call or online meeting software, to discuss progress and any issues and receive guidance, to the extent allowable proposed under the maximum budget. Attendance at more than five (5) in-person meetings, detailed written responses to resolve disputes, or the preparation of more than one set of major revisions to the Draft Impact Fee Methodology Report will be classified as additional work and may require further billing at the hourly rates identified in Table 8 if the maximum fee level has been exceeded.

Other examples of additional work shall include:

- Additional analyses based on revised assumptions requested by the Village, including possible changes in the facilities needs list, infrastructure costs, population projections, and related data once the preparation of the Draft Report has been initiated, in addition to adjustments to assumptions once the Draft Report has been approved;
- Analysis of more than eight (8) surrounding jurisdictions;
- Information related to the surrounding jurisdiction analysis requiring a Public Records Request (e.g., Nexus Study dates) will not be obtained as a part of this analysis;
- More than two (2) rounds of revisions to the prepared surrounding jurisdiction analysis;
- Negotiations with stakeholders once the Final Report has been prepared;
- Time expended related to obtaining data assigned to the Village under "Information to be Provided by the Village," to be provided upon a Notice of Authorization to Proceed;
- Actual implementation of the fee program;
- Any work related to litigation or any claim or liability arising out of or incident to the April 12, 2024, U.S. Supreme Court decision in *Sheetz vs. County of El Dorado* asking the California courts to reevaluate impact fees adopted under the California Mitigation Act to ensure they do not violate the U.S. Constitution's Fifth Amendment Takings Clause, including but not limited to expert witness services; and
- Reproduction of more than five bound copies of the Final Report.

The maximum fees listed above assume the review and implementation of the fee program with a schedule between the initiation of services and public outreach that is within the proposed time frame according to the Village's specifications.

www.FinanceDTA.com

614 CAPITAL BOULEVARD, UNIT 202
RALEIGH, NC 27603
PHONE: (800) 969-4DTA

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TischlerBise
FISCAL | ECONOMIC | PLANNING

Proposal for **Park Facilities Needs Assessment and Impact Fee Analysis**

Village of Summit, Wisconsin

June 9, 2026

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Section A: **Cover Letter**

June 9, 2026

Kamron Nash, Public Works Director
Village of Summit
37100 Delafield Road
Summit, WI 53066

RE: Park Facilities Needs Assessment and Impact Fee Analysis

TischlerBise is pleased to submit the enclosed proposal to prepare a Park Facilities Needs Assessment and Impact Fee Analysis for the Village of Summit. This assignment requires a consultant with a unique combination of experience and expertise. We feel that TischlerBise is ideally suited to undertake this project based on our extensive national impact fee experience. There are several points we would like to note that make our qualifications unique:

- **Depth of Experience.** TischlerBise is the nation's leading impact fee and infrastructure financing consulting firm. We have managed over 1,100 impact fee studies across the country – more than any other firm.
- **Innovation.** We are innovators in the field, pioneering approaches for credits, impact fees by size of housing unit, and distance-related/tiered impact fees. More importantly, a TischlerBise impact fee methodology has never been challenged in a court of law.
- **National Thought Leaders.** Both of the TischlerBise principals for this assignment are considered national thought leaders on the subjects of impact fees, infrastructure financing strategies, and fiscal/economic sustainability. Carson Bise, AICP, recently Chaired the American Planning Association's Paying for Growth Task Force and was recently named an Affiliate of the National Center for Smart Growth Research & Education. Mr. Bise served on the Board of Directors for the Growth and Infrastructure Consortium, where he is a frequent presenter at the annual conference. Both Mr. Bise and Mr. McAweeney are frequent speakers on impact fees and infrastructure financing at the state and national level for the American Planning Association, National Association of Homebuilders, Urban Land Institute, and the Government Finance Officers Association.
- **Technical Knowledge of Land Use Planning and Local Government Finance.** The Village requires consulting expertise in the areas of infrastructure planning/finance, land use planning, and growth management, as well as in local government finance. **Many communities overlook that development fees are a land use regulation.** The TischlerBise team will apply years of development fee experience within the context of overall Village financial needs, land use, park & open space, and economic development policies. This will lead to a work product that is defensible and promotes equity.
- **Consensus Builders.** Our seasoned Project Team has actively participated in legislative body meetings and citizen committees to educate stakeholders regarding the technical process of impact fee calculations as well as the economic effect of implementation.

If selected, we commit the resources necessary to perform the service within the time period specified in the Village's RFP. We look forward to the possibility of working with the Village of Summit and are committed to providing cost-effective, high-quality support for this assignment.

Sincerely,

Colin McAweeney, Western Region Manager
TischlerBise, Inc.
999 W Main St Suite 100
Boise, ID 83702
Phone: 208-515-7480
E-mail: colin@tischlerbise.com

Section B: **Experience and Qualifications**

TischlerBise is a fiscal, economic, and planning consulting firm specializing in fiscal/economic impact analysis, impact fees, market feasibility, infrastructure financing studies, and related revenue strategies. Our firm has been providing consulting services to public agencies for over thirty years. In this time, we have prepared over **1,000 fiscal/economic impact evaluations and over 1,100 impact fee/infrastructure financing studies** – more than any other firm. Through our detailed approach, proven methodology, and comprehensive product, we have established TischlerBise as the leading national expert on revenue enhancement and cost of growth strategies.

TischlerBise, Inc., was founded in 1977 as Tischler, Montasser & Associates. The firm became Tischler & Associates, Inc., in 1980 and TischlerBise, Inc., in 2005. The firm is a Subchapter (S) corporation, is incorporated in Washington, D.C., and maintains offices in Bethesda, Maryland and Boise, Idaho. In 2022, Galena Consulting merged with TischlerBise, and as d/b/a of TischlerBise in the State of Idaho. The firm's legal addresses are:

Principal Office
L. Carson Bise, AICP, President
4701 Sangamore Rd, Suite 240
Bethesda, MD 20816
301.320.6900 x12
carson@tischlerbise.com

Idaho Office
Colin McAweeney, Western Region Manager
999 West Main Street
Boise, ID 83702
208.515.7480
colin@tischlerbise.com

TischlerBise consistently exceeds our client's expectations, which is due in large part to the **heavy involvement of our highly skilled principal-level professionals.** We are proud of the fact that most of our clients retain TischlerBise for return engagements.

TischlerBise National Experience

While every community is unique, this national experience provides invaluable perspective for our clients. A summary of our national impact fee experience over the past five years is shown below. **Not included in the list are fiscal impact analysis completed for Sun Prairie and DeForest, Wisconsin. Additionally, TischlerBise has been selected to prepare a Park Needs Assessment and Impact Fee Study for the City of Madison which kicked off in April 2026.**

STATE	CLIENT	Feasibility Analysis	Roads/Transportation	Sewer	Water	Stormwater	Law Enforcement	Fire/EMS	Parks and Recreation	Trails/Open Space	Libraries	General Government	Schools
AZ	Apache County	◆											
AZ	Apache Junction		◆				◆	◆	◆		◆	◆	
AZ	Avondale		◆	◆	◆		◆	◆	◆		◆	◆	
AZ	Buckeye		◆	◆	◆		◆		◆		◆	◆	
AZ	Casa Grande		◆	◆			◆	◆	◆		◆	◆	
AZ	Cave Creek		◆	◆	◆				◆	◆		◆	

STATE	CLIENT	Feasibility Analysis	Roads/Transportation	Sewer	Water	Stormwater	Law Enforcement	Fire/EMS	Parks and Recreation	Trails/Open Space	Libraries	General Government	Schools
AZ	El Mirage			◆	◆		◆	◆	◆			◆	
AZ	Eloy			◆	◆		◆		◆		◆	◆	
AZ	Flagstaff	◆	◆				◆	◆	◆		◆	◆	
AZ	Gilbert		◆		◆		◆	◆			◆		
AZ	Glendale			◆	◆	◆	◆	◆	◆		◆	◆	
AZ	Goodyear		◆	◆	◆		◆	◆	◆		◆		
AZ	Maricopa	◆	◆				◆	◆	◆	◆	◆	◆	
AZ	Navajo County	◆	◆					◆					
AZ	Peoria	◆	◆				◆	◆	◆	◆	◆	◆	
AZ	Phoenix		◆				◆	◆	◆	◆	◆		
AZ	Pinal County	◆	◆				◆		◆				
AZ	Queen Creek		◆	◆	◆		◆	◆		◆	◆	◆	
AZ	Safford			◆	◆								
AZ	San Luis		◆	◆	◆	◆	◆	◆	◆				
AZ	Sedona		◆			◆	◆		◆			◆	
AZ	Show Low	◆	◆	◆	◆		◆		◆		◆		
AZ	Sierra Vista		◆				◆	◆	◆	◆	◆		
AZ	Somerton		◆	◆	◆	◆	◆	◆	◆				
AZ	Surprise		◆	◆	◆		◆	◆	◆		◆	◆	
AZ	Taylor	◆	◆				◆	◆	◆			◆	
AZ	Wellton		◆	◆	◆	◆	◆	◆	◆				
AZ	Yuma		◆	◆		◆	◆	◆	◆	◆		◆	
CA	El Centro						◆	◆	◆		◆	◆	
CA	Imperial County	◆											
CA	Mammoth Lakes		◆			◆	◆		◆	◆		◆	
CA	Suisun		◆						◆			◆	
CA	Temecula		◆	◆	◆		◆		◆	◆	◆	◆	
CA	Tulare		◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	
CA	Visalia								◆		◆	◆	
CO	Boulder		◆				◆	◆	◆	◆	◆		
CO	Castle Rock		◆			◆	◆	◆	◆		◆		
CO	Colorado Springs		◆										
CO	Erie		◆					◆	◆		◆		
CO	Evans		◆										
CO	Fort Collins		◆										

STATE	CLIENT	Feasibility Analysis	Roads/Transportation	Sewer	Water	Stormwater	Law Enforcement	Fire/EMS	Parks and Recreation	Trails/Open Space	Libraries	General Government	Schools
CO	Greeley		◆	◆			◆	◆					
CO	Larimer County		◆										
CO	Longmont		◆				◆				◆		
CO	Louisville	◆	◆					◆	◆	◆	◆		
CO	Mead		◆					◆			◆		
CO	Thornton		◆				◆	◆	◆		◆		
CO	Vail		◆										
FL	Islamorada							◆	◆			◆	
FL	Manatee County		◆				◆	◆	◆	◆		◆	◆
FL	Manatee County Schools												◆
FL	Miami	◆					◆	◆	◆	◆		◆	◆
FL	North Miami	◆		◆	◆		◆	◆	◆	◆	◆	◆	
FL	Parkland						◆		◆				
FL	Pasco Co. School Board												◆
FL	Port St. Lucie								◆			◆	
FL	Punta Gorda		◆				◆	◆	◆		◆	◆	
FL	South Miami		◆						◆				
FL	Stuart		◆				◆	◆	◆			◆	
GA	Effingham County		◆	◆	◆		◆		◆		◆		
GA	Roswell		◆					◆	◆		◆		
ID	Hailey		◆	◆	◆		◆	◆	◆	◆	◆	◆	
ID	Hayden		◆				◆		◆				
ID	Post Falls	◆	◆				◆		◆				
ID	Sandpoint		◆					◆	◆	◆			
ID	Shoshone Co. Fire Dept							◆					
ID	Victor		◆				◆	◆	◆				
LA	Covington			◆	◆								
MD	Frederick		◆										
MD	Frederick County		◆				◆	◆	◆		◆	◆	◆
MD	Hagerstown		◆				◆		◆			◆	
MD	Hampstead				◆		◆		◆				
MT	Belgrade	◆	◆	◆	◆			◆	◆				
MT	Bozeman		◆	◆	◆			◆					
MT	Corvallis School District												◆
MT	Manhattan			◆	◆								

STATE	CLIENT	Feasibility Analysis	Roads/Transportation	Sewer	Water	Stormwater	Law Enforcement	Fire/EMS	Parks and Recreation	Trails/Open Space	Libraries	General Government	Schools
MT	Missoula						◆	◆	◆	◆		◆	
MT	Missoula Co.						◆	◆	◆				
MT	Polson			◆	◆				◆				
MT	Ravalli County	◆											
NC	Orange County								◆	◆			◆
NM	Las Cruces			◆	◆								
NV	North Las Vegas	◆						◆					
NV	Nye County		◆			◆	◆	◆	◆				
NV	Washoe County		◆										
OH	Delaware						◆	◆	◆			◆	
OH	Lebanon		◆						◆				
RI	Middletown			◆			◆	◆	◆			◆	◆
SC	Beaufort County	◆						◆		◆		◆	
SC	Clemson		◆	◆			◆	◆					
SC	Clinton		◆	◆		◆	◆	◆					
SC	Clover School District											◆	
SC	Dorchester District 2											◆	
SC	Dorchester District 4											◆	
SC	Easley	◆				◆	◆	◆					
SC	Fort Mill School District					◆	◆	◆				◆	
SC	Fountain Inn					◆	◆	◆					
SC	Georgetown County	◆				◆	◆			◆			
SC	Greer	◆											
SC	Horry County					◆	◆	◆		◆			
SC	Inman					◆	◆	◆					
SC	Jasper County					◆	◆	◆					
SC	Jasper Co. Schools											◆	
SC	Lancaster County					◆	◆	◆					
SC	Lancaster Co. Schools											◆	
SC	Lexington County, SC					◆	◆						
SC	Moncks Corner		◆			◆	◆	◆			◆		
SC	North Augusta	◆				◆	◆	◆					
SC	Pageland		◆	◆		◆	◆	◆					
SC	Summerville	◆					◆	◆			◆		
SC	Tega Cay		◆			◆		◆					

STATE	CLIENT	Feasibility Analysis	Roads/Transportation	Sewer	Water	Stormwater	Law Enforcement	Fire/EMS	Parks and Recreation	Trails/Open Space	Libraries	General Government	Schools
SC	Woodruff					◆	◆	◆					
SC	York School District 1											◆	
SC	York County	◆					◆	◆			◆		
UT	Mapleton			◆	◆	◆		◆	◆	◆			
UT	North Logan	◆	◆	◆	◆				◆	◆			
UT	Pleasant Grove	◆	◆	◆	◆		◆	◆	◆				
UT	Sandy		◆			◆	◆	◆		◆			
UT	Spanish Fork	◆		◆	◆	◆			◆				
UT	West Jordan		◆	◆	◆	◆	◆	◆	◆				
VA	Stafford County		◆										
VA	Suffolk			◆	◆								
WV	Jefferson County						◆	◆	◆			◆	◆
WY	Casper	◆	◆					◆	◆				
WY	Cheyenne		◆				◆	◆	◆			◆	◆

Public Engagement Experience

We realize a key element of the Village's assignment involves the presentation and dissemination of the Policy Evaluation (related proposed revisions), Parks Need Assessment, Impact Fee Study, and changes to the ordinance to a diverse set of stakeholders. **In addition to our vast experience with stakeholder groups as part of our development fee assignments,** TischlerBise has extensive community and public outreach experience as demonstrated by the following examples:

- Three regional forums in California on the fiscal benefits of infill development as part of our engagement with the California Strategic Growth Council.
- Regional forums to engage the public in a discussion on the Delaware Valley Region's economic and fiscal future.
- A series of community growth management forums in Manatee County, Florida.
- A one-day, two-part public forum (Conversation on Growth) for Ada County, Idaho. https://adacounty.id.gov/commissioners/coordinated-growth/coordinated-growth-for-ada-county-conversations/
- Two-day workshop on the fiscal implications of growth for COMPASS. https://www.youtube.com/watch?v=nTj5xNU3lWM https://www.youtube.com/watch?v=8tiYpeFCXDo https://www.youtube.com/watch?v=q4A-F8SVB2E
- A one-day workshop about evaluation of fiscal and economic impacts and their use in decision-making.

- Multiple State level workshops to identify economic development goals and aspirations as part of land use planning studies.
- A public conference focused on sustainable strategies for suburban communities facing demographic shifts, changing housing preferences and growing infrastructure costs.
- Extensive experience conducting one-on-one meetings with representatives of the private sector, related to conducting market assessments and development trends.
- Extensive experience conducting individual departmental meetings to collect data required to conduct fiscal and economic evaluations, as well as impact fee and infrastructure finance studies.
- Extensive experience presenting complex market, economic, and fiscal data and conclusions to elected/appointed bodies.

Consultant Team Comparable Projects/References

Below are summaries of previous projects that highlight our Team's capacity and ability to complete the Village's project. We have only listed projects with which our Project Team members were associated.

City of Denver – *Park & Recreation Impact Fee Study (2025)*
Project Contact: Owen Wells, Assistant Director of Parks Planning
E-mail: owen.wells@denvergov.org
Phone: (720) 913-0675
TischlerBise Staff: Colin McAweeney and Carson Bise

TischlerBise was retained to conduct a parks & recreation impact fee study during the City of Denver's park assessment effort. Denver is one of only a handful of cities that does not collect a park impact fee in the metro area. As such, the effort kicked off by establishing a baseline knowledge base of fundamentals to impact fees to the project team and larger leadership team. During the analysis, TischlerBise recommended establishing five benefit areas to ensure the nexus between revenue collection and expenditures. In addition, since Denver is a national and global tourism attractor, cellphone data was used to quantify the demand on regional parks from non-Denver residents. Lastly, TischlerBise recommended a residential fee schedule to be structured by the size of housing unit. Compared to assessing a fee by the type of housing, smaller homes can generally be shown to have fewer occupants resulting in a lower impact fee for smaller homes compared to larger homes. Such an approach addressed the community's concern regarding affordability and equity while still being proportionate to demand from residential growth.

City of Missoula, Montana –*Impact Fee Study (2006, 2018, 2025)*
Project Contact: Dale Bickell, Chief Administrative Officer
E-mail: DBickell@ci.missoula.mt.us
Phone: (406) 552-6001
TischlerBise Staff: Colin McAweeney and Carson Bise

Missoula hired TischlerBise several time to update its fees related to community services, fire, law enforcement, parks and open space, and transportation. Based on the City's desire to encourage multimodal transportation, TischlerBise developed a transportation impact fee based on person trips, rather than vehicle trips, to better allocate growth-related demand for Complete Streets and commuter trails. In

order to address community concerns related to housing affordability, and to better incentivize density, TischlerBise recommended updates to the existing residential fee schedule that varied multi-family fees by size of unit and decreased the base residential fee for all housing types from 1,200 square feet to 750 square feet.

Village of DeForest, Wisconsin – *Fiscal Impact Model (2025)*
Project Contact: Alex Allon, Community Development Director
E-mail: allona@deforestwi.gov
Phone: (608) 609-2070
TischlerBise Staff: Colin McAweeney and Carson Bise

TischlerBise was contracted to develop a fiscal impact model for the Village of DeForest to evaluate new development proposals. The intent of the model is to inform land use decisions by evaluating the revenues and expenditures associated with future growth which is especially important considering the State's limitations on property tax revenue and tax-increment finance (TIF) districts implemented by the Village Board. The model is an average cost/case study marginal hybrid fiscal model that is used by the Village staff to test development applications, particularly for applications unique to DeForest. When constructing the parks and recreation portion of the model, TischlerBise reviewed the Village's park & recreation impact fee policy and Comprehensive Outdoor Recreation Plan to understand capital costs associated with future growth and the long-term obligations to operate and maintain those facilities. The Village's fiscal model has the capability to test a wide range of residential and nonresidential land uses, which have been modified and expanded in the recent update, to keep up with the ever-changing types of development being proposed in the Village.

City of Tucson, Arizona – *Land Use Assumptions, Infrastructure Improvement Plans, and Development Fee Study (2019 and 2024)*
Project Contact: Angèle Ozoemelam, Director, Business Services Department
Phone: 520-837-4384
E-mail: Angele.Ozoemelam@tucsonaz.gov
TischlerBise Staff: Colin McAweeney and Gabe Wiggins

Following on our 2019 assignment, which had been a comprehensive update of the City's development fee program, TischlerBise was retained to update the previously SB1525 compliant Land Use Assumptions, Infrastructure Improvement Plans (IIP), and Development Fee Study. The original study and the 2025 update includes an evaluation and update to the parks and recreation, police, fire, and streets development fees. The scope of this work effort includes developing land use assumptions, determining eligible infrastructure projects, formulating Infrastructure Improvement Plans, and calculating updated development fees. As part of the initial study and update, TischlerBise engaged in multiple stakeholder outreach efforts and provided a methodology for a reduced-fee schedule for mixed use development.

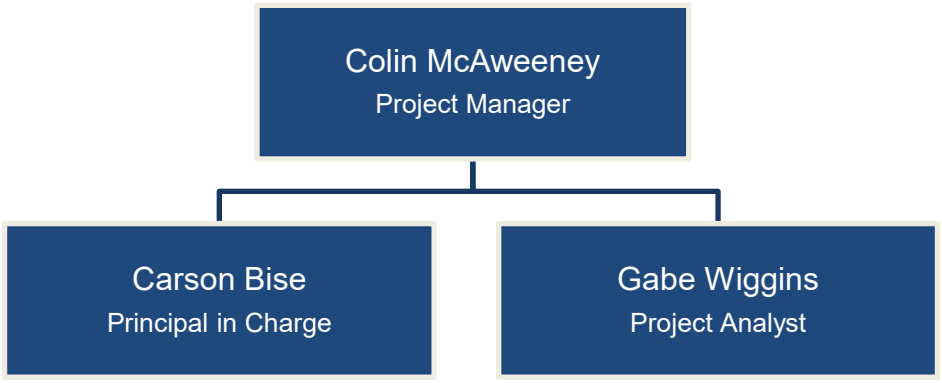
City of Las Cruces, New Mexico – *Land Use Assumptions, Parks and Recreation Capital Improvement Plan & Development Impact Fees (2012, 2019, 2025)*
Project Contact: Steven Bingham, Parks and Recreation Director
Phone: (575) 541-2550
E-mail: sbingham@lascruces.gov

TischlerBise Staff: Carson Bise and Gabe Wiggins

TischlerBise most recently updated the City of Las Cruces' Parks and Recreation Development Impact Fees in 2025 after previous assignments in 2012 and 2019. TischlerBise prepared an update of the City's land use assumptions, parks and recreation impact fee methodologies, capital improvement plan (CIP), and cost assumptions. The latest update was completed in conjunction with the City's zoning code update that transitioned neighborhood park dedications from the impact fee program to code regulations. The 2025 update was adopted unanimously.

Section C: **Key Personnel and Project Manager**

To successfully navigate through the Village's policy assessment and impact fee study, the successful consultant must possess specific, detailed, and customized knowledge, not only of the technical analysis, but also of the context of the impact fee structure in achieving the land use, affordable housing, and economic development policy goals. **Our Project Team for this assignment includes our most senior and experienced impact fee professionals.** We have unsurpassed experience performing projects requiring the same expertise as that needed to serve the Village. The role of each team member and their qualifications are briefly discussed in this section, and the organizational chart shows our project team.



Colin McAweeney, Western Region Manager, will serve as Project Manager for this assignment. Mr. McAweeney has been with TischlerBise for ten years and is the Project Manager for many of our assignments including the recently adopted fiscal impact model for the Village of Deforest and the park needs assessment and impact fee study for Madison, Wisconsin. Mr. McAweeney heads our Boise office and has prepared over 70 impact fee studies..

Carson Bise, AICP, President of TischlerBise, will serve as Principal in Charge. In this role, Mr. Bise will coordinate our Project Team's interaction with the Village to ensure that all work is completed properly, on time, and within budget. He will work closely with Mr. McAweeney and Mr. Wiggins, developing and reviewing all aspects of the project and providing overall quality assurance for the project.

Gabe Wiggins, Fiscal/Economic Analyst, will serve as Project Analyst for this assignment. Mr. Wiggins will assist Mr. McAweeney in much of the technical requirements of the project including GIS analysis, demographic assumptions, and cost analysis.

Project Team Resumes

Colin McAweeney, Western Region Manager

Colin McAweeney is the Western Region Manager and manages the Boise, Idaho office, with specialties in finance and economic development planning. Mr. McAweeney is an industry expert regarding the intersection of land use planning and municipal finance. His expertise ranges from project-level impact analysis to regional fiscal model design and programming. Additionally, McAweeney has completed impact fee and user fee studies in 70+ communities and presented at local- and state-level conferences. Mr.

McAweeney co-authored a contribution to the Journal of Comparative Urban Law and Policy, *The Evolution of Fiscal Impact Analysis and Where it Needs to Go*. Prior to joining TischlerBise, he finished his master's degree with a thesis surrounding the urban aspects that attract investment. Before pursuing his M.S., Mr. McAweeney worked in the finance sector for several years where he became familiar with financial markets and business financing.

EDUCATION

M.S., Urban Management and Development, Erasmus University Rotterdam
B.S., Economics with an emphasis on Mathematics, University of Wisconsin - Madison

SELECTED IMPACT FEE EXPERIENCE

- Peoria, Arizona – Development Impact Fee Study
- Bentonville, Arkansas - Development Impact Fee Study
- Susanville, California – Impact Fee Study
- Adams County, Colorado – Transportation Impact Fee Study
- Arapahoe County, Colorado – Land Dedication Study
- Denver, Colorado – Park Impact Fee Study
- Fort Collins, Colorado – Transportation Capital Expansion Fee Study
- Lone Tree, Colorado – Impact Fee Study
- Loveland, Colorado – Capital Expansion Fee Study
- Parker, Colorado – Impact Fee Study
- Ada County, Idaho – Capital Improvement Plan and Impact Fee Study
- Caldwell, Idaho – Capital Improvement Plan and Impact Fee Study
- Canyon County, Idaho – Capital Improvement Plan and Impact Fee Study
- Driggs, Idaho – Capital Improvement Plan and Impact Fee Study
- Hailey, Idaho – Capital Improvement Plan and Impact Fee Study
- Kootenai County, Idaho – Capital Improvement Plan and Impact Fee Study
- Nampa, Idaho – Capital Improvement Plan and Impact Fee Study
- Sandpoint, Idaho – Capital Improvement Plan and Impact Fee Study
- Teton County, Idaho – Capital Improvement Plan and Impact Fee Study
- Portland, Maine – Impact Fee Study
- Easton, Maryland – Impact Fee Study
- Talbot County, Maryland – Impact Fee Study
- Bozeman, Montana – Impact Fee Study
- Missoula, Montana – Impact Fee Study
- Whitefish, Montana – Impact Fee Study
- Edmond, Oklahoma – Impact Fee Study
- Oklahoma City, Oklahoma – Transportation Impact Fee Study
- Beaufort County, South Carolina – Impact Fee Study
- Georgetown County, South Carolina – Impact Fee Study
- Horry County, South Carolina – Transportation Impact Fee Study
- York County, South Carolina – Capital Improvement Plan and Impact Fee Study
- Frederick County, Virginia – Cash Proffer Study
- Goochland County, Virginia –Cash Proffer Study

- Isle of Wight County, Virginia – Cash Proffer Study
- Cheyenne MPO – Transportation Impact Fee Study

SPEAKING ENGAGEMENTS

- *Economics of Growth*, Idaho City Management Association
- *Paying for Growth: Impact Fees in Idaho*, Idaho Association of Counties
- *Paying for Growth: Impact Fees in Idaho*, Idaho State Fire Commissioners' Association
- *How Does Growth Impact My Community's Bottomline*, American Planning Association - Idaho Chapter
- *How Does Growth Impact My Community's Bottomline*, Community Planning Associate of Southwest Idaho (COMPASS)

PUBLICATIONS

- "The Evolution of Fiscal Impact Analysis and Where it Needs to Go." Journal of Comparative Urban Law and Policy.

L. Carson Bise, II, AICP, President

Carson Bise has thirty years of fiscal, economic, and planning experience and has conducted fiscal and infrastructure finance evaluations in forty states. Mr. Bise is a leading national figure in the calculation of impact fees, having completed over 350 impact fee studies. In his seven years as a planner at the local government level, he coordinated Capital Improvement Plans, conducted market analyses and business development strategies, and developed comprehensive plans. Mr. Bise has also written and lectured extensively on fiscal impact analysis and infrastructure financing. His most recent publications are *Next Generation Transportation Impact Fees* and *Fiscal Impact Analysis: Methodologies for Planners*, both published by the American Planning Association, a chapter on fiscal impact analysis in the book *Planning and Urban Design Standards*, also published by the American Planning Association, and the ICMA IQ Report, *Fiscal Impact Analysis: How Today's Decisions Affect Tomorrow's Budgets*. Mr. Bise is currently on the Board of Directors of the Growth and Infrastructure Finance Consortium and recently Chaired the APA's Paying for Growth Task Force. He was also recently named an Affiliate of the National Center for Smart Growth Research & Education.

EDUCATION

M.B.A., Economics, Shenandoah University
B.S., Geography/Urban Planning, East Tennessee State University
B.S., Political Science/Urban Studies, East Tennessee State University

SELECTED IMPACT FEE EXPERIENCE

- Apache Junction, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Avondale, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Buckeye, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Camp Verde, Arizona – Impact Fee Study
- Coolidge, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Glendale, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Eloy, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Flagstaff, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Pinetop-Lakeside, Arizona – Land Use Assumptions, IIP and Development Fee Study

- Sedona, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Sierra Vista, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Somerton, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Wellton, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Yuma, Arizona – Land Use Assumptions, IIP and Development Fee Study
- Avenal, California – Impact Fee Study
- Tulare, California – Impact Fee Study
- Boulder, Colorado – Impact Fee/Excise Tax Study
- Erie, Colorado – Impact Fee Study
- Evans, Colorado – Impact Fee Study
- Greeley, Colorado – Impact Fee Study
- Longmont, Colorado – Impact Fee Study
- Louisville, Colorado – Impact Fee Study
- Steamboat Springs, Colorado – Impact Fee Study
- Thornton, Colorado – Impact Fee Study
- Vail, Colorado – Impact Fee Study
- DeSoto County, Florida – Impact Fee Study
- Manatee County, Florida – Impact Fee Study
- North Miami, Florida – Impact Fee Study
- Manatee County, Florida – School Impact Fee Study
- School District of Pasco County, Florida – School Impact Fee Study
- Hagerstown, Maryland – Impact Fee Study
- Hampstead, Maryland – Impact Fee Study
- Salisbury, Maryland – Impact Fee Study
- Bozeman, Montana – Impact Fee Study
- Gallatin Canyon/Big Sky, Montana – Capital Improvement and Funding Plan
- Great Falls, Montana – Impact Fee Feasibility Study
- Las Cruces, New Mexico – Water and Sewer Impact Fee Study
- Aiken County, South Carolina – Impact Fee Study
- Beaufort County, South Carolina – Southern Beaufort County Infrastructure Funding Strategy
- Beaufort County, South Carolina – Impact Fee Study
- Fort Mill School District – Impact Fee Study
- Georgetown County, South Carolina – Impact Fee Study
- Horry County, South Carolina – Impact Fee Study
- Lancaster County, South Carolina – Impact Fee Study
- Lexington County, South Carolina – Public Safety Impact Fee Study
- York County, South Carolina – Impact Fee Study
- Williamson County, Tennessee – School Impact Fee Study

SPEAKING ENGAGEMENTS

- *Fiscal Impact Assessment*, AICP Training Workshop, APA National Planning Conference
- *Dealing with the Cost of Growth: From Soup to Nuts*, ICMA National Conference
- *Demand Numbers for Impact Analysis*, National Impact Fee Roundtable

- *Calculating Infrastructure Needs with Fiscal Impact Models*, Florida Chapter of the APA Conference
- *Economic Impact of Home Building*, National Impact Fee Roundtable
- *Annexation and Economic Development*, APA National Conference
- *Economics of Density*, APA National Conference
- *The Cost/Benefit of Compact Development Patterns*, APA National Conference
- *From Soup to Nuts: Paying for Growth*, APA National Conference
- *Growing Pains*, ICMA National Conference
- *Mitigating the Impacts of Development in Urban Areas*, Florida Chapter of the APA
- *Impact Fee Basics*, South Carolina Chapter of the APA
- *Impact Fee Basics*, National Impact Fee Roundtable
- *Fiscal Impact Analysis and Impact Fees*, National Impact Fee Roundtable
- *Are Subsidies Worth It?*, APA National Conference

PUBLICATIONS

- "Next Generation Transportation Impact Fees," APA, Planners Advisory Service
- "Fiscal Impact Analysis: Methodologies for Planners", APA
- "Planning and Urban Design Standards", APA, Contributing Author on Fiscal Impact Analysis
- "Fiscal Impact Analysis: How Today's Decisions Affect Tomorrow's Budgets", ICMA Press
- "The Cost/Contribution of Residential Development", Mid-Atlantic Builder
- "Smart Growth and Fiscal Realities", ICMA Getting Smart! Newsletter
- "The Economics of Density", AICP Training Series, 2005, Training CD-ROM (APA)

Gabe Wiggins, Fiscal/Economic Analyst

Gabe Wiggins is a Fiscal and Economic analyst at TischlerBiseGalena in the Boise, Idaho office, specializing in impact fee studies, feasibility studies, and fiscal impact analysis. While at TischlerBise, Mr. Wiggins has completed impact fee studies in 20+ communities across several states. Prior to joining TischlerBiseGalena, Mr. Wiggins worked in the banking and finance sector with a focus on credit and portfolio analysis.

EDUCATION

M.S., Agricultural and Applied Economics, Virgina Tech University
B.S., Environmental Economics, Management, and Policy, Virgina Tech University

SELECTED IMPACT FEE EXPERIENCE

- Tucson, Arizona – Impact Fee Study
- Arapahoe County, Colorado – Park Land Dedication Study
- Erie, Colorado – Impact Fee Study
- Hailey, Idaho – Capital Improvement Plan and Impact Fee Study
- Kootenai County, Idaho – Capital Improvement Plan and Impact Fee Study
- Nampa, Idaho – Capital Improvement Plan and Impact Fee Study
- Sandpoint, Idaho – Capital Improvement Plan and Impact Fee Study
- Las Cruces, New Mexico – Impact Fee Study
- Central, South Carolina – Impact Fee Study
- Cherokee County, South Carolina – Impact Fee Study

Section D: **Project Understanding**

Project Understanding

The Village of Summit seeks a consultant to prepare an update to its park impact fee program. As part of this effort, TischlerBise will provide a comprehensive evaluation of the Village's fee policies to ensure compliance with Wisconsin State Statute §66.0617. The evaluation includes the required public facility needs assessment (§66.0617(4)) along with policy items including the boundaries to the benefit districts and residential fee schedule structure. We will work with Village staff to ensure assumptions and methodologies are consistent with recommended Village policy directives and strategic objectives. The following are specific items from the previous park impact fee study (2018) that TischlerBise anticipates addressing during the effort:

- Park land values and park infrastructure costs have inflated considerably.
- Growth patterns may have diverged from previous development projections.
- Housing demographics, affordability, short-term rentals, and work-from-home shifts have changed demand on infrastructure.
- Possible park facility deficiencies and surpluses.
- The community's desire to balance housing affordability and growth paying its fair share.
- The Village's commitment to on-going O&M costs influence on capital expansion plans and adopted level of service in the impact fee collection.
- Evolution of policy decisions regarding densifying development and traditional suburban development.
- Reaffirm the defensibility of the citywide component of the policy.
- Explore a commercial component to the park impact fee assessment.

With decades of impact fee experience across the nation, TischlerBise has pioneered best practices with a clear trend from generic, cookie-cutter, fee studies to the realization that fees can and should be customized to function as an integral component of the community's strategic plan. Therefore, the TischlerBise Team will be available to function as a key member of the Village's management and leadership team, and will be there for the Village long after the engagement is over for no charge assistance on administrative and implementation assistance.

Overview

Impact fees are simple in concept, but complex in delivery. Generally, the jurisdiction imposing the fee must: (1) identify the purpose of the fee, (2) identify the use to which the fee is to be put, (3) show a reasonable relationship between the fee's use and the type of development project, (4) show a reasonable relationship between the facility to be constructed and the type of development, and (5) account for and spend the fees collected only for the purpose(s) used in calculating the fee.

Reduced to its simplest terms, the process of calculating impact fees involves the following two steps:

1. Determine the cost of development-related improvements, and
2. Allocate those costs equitably to various types of development.

There is, however, a fair degree of latitude granted in constructing the actual fees, as long as the outcome is "proportionate and equitable." Fee construction is both an art and a science, and it is in this convergence that TischlerBise excels in delivering products to clients.

Any one of several legitimate methods may be used to calculate impact fees for the Village. Each method has advantages and disadvantages given a particular situation, and to some extent they are interchangeable because they all allocate facility costs in proportion to the needs created by development.

In practice, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for capital facilities. The following paragraphs discuss the three basic methods for calculating impact fees and how those methods can be applied.

Plan-Based Fee Calculation - The plan-based method allocates costs for a specified set of future improvements to a specified amount of development. The improvements are identified by a CIP. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. The plan-based method is often the most advantageous approach for facilities that require engineering studies, such as roads and utilities.

Cost Recovery Fee Calculation - The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities from which new growth will benefit. To calculate an impact fee using the cost recovery approach, facility cost is divided by the ultimate number of demand units the facility will serve. An oversized wastewater treatment plant is an example.

Incremental Fee Calculation - The incremental expansion method documents the current level-of-service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard such as square feet per capita or park acres per capita. The LOS standards are determined in a manner similar to the current replacement cost approach used by property insurance companies. However, in contrast to insurance practices, clients do not use the funds for renewal and/or replacement of existing facilities. Rather, the jurisdiction uses the impact fee revenue to expand or provide additional facilities as needed to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments with LOS standards based on current conditions in the community.

Evaluating Alternatives. Designing the optimum impact fee approach and methodology is what sets TischlerBise apart from our competitors. Unlike most consultants, we routinely consider each of the three methodologies—cost recovery, incremental expansion, and the planned approach—for each component within a fee category. The selection of a particular methodology for each component of the impact fee category will be dependent on which is most beneficial for the Village. In a number of cases, we will prepare the impact fee using several methodologies and will discuss the various trade-offs with the Village. There are likely to be policy and revenue tradeoffs. **We recognize that "one size does *not* fit all" and create the optimum format that best achieves our clients' goals.**

Market Perspective. Projecting future residential and nonresidential development is more difficult now than in the past because of changing demographics and lifestyle choices. Changes in the retail sector combined with the long-term impact of the COVID-19 pandemic on the retail and office markets are also a concern.

TischlerBise's extensive national experience conducting market analysis and real estate feasibility studies is invaluable in determining the appropriate development projections used in the CIP and development fee calculations. This includes both the amount of development and the geographic location. Depending on the methodology employed, overly optimistic development projections can increase the Village's financial exposure if projected development impact fee revenue is less than expected.

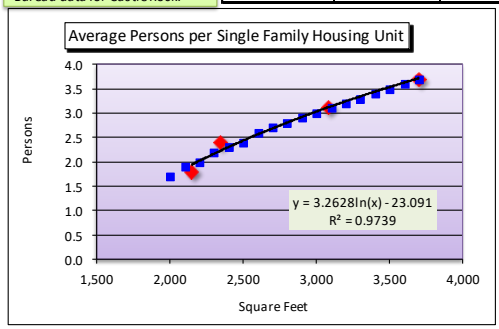
GIS Technology. TischlerBise routinely utilizes GIS technology to add value to the evaluation of infrastructure needs and to assess financing alternatives. This includes assessing existing land use and performing GIS-based land suitability analyses that can be used to define service areas, project demands for facilities, and coordinate CIP investment for the Village. **TischlerBise used GIS in our engagement with Missoula/Missoula County, Montana, to establish a nexus for fire/EMS impact fees that increased with distance from the city center** based on the ratio of capital cost to development units in three service areas (urban, suburban, and rural). Similar GIS evaluations were used in Glendale, AZ; Manatee County, FL; Greeley, CO; Pitkin County, CO; Vail, CO; and Sandpoint, ID; Madison, WI; DeForest, WI.

Peer Community Fee Survey. We are frequently asked to provide comparative impact fee information on similar jurisdictions. This type of survey can be relatively straightforward and obtained primary research (i.e., online, phone calls, and emails). However, it is important for the consultant compiling the report to understand what is—and is not—included in the fee amounts for a true "apples-to-apples" comparison. For instance, it is important to note what specific categories are included in the impact fee program. Does the overall fee amount include utility fees? What are the components within the fees? Are there unique elements embedded in an impact fee that makes it relatively high or low compared to other jurisdictions in the region? What are the methodological approaches used and how do those approaches affect the fee? What is the difference between the *calculated fees* and the *adopted fees*? We will conduct this evaluation to include methodologies employed, fee amounts, and any unique circumstances that should be identified and communicated to staff and stakeholders throughout the process.

Consider a Progressive Residential Impact Fee Schedule. TischlerBise suggests the Village consider a fee structure that varies residential impact fees by size of unit. **TischlerBise has been the national leader in this movement toward "progressive" fee structures.** As part of our demographic analysis conducted as part of this assignment, we will prepare data on factors that vary by housing unit size (i.e., persons per unit and vehicle trips) for the Village's consideration prior to development of the fee methodology. Proponents of this approach feel it helps a jurisdiction meet some of its policy objectives related to affordable housing and equity. Ultimately, the Village and stakeholders will decide which direction to pursue relative to this policy decision.

Average square feet of Single Family units in Castle Rock from Douglas County Assessor. Average number of persons per housing unit from Census Bureau data for Castle Rock.

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	*Square Feet*	*Persons*	*Square Feet*	*Persons*
two or less	2,150	1.8	2,000	1.7
three	2,340	2.4	2,100	1.9
four	3,080	3.1	2,200	2.0
five or more	3,700	3.7	2,300	2.2
			2,400	2.3
			2,500	2.4
			2,600	2.6
			2,700	2.7
			2,800	2.8
			2,900	2.9
			3,000	3.0
			3,100	3.1
			3,200	3.2
			3,300	3.3
			3,400	3.4
			3,500	3.5
			3,600	3.6
			3,700	3.7



Public Outreach. TischlerBise believes that open communication and meaningful public involvement are the cornerstones of any process involving impact fees and/or infrastructure funding options. It is important to build a coalition of support early in the process to educate and inform the public and other key stakeholders about the purpose of the study, and to explain how it will benefit both key constituents (developers) and the general public. It is critical to develop a communications strategy that will offset and correct any misinformation that might proliferate and to provide clear and compelling logic for public adoption of an updated impact fee program. Every community is different, and public engagement should be tailored to the specific needs and desired outcomes of the client. Our Team recommends a multi-faceted approach to public outreach and works with the client and key stakeholder groups to develop a robust outreach strategy that includes a project website where the public can download draft documents, provide comments, view upcoming meeting dates, and monitor the impact fee study process.

Implementing Land Use Policy. Many communities don't realize that impact fees are actually a form of land use regulation rather than a revenue source. To that end, it is possible to craft impact fee methodologies to help a community implement land use and economic development policy objectives. From the standpoint of fairness and equity, the use of special impact fee districts can help a community implement specific land use policy and specific facility master plans. Special impact fee districts allow impact fees to be more closely linked to the actual cost of providing capital facilities in a given area. Because impact fees are roughly proportional to capital costs imposed by development, each special impact district should be examined to determine the capital cost implications of development in that specific area. The capital cost calculations should also consider the existing versus proposed levels of service provided in each specific impact fee district, as well as the reach in benefits provided by the planned improvements.

Implementation/Ongoing Support. The Park Facilities Needs Assessment and Impact Fee Analysis is just the beginning of the relationship between TischlerBise and our clients. That is the primary reason the majority of our projects come from existing clients through sole source procurement. After the fee study is complete, TischlerBise can prepare implementation materials and provide training to Village staff to ensure it is prepared to implement the impact fee program in a manner that is efficient and consistent with Wisconsin and national case law. Finally, TischlerBise understands that it is impossible to forecast every conceivable development proposal within the fee structure. Therefore, TischlerBise routinely prepares specific impact fee amounts for specific projects at no charge to our clients.

Section E: **Work Scope**

The following scope of work provides detailed steps to ensure this project is completed successfully and meets the legal requirements for impact fees, based on the State's enabling legislation, as well as national case law.

TASK 1: PROJECT INITIATION & STRATEGY DEVELOPMENT

During this task, we will meet with Village staff to establish lines of communication, review and discuss project goals and expectations related to the project, review (and revise if necessary) the project schedule, request data and documentation related to new proposed development, and discuss staff's role in the project. The objectives of this initial discussion are outlined below.

- Obtain and review current demographics and other land use information for the Village
- Review and refine work plan and schedule
- Assess additional information needs and required staff support
- Identify and collect data and documents relevant to the analysis

Meetings: One on-site visit to meet with Parks and Planning project staff.
One on-site presentation to Village Council introducing the study and impact fee education.

Deliverables: Data request memorandum (prepared in advance of meeting).

TASK 2: POPULATION AND DEVELOPMENT PROJECTIONS

The purpose of this task is to review and understand the current demographics of the Village and determine the likely development future for the Village in terms of new population, housing units, employment, and nonresidential building area over the next 10-20 years. Information from the Village, as well as other regional/State sources, may serve as the basis for preparing projections for residential and nonresidential development for consideration by staff. Our Team will prepare a plan that includes projections of changes in land uses, densities, intensities, and population. Estimates will be prepared citywide and based on benefit areas.

Meetings: Discussions with staff will be held as part of Task 1, as well as two virtual meetings during the review of deliverable.

Deliverables: Draft and Final Population and Development Projections chapter. Village staff will review draft growth projections and provided feedback will be incorporated into final report.

TASK 3: POLICY EVALUATION AND PROPOSED REVISIONS

During this task TischlerBise will overlay the future development projections from Task 2, service standards from the Summit Comprehensive Open Space Plan (CORP), along with current levels of service (LOS) for park land and park infrastructure to prepare policy revisions related to district boundaries and equity between park land and amenities. Below details the LOS analysis:

Identify Appropriate Level of Service (LOS) Standards. We will review needs analyses and LOS for each facility type. Activities related to this Task include:

- Apply defined service standards to data on future development to identify the impacts of development on facility and other capital needs. This will include discussions with staff of the existing versus adopted LOS, as appropriate.
- Ascertain and evaluate the actual demand factors (measures of impact) that generate the need for each type of facility to be addressed in the study.
- Identify actual existing service levels for each park type. This is typically expressed in the number of demand units served.
- Define service standards to be used in the impact fee analysis.

The Team will examine other policy considerations including the on-going maintenance costs with expanding additional park land, the public desire for park amenities, and the balance between ensuring growth is paying its fair share while not over burdening affordable and attainable housing developments.

Meetings: Two virtual meetings during the review of deliverable.

Deliverables: Storyboard of LOS results. Village staff will review memo and feedback will be incorporated into final report.

TASK 4: PARK IMPACT FEE NEEDS ASSESSMENT, IMPACT FEE POLICY, AND IMPACT FEE STUDY

Detailed in the RFP and consistent with TischlerBise's approach, the proposed scope is an initiative process. Following the items discussed below, TischlerBise will prepare draft needs assessment and fee calculation chapters for Village staff review. We anticipate a few meetings and rounds of comments/input before finalizing the report.

Identify Park Facilities/Costs Eligible for Impact Fee Funding. As an essential part of the nexus analysis, TischlerBise will evaluate the impact of development on the need for additional facilities, by park type, and identify costs eligible for impact fee funding. Elements of the analysis include:

- Review facility and CORP plans, fixed asset inventories, and other documents establishing the relationship between development and facility needs by type.
- Identify planned facilities, equipment, and other capital components eligible for impact fee funding.
- Prepare forecast of relevant capital facility needs.
- Adjust costs as needed to reflect other funding sources.

As part of calculating the fee, the Village may include the construction contract price; the cost of acquiring land, improvements, materials, and fixtures; the cost for planning, surveying, and engineering fees for services provided for and directly related to the construction system improvement; and debt service charges, if the Village might use impact fees as a revenue stream to pay the principal and interest on bonds, notes or other obligations issued to finance the cost of system improvements. All of these components will be considered in developing an equitable allocation of costs.

Evaluate Different Park Allocation Methodologies. There are three basic methodologies that can be applied in the calculation of impact fees are the plan-based, incremental expansion, and cost-recovery approaches. Selection of the particular methodology for each component of the impact fee will depend on which is most beneficial for the Village. In a number of cases, we will prepare the impact fees using several methodologies and will discuss the trade-offs with the Village. This allows the utilization of a combination

of methodologies within one fee category. For instance, a plan-based approach may be appropriate for a new building while an incremental approach may be appropriate for apparatus. By testing all possible methodologies, the Village is assured that the maximum supportable impact fee will be developed.

Prepare Park Capital Improvement Plan (CIP). This task will reflect an initial CIP. The CIP will incorporate anticipated new capital facilities due to growth. Also included, as appropriate, will be replacement/retrofit/rehabilitation needs due to existing development. The CIP will represent the best estimates of the consultant team and Village staff on priority, timing, cost, and method of financing.

Determine Need for "Credits" to be Applied Against Capital Costs. There are two types of "credits" that are included in the calculation of impact fees, each with specific, distinct characteristics. The first is a credit due to possible double payment situations. This could occur when a property owner will make future contributions toward the capital costs of a public facility covered by an impact fee. The second is a credit toward the payment of an impact fee for the required dedication of public sites and improvements provided by the developer and for which the impact fee is imposed. Both types of credits will be considered and addressed in the impact fee study.

Conduct Funding and Cash Flow Analysis. In order to prepare a meaningful capital funding strategy, it is important to not only understand the gross revenues, but also the capital facility costs and any deficits. In this case, some consideration should be given to anticipated funding sources over the next ten years. This calculation will allow the Village to better understand the various revenue sources possible and the amount that would be needed if the impact fees were discounted.

The initial cash flow analysis will indicate whether additional funds might be needed or if the funding strategy might need to be changed to have new growth pay its fair share of new capital facilities. This could also affect the total credits calculated in the previous Task. Therefore, it is likely that several iterations will be conducted to refine the cash flow analysis reflecting the capital improvement needs.

Prepare Park Impact Fee Report & Public Presentations. TischlerBise will prepare a draft report for the Village's review. The report will summarize the need for park land and park amenity impact fees in Summit and the relevant methodologies employed in the calculation. It will also document all assumptions and cost factors. The report will include at a minimum the following information:

- Executive summary
- A detailed description of the methodologies used during the study
- A detailed description of all LOS standards and cost factors used and accompanying rationale
- Capital improvement plans for the infrastructure categories
- A detailed schedule of all proposed fees listed by land use type and activity
- Other information which adequately explains and justifies the resulting recommended fee schedule
- Cash flow analysis
- Implementation and administration procedures

Following the Village's review of the draft report, we will make mutually agreed upon changes to the impact fee report and issue a final version.

The report will be a stand-alone document clearly understood by all interested parties. Because of the firm's extensive experience in calculating impact fees and preparing such reports, we have developed a succinct written product that leaves a well-understood paper trail.

Meetings: Two meetings to review park impact fee needs assessment.
Two on-site meeting to present the Park Impact Fee Study to the Village Council.

Deliverables: Draft and Final Park Needs Assessment and Impact Fee Report.
Presentation materials at least one week prior to public meetings.

TASK 5: ORDINANCE ADOPTION SUPPORT

Our team will provide responsive technical consultation throughout the adoption process, attend up to two virtual stakeholder meetings to address questions about methodology and findings, and deliver written responses to any Parks Division inquiries regarding analytical assumptions. We are experienced at translating technical findings into clear, plain-language explanations for elected officials and community members, and we view this task as an integral part of our commitment to this engagement.

At the Village's direction, TischlerBise will develop an Implementation and Administrative Policy Manual that will facilitate implementation of the impact fees and address procedural matters not appropriate for inclusion in the Ordinance. The manual will track procedures set forth in the impact fee ordinance and will cross reference ordinance sections and administrative forms.

Meetings: Two virtual meetings.

Deliverables: Ordinance amendment for impact fee adoption.

Section F: **Project Schedule**

The table below outlines our project schedule, meetings, and deliverables for this assignment. We will devote the necessary resources to complete the Village's assignment in this time frame.

PROJECT SCHEDULE - SUMMIT PARK IMPACT FEE STUDY			
Tasks	**Anticipated Dates**	**Meetings***	**Meetings/Deliverables**
Task 1: Project Initiation and Strategy Development	Month 1	1	Technical Memorandum Outlining Data Needs & Work Plan
Task 2: Population and Development Projections	Months 1-2	2	Draft/Final Population and Development Projections Memo
Task 3: Policy Evaluation and Proposed Revisions	Months 2-3	2	Storyboard of Level of Service Analysis
Task 4: Park Needs Assessment and Impact Fee Report	Months 3-4	2	Draft/Final Park Needs and Impact Fee Report
Task 5: Ordinance Adoption Support	Months 4-5	2	Ordinance amendment

*In several cases it is assumed meetings are held with multiple departments as part of one (1) meeting.

Internal Communications

An essential component of these efforts is frequent, ongoing, and meaningful communication between the consultant team and staff. TischlerBise is known for its hands-on approach, with face-to-face meetings, frequent conference calls, and ongoing email communications are an integral part of our work scope. The specific strategy is to use the Scope of Work and Schedule to manage the project. It is recommended that the Village identifies a staff Project Manager who serves as a point person between the consultant team and Village. It is also recommended that a staff working group/technical committee be identified to provide feedback throughout the study process. This enables effective and efficient processes as well as keeping relevant staff apprised of the study's progress and content. TischlerBise also recommends periodic briefings with Village Administration.

Accessibility

TischlerBise will attend pre-scheduled meetings with the Village in person. TischlerBise's regular and repeat work affirms our flexibility and ability to accommodate schedules. Our team will be available via email and phone throughout the study, and our accessibility and availability will continue throughout the term of the Agreement. We encourage you to consult our references regarding our superior accessibility and availability.

Project Management

TischlerBise utilizes a project management process which ensures our projects are completed on time and within budget, and, most importantly, they yield results that match our clients' expectations. Our project implementation plan employs the following principles to mitigate potential risk and result in successful projects:

- **Risk: Lack of Understanding of Project Goals, Objectives, and Desired Outcomes**
  - **Mitigation: We begin by defining the project to be completed.** Based on discussions that occur as part of our Project Initiation task, Colin McAweeney, along with Mr. Bise, will identify the final project goals and objectives in collaboration with Village staff, list potential challenges to the process, and develop a plan to ensure successful outcomes and effective communication.
- **Risk: Schedule Delays**
  - **Mitigation: We will plan the project schedule from the outset.** As part of the Project Initiation task, Mr. McAweeney will work with Village staff to create an agreed-upon timetable to meet the project schedule. Prior to beginning the project, Mr. McAweeney will assign roles that will ensure that the project schedule is met on time and within budget.
- **Risk: Technical Complications**
  - **Mitigation: We will actively manage the project process.** Mr. Bise and Mr. McAweeney have a long history of strong project management skills that are supported by past project successes (we encourage you to contact our references in this regard). Mr. Bise will manage the work in progress, provide guidance and oversight to staff, and be accountable to the Village meeting the schedule, budget, and technical requirements of the project.
- **Risk: Quality Control**
  - **Mitigation: We will review all project deliverables and communication through a formal quality assurance process** that requires review at the peer level, project manager level, and executive officer level. Prior to the delivery of work product to the Village, deliverables will go through a structured quality assurance process involving up to three levels of review and utilizing a checklist tool. The first level involves a peer-to-peer review of work products and computer models. Next, Mr. Bise will be responsible for a second set of reviews comparing the work product to the completed quality checklist form.
- **Risk: Cost Overruns**
  - **Mitigation:** The studies will be conducted under a fixed fee arrangement. We typically do not utilize change orders in our work efforts. The potential for a change in budget could occur if the goals, objectives, and expectations as agreed upon in the scope and project management processes shift significantly. The use of the above proactive project management elements is structured to avoid budgetary issues.

Section G: **Project Cost**

The table below summarizes our estimated consultant costs for the tasks reflected in our proposed scope of work. This proposal is a fixed fee and includes all project expenses. We have estimated these expenses based on past project experience and do not expect the Village to reimburse us for any costs we incur above these estimates. TischlerBise invoices on a monthly basis, based on the percentage complete for each task.

Furthermore, the relationship between TischlerBise and the Village of Summit does not end with the completion of the impact fee study. We pride ourselves on our service and dedication to our clients. After the impact fee study has been completed, we are available for further assistance in the administering of the program. **Typically, this is at no charge to the client (depending on the request).**

PROPOSED FEE SCHEDULE FOR SUMMIT, WISCONSIN					
Project Team Member:	**McAweeney**	**Bise**	**Wiggins**	**Total**	
Job Title:	**Project Manager**	**Project Support**	**Project Analyst**	**Hours**	**Cost**
Hourly Rate*	**$210**	**$235**	**$190**		
Task 1: Project Initiation and Strategy Development	8	4	4	16	$3,380
Task 2: Population and Development Projections	16	4	8	28	$5,820
Task 3: Policy Evaluation and Proposed Revisions	20	4	8	32	$6,660
Task 4: Park Needs Assessment and Impact Fee Report	44	18	32	94	$19,550
Task 5: Ordinance Adoption Support	8	4	0	12	$2,620
TOTAL:	**96**	**34**	**52**	**182**	**$38,030**

* Hourly rates are inclusive of all costs.

TischlerBise

FISCAL | ECONOMIC | PLANNING

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PROPOSAL TO CONDUCT A PARK FACILITIES NEEDS ASSESSMENT & IMPACT FEE ANALYSIS

JUNE 12, 2026

SUMMIT, WISCONSIN

MATRIX
CONSULTING GROUP

Kamron Nash, Public Works Director
Village of Summit
37100 Delafield Road
Summit, WI 53066

Dear Ms. Nash:

Matrix Consulting Group, Ltd., is pleased to submit this proposal to conduct a park facility needs assessment and impact fee analysis for the Village of Summit. Our proposal is based on our review of the request for proposals, background review of the Village and its services, and our experience conducting hundreds of comparable studies across the country.

Our experience in providing similar services and understanding of the impact and implementation issues faced by jurisdictions comes from work with various clients, including Rochester Hills and Royal Oak (MI), Snoqualmie (WA), Medford (OR), Burlingame, Los Altos, Menifee, San Mateo, and South San Francisco (CA).

Our staff possesses a deep understanding of the service and process assumptions underlying the cost of service. This dual expertise enables us to offer comprehensive insights and solutions that enhance efficiency and maximize our clients' value.

I am the firm's President, authorized to represent the firm in contractual matters. Khushboo Ingle, Vice President and a Financial Services Practice leader, can provide any additional information you may need during the quote evaluation period. She can be reached at the address and phone number below or via email at kingle@matrixcg.net.

ALAN D. PENNINGTON
President
Matrix Consulting Group, Ltd.

MATRIX CONSULTING GROUP
1875 S Grant Street, Suite 960
San Mateo, CA 94402
650-858-0507

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PROJECT APPROACH

The cornerstone of our philosophy in conducting organization and management studies is rooted in our project management philosophy and our principled approach to our work:

1. A principal of the firm is involved in every aspect of each study. For this engagement, Khushboo Ingle, Vice President, will serve as the Principal-in-Charge.
2. We approach our projects by gaining a firm grounding in formal and fact-based analytical methodologies.
3. Our projects have extensive input and interaction between the consultants and our clients' staff, management, policy makers, and external stakeholders.
4. We provide our clients not only with the right answers but also with practical solutions for implementing change.
5. We engage regularly with our clients to ensure that the project remains on time, the schedule is maintained, and we are accessible when needed.

Our integrated approach combines analytical accuracy with collaborative practices and technical excellence to create a comprehensive framework that generates trustworthy outcomes, enhances team competencies, and facilitates smooth translation of study results into actionable implementations, all while maintaining strict adherence to project schedules and budgets.

PROJECT MANAGEMENT

We strongly believe in managing each consulting engagement effectively and applying formal project management techniques in our studies. These techniques include:

- Use of **project management software** to create timelines, track utilization, and communicate.
- Project team and client expectations and results are managed weekly through **formal project schedules and reporting tools**.
- All project work activities are defined in advance and tied to each project team member, deliverables, schedule, and budget.
- The project manager and lead analysts develop general and **project-specific data collection plans and interview guides** for all our staff.

- At the start of the project, we will schedule a series of **progress meetings** with the project steering committee and other key stakeholders, as needed, to review interim deliverables and findings as they are developed. This collaborative approach throughout the engagement ensures there are no surprises and maximizes buy-in at all levels.
- The **project manager designs and personally reviews all interim and final products** before they are delivered to the client.

These project management approaches have enabled us to deliver all our projects to a high standard and on time. All our projects are completed within budget – we have never requested additional funding to complete the proposed scope of work. We are recognized for the depth and insight of our analysis and our responsiveness to clients.

APPROACH TO SCOPE OF SERVICES AND PROJECT TIMELINE

An overview of our specific approach to complete the Village's requested scope of services and associated timeline can be found in the following two sections.

SCOPE OF WORK

The Village of Summit (Village) is seeking to conduct a Parks Needs Assessment and Impact Fee Analysis. The scope of work below is divided into two (2) clearly defined phases. Each phase can stand alone or together to address the full scope of work identified in the RFP. If the Village chooses to consider only Phase 2: Impact Fee Analysis, additional work from Phase 1 will be included to ensure that basic facility conditions and levels of service are evaluated.

The project team will be available to participate in up to two public meetings to discuss project elements and provide context and clarity on the work associated with each phase.

PHASE 1: PARK FACILITIES NEEDS ASSESSMENT

TASK 1: EXISTING CONDITIONS

The project team will conduct a kick-off meeting with Village Public Works staff to confirm scope, schedule, methodology, and data collection requirements, including:

- 2023 Comprehensive Outdoor Recreation Plan (CORP)
- 2018 Park Needs Assessment
- Any Existing GIS or Facility Records

After kickoff and development of the project plan, the project team will inventory and document all 84 acres of parkland, 0.3 miles of multi-use trails, and existing amenities, including playgrounds, picnic areas, baseball and softball fields, restrooms and storage buildings, courts, and the kayak and canoe launch.

Finally, the team will assess current park system operations and staffing to develop an understanding of staffing levels, spans of control, organizational structure, and operational challenges and opportunities, including workload analysis.

TASK RESULT

Project kick-off summary and project plan, existing park and trail facility inventory, and a summary of current park system conditions and staffing.

TASK 2: NEEDS ASSESSMENT AND LEVEL OF SERVICE REVIEW

The needs and gap assessment task will include public engagement, a regional trend review, and an assessment of existing conditions, as produced in Task 1.

- Design and administer an online survey, two (2) in-person focus groups, and one (1) virtual focus group to identify resident recreation preferences and unmet needs across current and projected populations.
- Identify existing deficiencies in park acreage, trail mileage, and facility types relative to current population and projected growth scenarios.
- Document findings on community needs, regional recreation trends, and peer provider networks.

In this task, the project team will also perform a Level of Service analysis to determine applicable benchmarks for park acreage, trail mileage, and recreational amenities.

- Benchmark the Village's park amenities against peer communities, regional recreation providers, and NRPA national standards.
- Compare current LOS to NRPA standards, peer jurisdictions, and best practices identified during community outreach and benchmarking.
- Apply LOS standards to current population and projected growth scenarios to quantify facility needs required to maintain current service levels.

TASK RESULT

Community outreach findings summary, needs and gap assessment findings memorandum, identified facility deficiencies, LOS analysis be existing and recommended standards by facility type, and recommended facility needs.

TASK 3: DRAFT AND FINAL REPORT

The final task in Phase 1, Park Facilities Needs Assessment, is a synthesis of all prior work into a Draft Park Facilities Needs Assessment, with prioritized facility recommendations to inform the Impact Fee Analysis portion of the project.

TASK RESULT

Draft and final Park Facility Needs Assessment reports that identify priority park improvements, potential funding sources, partnerships, and implementation strategies to inform Phase 2 of the study.

PHASE 2: IMPACT FEE ANALYSIS

The Village currently charges impact fees to new development to help recover the proportional burden of impact on the Village's parks and recreation facilities. Wisconsin State Statute 66.0617 governs the implementation of impact fees. Key provisions of this statute include:

- Impact fees can only cover capital costs
- A needs assessment is typically required to help justify the impact fees
- Impact fees cannot cover or fund service gaps
- Impact fees must be proportional to the impact associated with new development
- Any credits or other funding sources must be considered when calculating impact fees

In summary, the Village intends to utilize the needs assessment to help inform the proportional impact of new development. The following provides an overview of the tasks that we would undertake to conduct the Parks Impact Fee Analysis for the Village:

TASK 4: PROJECTED POPULATION GROWTH AND FACILITY NEEDS

The key component of any impact fee analysis is determining the proportionality and nexus based on projected development. During this task, the project team will conduct research based on Village and regional growth projections. Information from the needs assessment will be used to outline the improvements, their costs, and those needed due to new development.

Impact fees cannot be used to enhance existing service levels; they can only be used to maintain current service levels. During this task, the project team will ensure that any new facilities or equipment identified are directly correlated to population increases for defensibility purposes.

TASK RESULT

Population Projection and Infrastructure Assignment

TASK 5: DRAFT IMPACT FEE ANALYSIS

There are two components to calculating impact fees: the total cost of facilities and their cost basis. The following points describe these components:

- **Total Cost of the Facilities/Infrastructure:** There are two sub-components that comprise the maximum cost of the facilities/infrastructure for calculating impact fees: cost of facilities/infrastructure and offsetting credits/revenues.
- **Cost Basis:** Several cost bases, such as population, housing units, and workload, can be used to calculate impact fees.

The project team will calculate the draft impact fees based on data provided by the Village, appropriate and preferred cost bases, and State law. The team will then meet with Village staff to review these draft impact fees by land-use type and demonstrate compliance with all applicable regulations.

TASK RESULT

We will provide draft impact fee per unit results.

TASK 6: DRAFT IMPACT FEE REPORT

The draft impact fee results and comparative survey will be incorporated into a draft impact fee report, which will have the following components:

- **Executive Summary:** Provide a brief overview of the background of the scope, the overall methodology, the results of the analysis, and the implementation guidelines (including future fee increases).
- **Legal Framework:** This will outline the current legal requirements for impact fees and how the proposed impact fee will comply with them.
- **Growth Projections:** This section outlines the growth projections.
- **Impact Fee Analysis:** This section presents the calculation used to determine the total impact fee cost.
- **Revenue Impact:** This section discusses the future revenue impact of implementing the impact fee at the maximum justifiable rate over a 10-year horizon.

These components will result in a consolidated draft report that will be distributed to Village staff for review. It will be required to be reviewed by all departments to ensure that assumptions are presented accurately.

TASK RESULT

Draft Impact Fee Report

TASK 7: FINAL IMPACT FEE REPORT

Based on the Village staff's comments, the project team will revise the Final Report to ensure all comments and concerns are captured. This final report will be the basis for presentations to internal and external stakeholders.

TASK RESULT

Final Impact Fee Report

TASK 8: PROPOSED IMPACT FEE SCENARIOS

The analysis will calculate the maximum justifiable impact fee that can be assessed, but the Village can set it at any amount lower than that amount. The project team will set up a workbook that outlines the scenarios in which impact fees can be proposed and the resulting revenue impact for each scenario.

The analysis will be utilized to develop an ordinance amendment and specific changes required within the municipal code for the adoption of the proposed impact fees and provide support during the public hearing and adoption process.

TASK RESULT

Impact Fee Scenario Workbook and Draft Ordinance Amendment Language

TASK 9: DELIVERY OF IMPACT FEE BACKUP DOCUMENTATION

Unlike other cost-of-service analyses, the components of an impact fee should not be updated annually, as it is primarily based on population projections and timeframes associated with the replacement of existing facilities and equipment inventory and/or the acquisition of new facilities or inventory.

When discussing the draft impact fee results with staff, the project team will share the initial Excel workbook showing calculations, and at the conclusion of the study, the project team will provide the Village with the backup workbook showing all calculations.

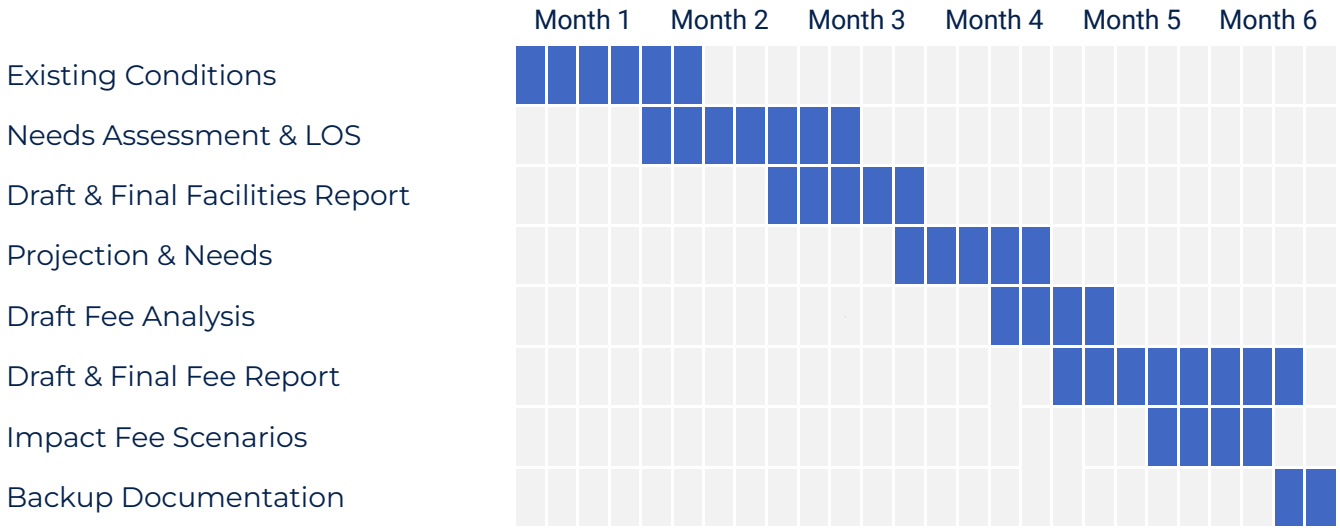
In this workbook, the project team would also set up a template allowing the Village to update its impact fees based on a cost factor. The industry standard for updating impact fees is based on the construction cost index (CCI). This standard is used because the costs of impact fees are based on infrastructure rather than labor or material costs.

TASK RESULT

We will provide all backup documentation, including Excel workbooks.

SCHEDULE OF WORK

This project is anticipated to take approximately 6 months to complete. We usually ask for two (2) weeks' notice to proceed or official award notification to commence the project. For each task in our proposed scope of work, we have identified the week(s) within the 6-month period during which it will be completed.



All proposed timelines can be adjusted based on Village staff priorities and in accordance with Village preferences.

QUALIFICATIONS

The following subsections provide an overview of our firm and detailed information regarding our experience with similar projects.

INTRODUCTION TO MATRIX CONSULTING GROUP, LTD.

Matrix Consulting Group, Ltd. is a public-sector management consulting firm that provides organizational, operational, staffing, and financial evaluations, as well as training services, to public-sector entities, primarily local government entities. Our firm is summarized as follows:

- Our headquarters are in California, and we maintain regional offices in the Dallas-Fort Worth Metroplex (TX), Edwardsville (IL), Irvine (CA), Portland (OR), the Tampa/Fort Myers (FL) area, and Charlotte (NC).
- We comprise 34 full-time and 2 part-time management consultants who specialize in analyzing local government functions across a wide range of operational areas. We have dedicated parks and recreation and financial services teams.
- Since our founding over 24 years ago, we have worked with over 2,000 government agencies, conducting cost-of-service and management studies and providing recommendations on operations, improvements, and cost recovery.
- The market and service focus of Matrix Consulting Group has always been financial, management, staffing, and operations analysis of local government. The following outlines the core services provided by our firm:

Administrative (HR, Finance, IT)	Fire and EMS
Community Development	Fleet Management
Corrections and Justice	Law Enforcement
Emergency Communications	**Parks, Recreation, and Libraries**
Financial Services (User Fees/CAP)	Public Works and Utilities

- Matrix Consulting Group is unique in that our experience encompasses not only cost accounting and allocation but also process audits and best practices. Our mission is to provide our clients with data-driven results that meet current needs while setting them up for future success.

The above points outline the added value of choosing a firm like Matrix Consulting Group.

PARKS AND RECREATION FEE EXPERIENCE

Our firm has extensive experience conducting comprehensive user fee studies for various municipal organizations and departments. Matrix Consulting Group has worked with every type of recreation function, including traditional parks and recreation, libraries, and open space preserves. Our experience

spans master and strategic planning, park condition assessments, program staffing, and cost recovery. Our project teams are well-versed in the areas that most impact cost recovery, including:

- The best use of a tiered recovery approach is between resident and non-resident, or between profit and non-profit.
- Setting fees according to the cost recovery pyramid, ensuring that premium services have a higher cost recovery.

The goal of reviewing parks and recreation costs for service is to ensure that fees and rates are set at a level that allows the Village to continue serving the community in a manner consistent with current goals and commitments.

Our recent parks and recreation fee experience includes:

Burlingame, CA
Cupertino, CA
Los Altos, CA
Medford, OR
Menifee, CA
Milpitas, CA
Montebello, CA
Monterey County, CA
Pacific Grove, CA
Palo Alto, CA
Redlands, CA
Redwood City, CA
San Bernardino County, CA
Snoqualmie, WA
South San Francisco, CA

Details about any project listed above are available upon request.

PARKS AND RECREATION OPERATIONS EXPERIENCE

It is worth noting that our firm has conducted over 50 dedicated parks and recreation programs, operations, and planning studies. In addition, we have conducted over 100 organization-wide studies, including parks and recreation. Our parks and recreation experience includes:

Ashland, OR
Buda, TX
Elmhurst Park District, IL
Grand Rapids, MI
Great Falls, MT
Libertyville, IL
Milpitas, CA
Rochester Hills, MI
Royal Oak, MI
Salt Lake City, UT
San Mateo, CA
Seattle, WA
Southlake, TX
Sunnyvale, CA
Vacaville, CA

Details about any project listed above are available upon request.

REFERENCES

ROYAL OAK, MI

Public Services Department Operational & Staffing Assessment

Susan Barkman
Deputy City Manager
(248)246-3200
susanb@romi.gov

January – December 2025

Matrix Consulting Group was retained by the City of Royal Oak to conduct an operational and organizational assessment of the Public Services Department, which included the Recreation and Senior Center Divisions of the City. The study included review of the department's structure and recommendations for alternative service delivery models.

The assessment identified strengths of the recreational activities of the City as well as opportunities for improvement to connect further with cultural segments of the community, engage users and non-users, and promote the City's programs. This project also included a programming and staffing assessment to determine levels of programs available to the City and through the senior center and if additional resources were necessary. Key recommendations included removing the recreation function from the Public Services Department, creating engagement opportunities for residents, and developing a recreation program plan.

Staff: Principal in Charge – Jen Winter, Project Analyst – Megan Young

ROCHESTER HILLS, MI

Groundskeeping Services Review

Ken Elwert
Parks & Natural Resources Director
(248) 841-2552
elwertk@rochesterhills.org

March – October 2025

The City of Rochester Hills, Michigan, retained Matrix Consulting Group to conduct an operational and organizational assessment of the Grounds Maintenance Division and an overall groundskeeping service model review. The study included onsite service level reviews, analysis of the City's procurement and contracting functions related to groundskeeping, and a contract versus in-house comparison of groundskeeping services.

The assessment identified strengths of the City's groundskeeping activities as well as opportunities for improvement to reduce cost and increase maintenance levels through different maintenance delivery models. This project also included an organizational and staffing assessment to determine staffing needs for current maintenance levels and future increased levels.

Key recommendations included adjustments to the services contracted within the City to maximize benefit, increases in the staffing levels of the Grounds Maintenance Division based on a level of service analysis, and regular review of the cost-benefit analysis of service delivery models.

Staff: Project Manager and Lead Parks & Recreation Analyst – Megan Young

BANNING, CA

Citywide Fee Study and Impact Fee Study

Nate Smith
Deputy Director of Public Works
951-922-3182
nsmith@banningca.gov

2024

The Matrix Consulting Group worked with the City of Banning to conduct a citywide comprehensive fee study and development impact fee study.

California has strict impact fee requirements that mirror Wisconsin requirements of proportionality for new development. This citywide impact fee review including parks and recreation related impact fee. The project team worked with City staff to identify the needs created by new development and the proportionate burden on new development. Those fees were then calculated to incorporate the capital needs and administrative oversight of those impact fee revenues and funds.

Staff: Principal in Charge & Project Manager – Khushboo Ingle, Lead Analyst - Madison Dixson

LOS ALTOS, CA

Development Services Fee Study & Development Impact Fee Study

Nick Zornes
Assistant City Manager
(650) 947-2625
nzornes@losaltosca.gov

2023, 2025

Matrix Consulting Group worked with the City of Los Altos on development services fee study and development impact fee study.

California has strict impact fee requirements that mirror Wisconsin requirements of proportionality for new development.

The scope of the development impact fee study included recreation related fees. The City had traditionally only charged a Park In-Lieu fee, giving developers the option to acquire parkland and give it to the City or pay this fee. The fee was based on the fair market value.

Through this study, the project team identified land and other capital needs for the City based on future development. This was then assigned proportionately to new development. The fees were calculated based on a per square foot and only assigned to new residential projects as there is the strongest nexus for those projects to create an impact on the recreation system.

Staff: Principal in Charge & Project Manager – Khushboo Ingle, Lead Analyst - Madison Dixson

MENIFEE, CA

Citywide User Fee Study, Development Impact Fee Study, and Cost Allocation Plan

Margarita Cornejo
Deputy Finance Director
(951) 723-3716
mcornejo@cityofmenifee.us

2021

Matrix Consulting Group worked with the City of Menifee to conduct a Citywide User Fee Study, Development Impact Fee Study, and develop both a Full Cost Allocation Plan and OMB Compliant Cost Allocation Plan.

The focus of the impact fee study was all impact fees evaluated by the City, including Parks and Recreation related impact fees. The City had previously established these fees based on outdated projects and information from the County. As such, the goal of this was to ensure all new projects were reflected.

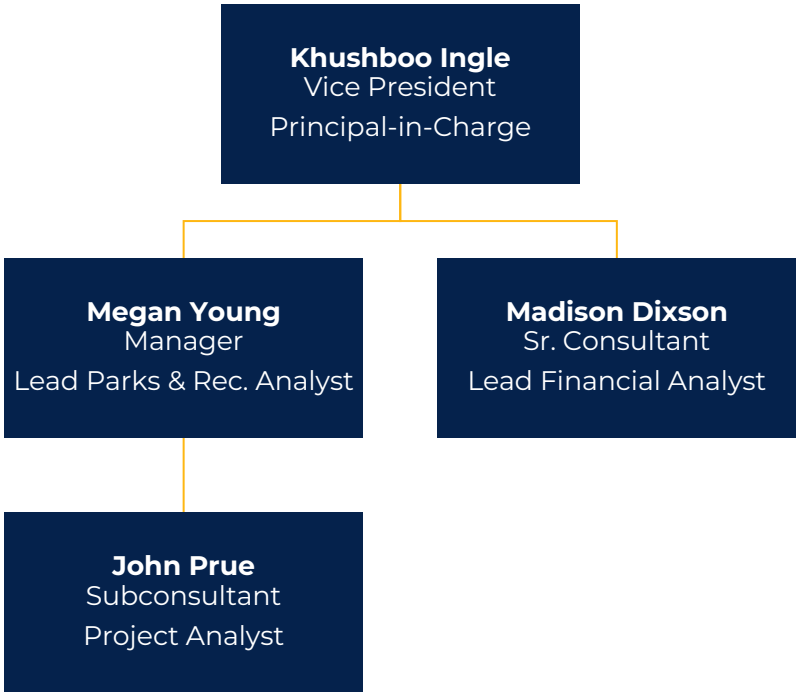
As national impact fee requirements state, we then took those projects and proportionately assigned the impact / burden to new development. We also included the cost of acquiring land to maintain open space requirements due to new development.

Staff: Principal in Charge & Project Manager - Khushboo Ingle, Lead Analyst - Madison Dixson

Additional details and/or references are available upon request.

PROJECT TEAM

The proposed project team is shown below. The following chart outlines the project team and reporting structure. No team members will be replaced without the Village's prior approval. No subcontractors will be used in this assignment.



Resumes are included on subsequent pages.

KHUSHBOO INGLE

Vice President

BIOGRAPHY:

Khushboo manages cost allocation plan, user fee, development impact fee, and cost of service engagements. Her experience with the firm also includes participation in operational audit engagements focusing on reviewing organizational, staffing, and internal processes to enhance services. Khushboo's relevant experience include:

- Analysis focuses on verifying and reviewing cost of service assumptions and ensuring compliance with best practices.
- Expertise also includes impact fee and development fee-studies.

EXPERIENCE HIGHLIGHTS:

ORANGE, CA: DEVELOPMENT IMPACT FEE ANALYSIS AND FEE STUDY

Khushboo served as the Project Manager on this engagement which looked and conducting a citywide fee study and development impact fee analysis. Key analysis includes:

- Streamlining land use categories for impact fees to represent the current types of
- Identifying growth projections and appropriate nexus considerations for impact fees.

SAN MATEO, CA: DEVELOPMENT IMPACT FEE STUDY

Khushboo served as the Project Manager on this engagement for evaluating development fees and impact fees. Key analysis included:

- Identifying all impact fees that needed to be updated per proportionality nexus requirements.
- Documenting population and growth assumptions.
- Combining the parks acquisition and park recreation fees into a singular parks and recreation impact fee.

ROLE ON THIS ENGAGEMENT:

Principal in Charge.

RELEVANT CLIENTS

CA, Banning
CA, Los Altos
CA, Menifee
CA, Orange
CA, San Mateo
CA, South San Fran.
CO, Rio Grande Co.
FL, Fort Lauderdale
FL, Miami Beach
HI, Maui County
IL, Champaign
NC, Asheville
TX, Austin
TX, Bellaire
TX, Dallas
TX, Garland
WA, Lewis County
WA, Richland
WA, Kenmore
WA, Sammamish
WA, Snoqualmie

YEARS OF EXPERIENCE:

15

EDUCATION:

B.A., University of California – San Diego, International Economics

M.A., University of California – San Diego, International Affairs

PROFESSIONAL ASSOCIATION:

Government Finance Officers Association

Revenue Enhancement Best Practices

MEGAN YOUNG, PMP, CPRE
Manager

BIOGRAPHY:

Megan leads the firm's parks and recreation projects. Megan brings more than twelve years of experience working with local and regional governments. Prior to joining Matrix, Megan served as Assistant to the City Manager, Parks and Grounds Administrator, and Public Works Operation Analyst in various organizations in South Carolina. Relevant experience includes:

- Park maintenance management, including maintenance standards, playground and amenity management, and levels of service.
- Parks and Recreation operations, staffing, and programming analysis.
- Organizational and staffing assessments, needs assessments, and best management practices evaluation and implementation.

EXPERIENCE HIGHLIGHTS:

ROCHESTER HILLS, MI: GROUNDSKEEPING SERVICES

Megan served as lead analyst on this project focusing on groundskeeping services analysis and recommendations for staffing and contracted services. The study also evaluated procurement practices and contract efficiencies.

LOWELL, MA: PUBLIC WORKS (STREETS & PARKS)

Megan served as the lead analyst on the City's comprehensive review of the Streets and Parks Divisions of the Public Works Department. The study evaluated the operations, staffing, and organization of the Divisions.

EAST BAY REGIONAL PARK DISTRICT, CA: RESOURCE ALLOCATION STUDY

Megan served as the lead analyst on the review of resource allocation and staffing methodology. The study evaluated the operations, staffing, and organization of the Park Operations Department, which includes Park Maintenance, Maintenance & Skilled Trades, and Interpretive & Recreation Services.

ROLE ON THIS ENGAGEMENT:

Lead Parks & Recreation Analyst.

RELEVANT CLIENTS:

CA, Bellflower
CA, EBRPD
CA, San Carlos
CA, Vacaville
FL, Palmetto Bay
MA, Lowell
MI, Rochester Hills
MI, Royal Oak
OR, Wilsonville
TX, Buda

YEARS OF EXPERIENCE:

12+

EDUCATION:

BA, Intercultural Studies for Business and Spanish, Wofford College

MPA, Clemson University

TRAINING & CERTIFICATIONS:

Project Management Professional: 2020, 2023, Project Management Institute

Certified Park and Recreation Executive: 2025, National Recreation and Parks Association

Certified Park and Recreation Professional: 2020, 2023, National Recreation and Parks Association

Certified Landscape Professional: 2020, Clemson University

MADISON DIXON

Senior Consultant

BIOGRAPHY:

Madison is an analyst on cost allocation plan, user fee, development impact fee, and cost of service engagements. Madison's relevant experience include:

- Completed over 20 cost of service studies for clients across the United States.
- Analysis focuses on comparative review of services and fee levels.
- Expertise also includes narrative analysis of cost of service studies.

EXPERIENCE HIGHLIGHTS:

BANNING, CA: IMPACT FEE STUDY

Madison served as a project analyst on this engagement. She worked with the project team to develop analytical models outlining the proportional impact of new development on the City's current infrastructure.

SOUTH SAN FRANCISCO, CA IMPACT FEE ANALYSIS

Madison supported our senior team members in collection, analysis, and distillation of comparative information for this impact fee analysis. She graphed the final impact fees to allow Council and stakeholders to see where current and proposed impact fees landed in comparison to the region.

ROLE ON THIS ENGAGEMENT:

Lead Financial Analyst.

RELEVANT CLIENTS:

CA, Banning
CA, Burlingame
CA, S. San Francisco
CA, Menifee
CO, Rio Grande Co.
FL, Fort Lauderdale
FL, Miami Beach
OR, Medford
OR, Lane County
TX, Bellaire
TX, Dallas
TX, Garland
WA, Richland
WA, Sammamish
WA, Snoqualmie

YEARS OF EXPERIENCE:

4

EDUCATION:

B. A., University of California, Irvine, Anthropology

JOHN PRUE, CPRP
Project Analyst

BIOGRAPHY:

John is an experienced Program Director with a demonstrated history of working in the government administration industry. Skilled in Parks & Recreation, Hospitality, Event Management, Operational Planning, Business Development, Team Building, and Operating Budgets.

John brings expertise in operational and facility assessments, special projects, staff training and development, financial management, and strategic planning, has established a notable career within the Department of Defense and the parks and recreation industry.

EXPERIENCE HIGHLIGHTS:

NAVY REGION; MID-ATLANTIC: MORALE, WELFARE, AND RECREATION PROGRAM ANALYST

Serves as the Morale, Welfare & Recreation (MWR) Program Analyst in support of the Regional Fleet Readiness Director (N92). Responsible for a wide variety of analytical and evaluative duties concerned with the management and integration of assigned program and budgetary functions.

Utilizes comprehensive assessment and evaluation criteria to measure the effectiveness, efficiency, and productivity of MWR programs at 23 naval installations and/or annex sites, spread out over 9 states.

MORALE, WELFARE, AND RECREATION NAVAL STATION

- Installation Program Director: 2007-2020.
- Director, Recreation Division: 1991-2007
- Director, Youth/Family Activities Branch: 1986-1991

ROLE ON THIS ENGAGEMENT:

Parks & Recreation Analyst.

YEARS OF EXPERIENCE:

35+

EDUCATION:

BS, Parks & Recreation Administration, University of Wisconsin-La Crosse

MA, Management, Webster University

PROFESSIONAL AFFILIATIONS:

Certified Park and Recreation Professional: 2020, 2023, National Recreation and Parks Association

National Recreation and Park Association: Member, Board of Directors

Elected member of the American Academy for Park and Recreation Administration (AAPRA).

LEVEL OF EFFORT

The level of effort outlined below includes each major phase and task to be performed with the estimated person hours per classification to be expended in that effort.

Phase	Task	Principal-In-Charge	Parks & Rec Analysts	Financial Analyst
Phase 1	Existing Conditions	0	40	0
	Needs Assessment & LOS	0	60	0
	Final Facilities Needs Report	2	30	0
	Phase 1 Total Level of Effort (Hours)	**2**	**130**	**0**
Phase 2	Projections & Needs	2	2	8
	Draft Fee Analysis	2	0	24
	Draft Fee Report	4	0	20
	Final Fee Report	2	0	10
	Impact Fee Scenarios & Adoption Support	6	0	10
	Backup Documentation	0	0	4
	Phase 2 Total Level of Effort (Hours)	**16**	**2**	**76**
Total	**All Phases & Tasks**	**18**	**132**	**76**

This information has also been provided in a separate spreadsheet.

COSTS

Our proposed lump-sum cost to conduct the Park Facilities Needs Assessment & Impact Fee Analysis for the Village of Summit is $39,000. This is based on the level of effort and hourly rates that account for all direct and indirect costs:

Task	Principal-In-Charge	Parks & Rec Analysts	Financial Analysts	Total Cost
Phase 1 – Facilities Assessment	2	130	0	$23,250
Phase 2 – Impact Fee Analysis	16	2	76	$15,750
Total Hours	**18**	**132**	**76**	
Hourly Rate	$250	$175	$150	
Total Professional Fees	**$4,500**	**$23,100**	**$11,400**	**$39,000**

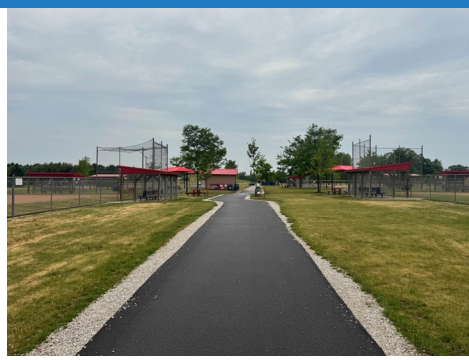
Each phase can be conducted separately to meet the Village's budgeting requirements. However, if both phases were conducted concurrently, there would be approximately $5,000 in cost savings, resulting in a total lump-sum cost of ***$34,000.***

PROPOSAL FOR PROFESSIONAL SERVICES

Park Facilities Needs Assessment and Impact Fee Analysis

Village of Summit Department of Public Works

SUMMIT, WISCONSIN | JUNE 12, 2026



SEH

Building a Better World for All of Us®

Engineers | Architects | Planners | Scientists

June 12, 2026

Village of Summit Department of Public Works
Kamron Nash, PE, Public Works Director
37100 Delafield Road
Summit, WI 53066

Building a Better World for All of Us®

RE: Park Facilities Needs Assessment and Impact Fee Analysis

Dear Ms. Nash and Members of the Selection Committee:

The Village of Summit is a growing, thriving community that provides opportunities for residents to live, work, and play, supported by a strong commitment to understanding and meeting community preferences. As Summit continues to experience development pressure, there is a need to evaluate the current state of recreational facilities, assess community priorities, and provide recommendations for future improvements.

Short Elliott Hendrickson Inc. (SEH®) is pleased to submit our proposal for the Park Facilities Needs Assessment and Impact Fee Analysis, in collaboration with Ehlers as a subconsultant. Together, we understand that continued growth requires a current, defensible structure to align park system investments with community priorities while allowing development to equitably support those improvements. Our team will bring the experience and resources necessary to review existing conditions and develop practical recommendations that position the Village for informed decision-making.

STRONG UNDERSTANDING OF THE VILLAGE AND ITS GROWTH

SEH has a longstanding relationship with the Village of Summit and a strong understanding of its infrastructure, development patterns, and planning goals. This familiarity allows our team to efficiently assess existing park facilities and align recommendations with the Village's vision for responsible growth. We recognize the importance of balancing new development with high-quality recreational opportunities and delivering solutions that are practical and achievable.

COMBINED EXPERTISE THROUGH A COLLABORATIVE TEAM

We have partnered with Ehlers to provide a seamless and coordinated approach to this project. SEH will lead the park facilities needs assessment, including analysis of existing conditions, identification of deficiencies, and development of improvement strategies supported by cost estimates. Ehlers brings specialized expertise in impact fee methodology, financial analysis, and ordinance development. Together, our teams provide the experience necessary to deliver a comprehensive, efficient, and legally defensible assessment and impact fee analysis.

INTEGRATED APPROACH FOR IMPLEMENTABLE RESULTS

Our approach integrates data analysis, community priorities, and implementation strategies to support clear outcomes for the Village. We will review growth projections, define facility needs and service levels, and connect these findings to updated impact fee calculations and funding strategies. By aligning planning, financial analysis, and implementation, our team will deliver clear recommendations to support informed decision-making.

The SEH team values our longstanding relationship with the Village of Summit and looks forward to continuing to support the Village as it grows. If you have any questions or would like additional information, please contact Brea Grace at bgrace@sehinc.com.

"We are able to provide a very solid and legally defensible document, supported by our experience identifying infrastructure needs and Ehlers' expertise in impact fee analysis."

Brea Grace

Brea Grace AICP, NCI
Project Manager

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The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

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The information contained in this Proposal was prepared specifically for you and contains proprietary information. We would appreciate your discretion in its reproduction and distribution. This information has been tailored to your specific project based on our understanding of your needs. Its aim is to demonstrate our ideas and approach to your project compared to our competition. We respectfully request that distribution be limited to individuals involved in your selection process.

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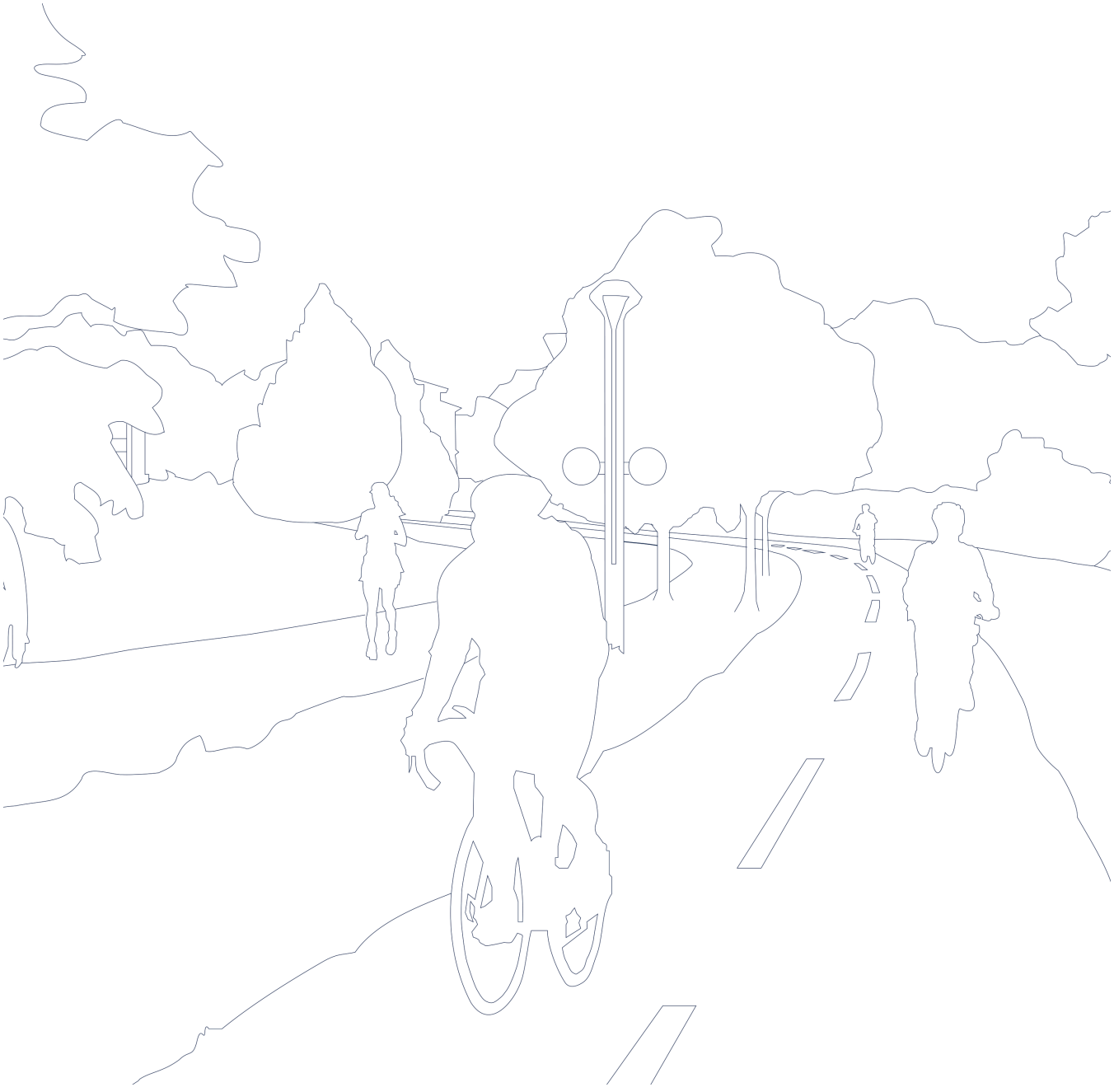
SUMMV 179650

Project Approach



Project Approach

SEH and Ehlers will implement a structured, transparent, data-driven approach to update the Village's Park Facilities Needs Assessment and Impact Fee Program. Our approach will balance technical needs, community alignment, and legal defensibility, while ensuring the final recommendations are implementable and clearly understood by staff, elected officials, and the public.

We will begin by establishing a comprehensive baseline through a review of the existing program, capital plans, and financial history. This will be followed by a rigorous growth projection and level-of-service–based deficiency analysis to quantify existing gaps and future needs tied to development. This phase will also include peer and regional benchmarking and stakeholder engagement to support the Village in remaining competitive and responsive in the market.

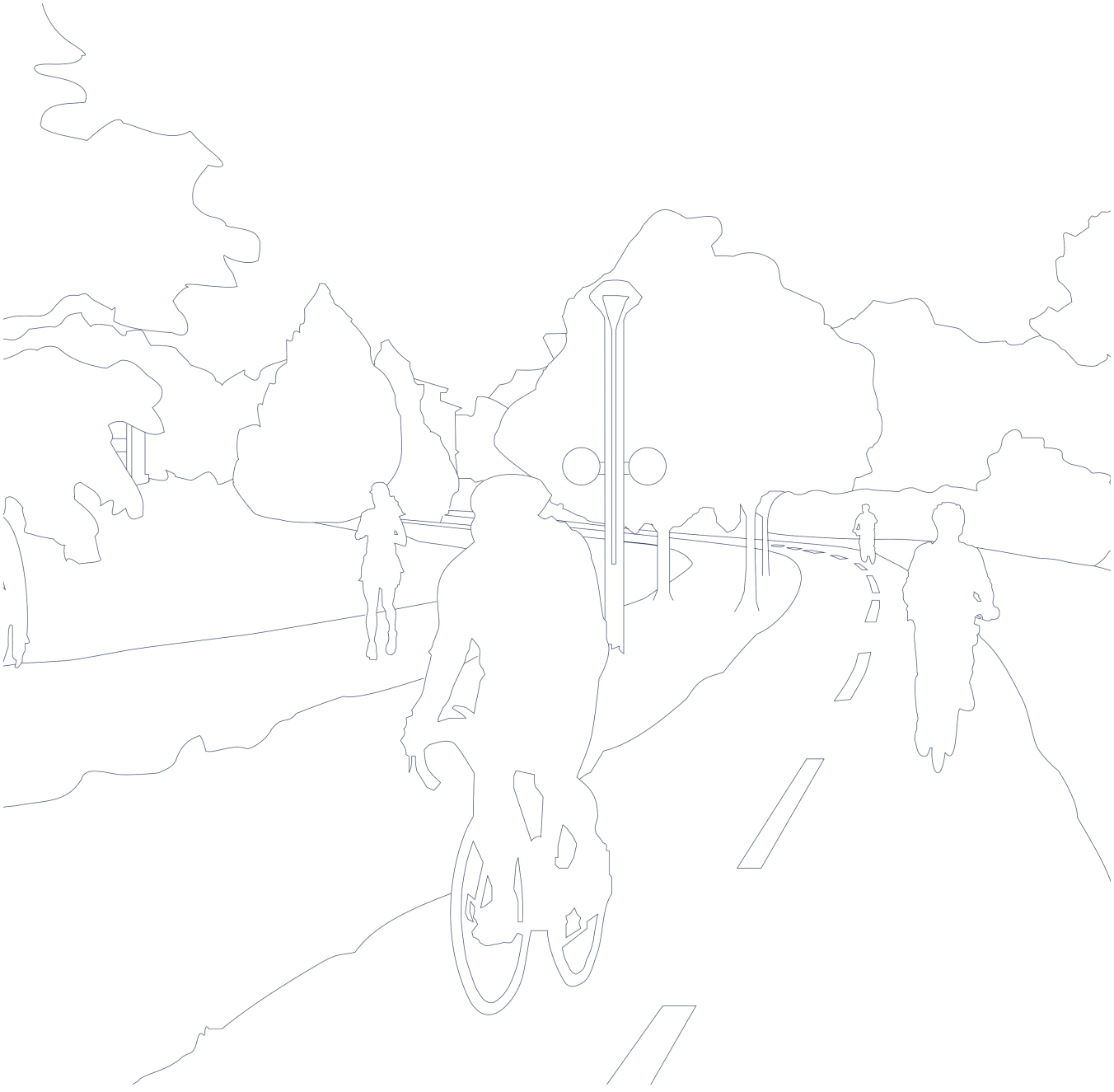
Building on this technical foundation, SEH and Ehlers will develop a transparent and proportionate impact fee framework aligned with Wisconsin statutory requirements and best practices, ensuring fees reflect growth-related impacts and are supported by clear methodologies, cost allocation, and revenue projections. In parallel, we will identify funding strategies and implementation considerations to support the efficient delivery of the Village's park system improvements. This will make sure that impact fees are integrated into a broader, realistic financing plan.

The approach will culminate in translating findings into implementable ordinance updates, administrative tools, and supporting documentation, while actively engaging Village staff and decision-makers throughout the process to enable alignment with community priorities, facilitate informed decision-making, and support adoption through a transparent and reasonable public process. This approach will deliver a clear, implementable, and defensible structure for meeting the long-term park facility needs of the Village.

We will identify funding strategies and implementation considerations to support the efficient delivery of the Village's park system improvements.

Prime Peter Park

Scope of Work



Scope of Work

SEH and Ehlers propose a structured, data-driven approach to update the Village's park impact fee program and supporting needs assessment. Our scope is designed to deliver technical accuracy, legal defensibility, and alignment with community priorities. The following tasks outline a clear process to evaluate existing conditions, define future needs, and implement an equitable and sustainable funding framework.

TASK 1 – EXISTING PROGRAM REVIEW AND BASELINE ASSESSMENT

SEH and Ehlers will begin by evaluating the Village's existing Park Impact Fee program (2018 study) and related capital planning documents to establish a clear baseline.

Key activities will include:

- Project kickoff meeting with Village staff to discuss:
  - Timing and cost of public facilities upgrades. For all facilities we will discuss the projects contained in the last impact fee study, identify whether those projects have been completed or not, and which projects should be included in the new study.
  - Timing of the completion of the impact fee study and procedures for adopting the new fees.
- Review previously identified park projects to determine:
  - Completion status (constructed, deferred, or eliminated)
  - Alignment with current community needs and development patterns
- Analyze impact fee financial history, including:
  - Total fees collected
  - Expenditures and remaining balances
  - Eligible uses and compliance with statutory requirements
- Identify projects to be removed, refined, or added based on current conditions and anticipated development.
- Coordinate with the Village to obtain or develop all necessary information.

This task will help ensure the updated program is based on **accurate, well-supported, and current conditions**, incorporates realistic capital assumptions, and prioritizes projects that are reasonably anticipated to move forward.

PRIOR TO THE KICKOFF MEETING WE WILL REQUEST AND REVIEW THE FOLLOWING:

- Any available cost and other information for new project costs.
- The Comprehensive Plan for the Village.
- The Comprehensive Outdoor Recreation Plan (CORP) for the Village.
- The existing impact fee study.
- A listing of projects from the last impact fee study that have been completed to date and the updated cost of those projects. For projects listed in the last impact fee study not yet completed, a listing of whether the projects will be completed, and the approximate timing of completion and updated cost estimates for completion.
- All available planning information including development projections, documentation of new public improvement needs including timing and estimated costs.
- Any other available long range capital improvement planning documents or other relevant information on upcoming capital improvement needs for the planning area that may be beneficial to complete the impact fee study.
- The amount of impact fees collected to date, by year, if available, since the inception of the impact fees.
- The current impact fee ordinance.

TASK 2 – GROWTH PROJECTIONS AND DEFICIENCY ANALYSIS

SEH and Ehlers will prepare a data-driven assessment of future park system needs based on projected growth and recommended service levels.

Key activities include:

- Review the Village's Comprehensive Plan, CORP, and any other area specific planning documents for future growth and population projections.
- Review the Village's Capital Improvement Plan and CORP for identification of capital improvement projects that may be suitable candidates for impact fee recovery.
- Develop population and land use projections over a **20-year planning horizon**, consistent with local and regional growth trends.
- Establish or confirm **level of service (LOS) standards** using applicable Wisconsin statutes (e.g., impact fee requirements) and/or nationally recognized benchmarks for park facilities.
- Conduct a **deficiency analysis** to identify existing service gaps relative to adopted LOS standards.
- Facilitate staff workshop to evaluate future park system needs, projected growth, and recommended service levels.

It is important that we communicate with Village staff to understand the nature of the proposed capital improvement projects for the area proposed to have impact fees imposed to determine the nature of the projects and growth-related components as applicable.

- Conduct peer and regional benchmarking of park systems, amenities, and level of service standards.
- Conduct a **growth-related needs analysis** to determine additional parkland and facility demands attributable to new development.
- Identify capital projects required to address both existing deficiencies (as appropriate) and growth-related needs.
- Prepare planning-level cost estimates and assign projects to deficiency vs. growth categories in accordance with statutory requirements.

This analysis will form the technical and legal foundation for a **proportionate-share, defensible impact fee calculation**.

Genesee Lake Road Park

TASK 3 – NEEDS ASSESSMENT AND IMPACT FEE DEVELOPMENT

Building on the technical analysis, SEH and Ehlers will develop recommendations for an updated park impact fee program.

Key activities include:

- Integrate findings from the deficiency and growth analysis into a comprehensive **needs assessment**.
- Identify potential external funding sources and partnerships for meeting identified needs.
- Evaluate cost allocation methodologies consistent with Wisconsin impact fee law.
- Prepare updated **impact fee calculations**, ensuring fees are:
  - Proportionate to development impacts
  - Based on **residential development**
  - Considerate of potential non-residential park and recreation demands, while recognizing legal defensibility considerations associated with non-residential fees. The team will provide a technical memorandum discussing the opportunities and challenges associated with implementing a non-residential impact fee.
- Prepare a memo to Village staff outlining the status of projects in the existing impact fee study and total impact fee collections relative to what was identified in the study, and outline the projects in the CORP or other capital planning documents that are suitable candidates for partial or full recovery with park impact fees.

During this Task, Ehlers will develop Public Facilities Needs Assessment and Impact Fee Methodology, Calculation, and Report.

ASSESSMENT/METHODOLOGY:

- For the facilities that are identified as viable candidates for impact fees, develop a methodology for proper allocation of deficiency and growth-related costs for each identified impact fee, and review with Village staff.
  - The development of proper methodologies for impact fee recovery will include identifying capital facilities and associated costs subject to impact fee recovery, identifying proper service level standards for each facility by which to measure existing deficiencies in capital facilities, and the allocation of deficiency and growth-related costs.

IMPACT FEE CALCULATION:

- Based on the methodology developed above, applicable impact fees for residential development will be calculated.
- Updated park impact fee schedules will be developed, and a 10-year projection of impact fee revenues.

IMPACT FEE REPORT:

- Ehlers will prepare a draft written impact fee report that meets the requirements of Wisconsin Statute 66.0617 detailing the methodology and calculations of all impact fees.
- An electronic version (PDF) will be produced of both written reports. We will also submit all supporting worksheets that are in the report to the Village in an Excel format. Paper copies of the reports will be produced upon request.

The result will be a clear, transparent, and defensible fee structure aligned with Village growth.

TASK 4 – ORDINANCE UPDATE AND IMPLEMENTATION TOOLS

SEH and Ehlers will translate technical findings into implementable policy and regulatory updates.

Key activities include:

- Prepare a **draft redline version of the Village's impact fee ordinance** reflecting:
  - Updated fee schedules
  - Definitions and methodologies
  - Administrative procedures for fee collection and expenditure
- Coordinate with Village staff and the Village Attorney to refine ordinance language.
- Provide supporting documentation to maintain legal defensibility and ease of administration.

Parking lot in Genesee Lake Road Park

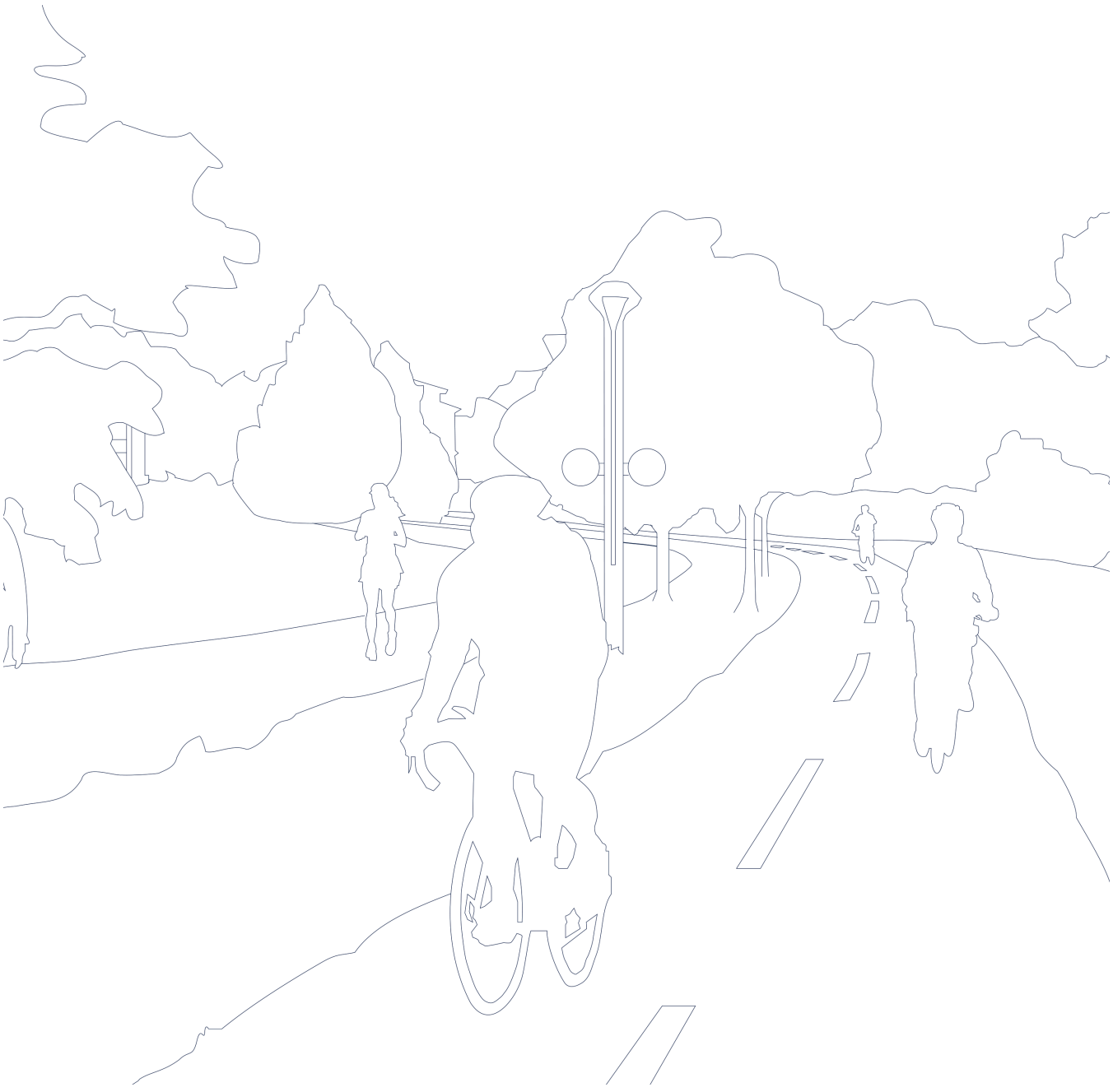
TASK 5 – PUBLIC PROCESS/ADOPTION SUPPORT AND IMPLEMENTATION

SEH and Ehlers will support the Village through the formal review and adoption process.

Key activities include:

- Prepare presentation materials summarizing methodology, findings, and recommendations.
- Meeting with Village staff as necessary.
- Attend and present at one Village Board meeting.
- Assist with preparing the notice for the required **public hearing process**.
- Provide support through final ordinance adoption.
- Ehlers will develop a memo of potential funding sources for the projects listed in the impact fee study, and to the extent the projects require financing, discuss potential financing strategies and how projects may fit in with other potential borrowing needs within the Village.

Schedule of Work

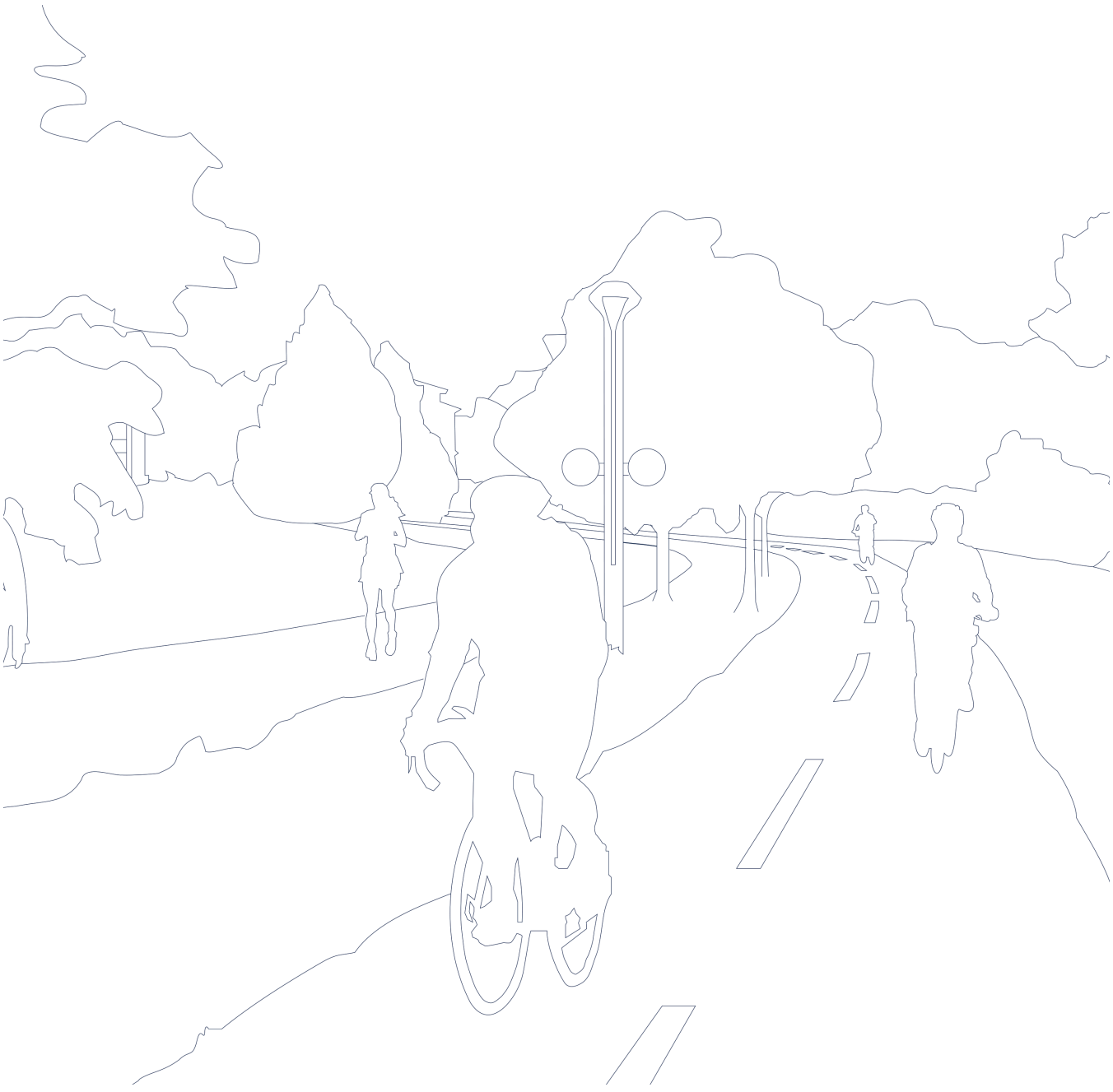


Schedule of Work

The following schedule provides an overview of the proposed project timeline, identifying key milestones and task sequencing to support efficient project delivery and timely implementation. It reflects a logical progression of work from project initiation through final adoption. Task durations and sequencing are designed to maintain momentum while allowing for coordination with Village staff and decision-makers.

Task Name	2026						2027	
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Project Initiation								
Existing Program Review and Baseline Assessment								
Growth Projections and Deficiency Analysis								
Needs Assessment and Impact Fee Study								
Ordinance Update and Implementation Tools								
Public Process and Adoption Support								
Presentation and Implementation								

Qualifications



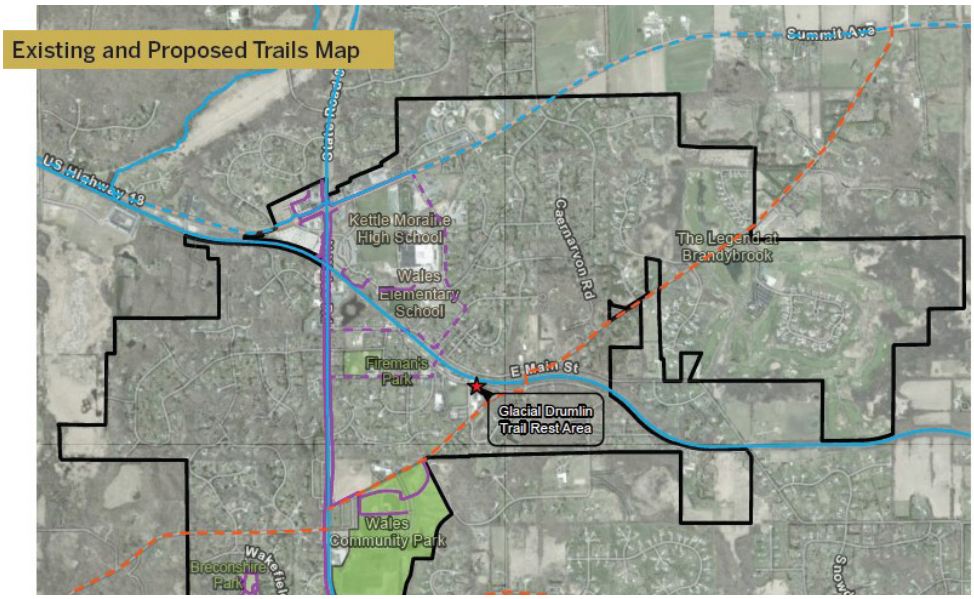
Qualifications

SEH and Ehlers bring complementary experience in park system planning and impact fee development that is directly aligned with the Village's needs. Our coordinated approach will support implementable outcomes.

Relevant Projects

Comprehensive Outdoor Recreation Plan

WALES, WI



This project updated the Village's Comprehensive Outdoor Recreation Plan (CORP) through a collaborative and data-driven process, ensuring alignment with state and local planning requirements while incorporating the latest community priorities. The effort began with a Community Questionnaire designed to gather input from residents on key recreational priorities, ensuring the updated plan reflects local needs and desires. An Existing Conditions Evaluation helped the team assess current park facilities, trails, and open spaces to identify strengths, gaps, and areas for improvement. Based on this analysis and community feedback, Future Potential Projects were identified to enhance recreational opportunities within the Village.

The project also updated mapping used to visually represent existing assets, proposed projects, and connectivity between recreational spaces. The Village was then able to pass a resolution approved by NR 50, securing state recognition and potential funding eligibility for identified projects. This structured approach created a clear roadmap for future recreational improvements, supporting both short-term enhancements and long-term community goals.

Project Details

CLIENT
Village of Wales

REFERENCE
Pauline Wigderson, Deputy Clerk
262.968.3968
deputyclerk@villageofwales.gov

YEAR COMPLETED
2025

KEY PERSONNEL
Nate Day

Comprehensive Outdoor Recreation Plan

BROOKFIELD WI

The Town of Brookfield's CORP is a strategic initiative aimed at enhancing the Town's recreational facilities and natural spaces. This plan outlines a detailed approach to providing year-round outdoor recreational opportunities for residents. Key components include the development of new parks, trails, and recreational facilities, as well as the preservation of environmentally sensitive areas.

The plan emphasizes community involvement, accessibility, and sustainability, helping all residents enjoy the benefits of outdoor recreation. By integrating recommendations from neighboring communities and regional planning efforts, the CORP creates a cohesive and interconnected recreational network.

This project involved collaboration with various stakeholders, including Town staff, committee members, community leaders, and residents, to achieve the goals and objectives set forth in the plan. The implementation of this plan will significantly enhance the quality of life for Brookfield residents by providing diverse and accessible recreational opportunities.

Project Details

CLIENT
Town of Brookfield

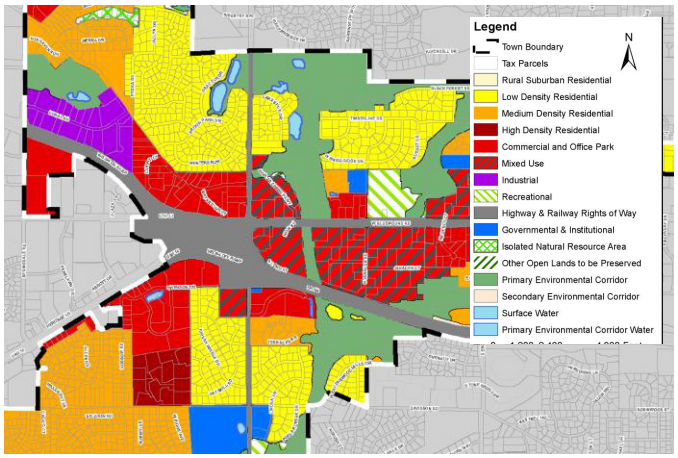
REFERENCE
Tom Hagie, Town Administrator
262.796.3788
administrator@townofbrookfield.com

YEAR COMPLETED
2024

KEY PERSONNEL
Nate Day

Comprehensive Plan

BROOKFIELD WI



The Town of Brookfield, known for its suburban charm and well-maintained residential areas, has experienced significant commercial and residential growth over the last decade. To manage this growth while preserving the community's picturesque and family-friendly environment, the Town hired SEH to develop its first comprehensive plan. SEH helped create strategies to maintain the community's character while allowing for higher-density growth along the main commercial corridor, Bluemound Road.

The planning process involved a robust public engagement effort, helping to promote diverse voices being heard through equitable and inclusive activities. Community members worked closely with the SEH team to identify opportunities for growth, reimagine redevelopment sites, and enhance recreational amenities and unique places that define Brookfield.

The Comprehensive Plan and its planning process were touted as a success. The community is currently working with SEH to update their zoning code to make sure that the legal framework is in place to manage growth, protect resources, and guide development in a way that reflects the community's long-term vision and goals.

Project Details

CLIENT
Town of Brookfield

REFERENCE
Tom Hagie, Town Administrator
262.796.3788
administrator@townofbrookfield.com

YEAR COMPLETED
2023

KEY PERSONNEL
Brea Grace

Comprehensive Outdoor Recreation Plan and Downtown Parks Master Plan

BALDWIN, WI

The Village of Baldwin's CORP identifies conceptual locations and recommendations for different parks, trails, and recreational facilities. This plan was developed following the Guidelines for the Development of Local Recreation Plans, Appendix 10 of the Wisconsin 2019-2023 SCORP.

The most significant goals identified through this planning process include the expansion of Mill Pond Park, Bailey Park, and Creamery Park. Another important consideration is the trail link identified in the St. Croix County CORP between Baldwin and Woodville.

The goal of the plan is to provide adequate, quality and varied park and recreational facilities to meet the needs of all community residents.

Project Details

CLIENT
Village of Baldwin

YEAR COMPLETED
2020

REFERENCE
Mark Vahlsing
715.684.3426
mark@villageofbaldwin.com

KEY PERSONNEL
Nate Day

I-94 Corridor and 2050 Comprehensive Plan

YORKVILLE, WI

The Village of Yorkville hired SEH to create an I-94 Corridor Master Plan and a 2050 Comprehensive Plan. Development pressures facing the community, including the development of the Foxconn Campus, have spurred the Village to solicit public input and develop both plans concurrently. The I-94 Corridor Master Plan when complete, will be incorporated into the 2050 Comprehensive Plan.

I-94 Corridor Master Plan: This planning process engaged the community in discussions about current development pressures facing Yorkville and identified options for future growth which maintains the integrity of the community. The Plan identified various land use scenarios along with associated fiscal impacts to the Village. An implementation strategy was identified for the chosen scenario.

2050 Comprehensive Plan: A complete update to the Village's Comprehensive Plan was prepared and will include the following components: Issues and Opportunities; Housing; Transportation; Utilities and Community Facilities; Agricultural, Natural and Cultural Resources; Economic Development; Intergovernmental Cooperation; Land Use; and Implementation.

Based on community input, the plan helped identify goals, objectives and strategies for the Village for the next 30 years. The public participation plan is creative, inclusive and persistent. It employs the use of innovative, unique and thoughtful ways to encourage people to participate in the process and maximize the effectiveness of their contributions.

Project Details

CLIENT
Town of Yorkville

YEAR COMPLETED
2020

REFERENCE
Michael (Mike) McKinney
262.878.2123
michael@townofyorkville.com

KEY PERSONNEL
Brea Grace
Nate Day

Ehlers Experience

2024 and 2025 Impact Fee Studies

HARRISON, WI

In 2024, the Village engaged Ehlers to perform a transportation impact fee study. The Public Facilities Needs Assessment was completed that same year as was the adoption by the Village Board. In 2025, the Village engaged Ehlers to complete an update of its existing park and law enforcement impact fees. Ehlers completed the Public Facilities Needs Assessment, prepared presentations to the Village Board, attended the required public hearing, and prepared a redline version of the existing impact fee ordinance subject to review by the Village Attorney. The updated impact fees were adopted in 2025.

Project Details

CLIENT
Village of Harrison

YEAR COMPLETED
2025

REFERENCE
Chad Pelishek, Village Manager
920.989.1062 ext. 114
cpelishek@harrison.wi.gov

KEY PERSONNEL
Jon Cameron
KateLynn Harrigan

2024 Park Impact Fee Study

BUCHANAN, WI

The Town engaged Ehlers to complete a park impact fee study to assist in recovering the cost of projects recommended in a newly completed Comprehensive Outdoor Recreation Plan (CORP). The study included preparing the Public Facilities Needs Assessment, presentations on the proposed impact fees, attendance at the public hearing, and assistance with the impact fee ordinance document.

Project Details

CLIENT
Town of Buchanan

YEAR COMPLETED
2024

REFERENCE
Michael J.D. Brown, Town Administrator
920.734.8599
MichaelB@townofbuchanan.wi.gov

KEY PERSONNEL
Jon Cameron
KateLynn Harrigan

2022 Park Impact Fee Study Update

PORT WASHINGTON, WI

Update of existing park impact fees. The City has been collecting park impact fees since 2000. The study involved evaluating the City's current impact fee and feasibility for continuing to collect the fees, preparing the Public Facilities Needs Assessment, which included new recommended impact fees, updates to the impact fee ordinance, and attendance at the public hearing.

Project Details

CLIENT
City of Port Washington

YEAR COMPLETED
2022

REFERENCE
Robert Harris, Director of Planning and Zoning
262.284.2600
rharris@portwashingtonwi.gov

KEY PERSONNEL
Jon Cameron
KateLynn Harrigan

2022-2023 Impact Fee Study Update

NEW RICHMOND, WI

Ehlers assisted the City of New Richmond with a formal update to its law enforcement, parks, sewer, library, transportation, stormwater, and water impact fees. This included the preparation of the Public Facilities Needs Assessment, presentations to the Common Council on the impact fee updates and calculations, attendance at the public hearing, and preparation of the draft impact fee ordinance for review by the City Attorney. The new impact fees were adopted in 2023.

Project Details

CLIENT
City of New Richmond

YEAR COMPLETED
2023

REFERENCE
Rae Ann Ailts, Assistant City Administrator/Finance Director
715.246.4268
railts@newrichmonwi.gov

KEY PERSONNEL
Jon Cameron
KateLynn Harrigan

2022 Impact Fee Study Update

WAUKESHA, WI

In 2022, Ehlers completed a formal impact fee update for the City's law enforcement, sewer, parks, and library impact fees. The study involved the preparation of the Public Facilities Needs Assessment, a presentation to the Common Council on the impact fee updates, attendance at the public hearing, preparation of the draft impact fee ordinance for review by the City Attorney. The new impact fees were adopted in 2022.

Project Details

CLIENT
City of Waukesha

YEAR COMPLETED
2022

REFERENCE
Jennifer Andrews, Community Development Director
262.524.3753
jandrews@waukesha-wi.gov

KEY PERSONNEL
Jon Cameron
KateLynn Harrigan

Project Team

Our team combines technical expertise and practical experience to support the Village's goals. We emphasize collaboration, responsiveness, and clear communication to deliver a seamless and effective project experience. By integrating planning, financial analysis, and implementation strategies, our team provides consistent and well coordinated results. This approach supports efficient delivery and results in solutions that are clear, practical, and aligned with community priorities.

Village of Summit

PROJECT LEADERSHIP

Henry Elling
Funding Adviser,
SEH

Brea Grace AICP, NCI
Project Manager,
SEH

Robert Malzahn PE
Client Service Manager/
Municipal Engineer, SEH

PLANNING SERVICES

Nate Day AICP, NCI
Land Use Planner,
SEH

Brian Fukuda
Economic Planner,
SEH

IMPACT FEE STUDY

Jon Cameron
Senior Muncipal Advisor,
Ehlers

KateLynn Harrigon
Senior Fiscal Consultant,
Ehlers

The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

27
YEARS OF EXPERIENCE

Brea Grace AICP, NCI

PROJECT MANAGER | SEH

Brea will act as Project Manager, collaborating with partner teams to complete the Needs Assessment and Impact Fee Analysis. She is an experienced urban planner, having worked in both the public and private sectors. This work has involved issues surrounding land use, economic development, the environment, and transportation, as well as engaging the public in decisions about their communities. Brea has facilitated large and small group discussions as well as public meetings and design charrettes/workshops Having managed multiple large and small planning and infrastructure improvement projects, she is a creative thinker who is passionate about urban and waterfront redevelopment and downtown revitalization creating unique urban places. Brea is an adept problem solver, implementing solutions that are workable for all parties while maintaining the integrity of the original goals. Additionally, Brea has significant experience mapping and using Geographic Information Systems (GIS) software.

EDUCATION

Master of Science
Urban and Regional Planning
University of Wisconsin-Madison

Bachelor of Arts
French
University of Wisconsin-Stevens Point

REGISTRATIONS/CERTIFICATIONS

NCI Charrette Management and Facilitation Certificate, National Charrette Institute

Certified Planner (AICP), American Planning Association

EXPERIENCE

- 2040 Comprehensive Plan – Hudson, WI
- I-94 Corridor and 2025 Comprehensive Plan – Yorkville, WI
- Comprehensive Plan – Brookfield, WI
- TID #1 Planning – Oconomowoc, WI
- Creation of TID #7 – Rice Lake, WI

15
YEARS OF EXPERIENCE

Robert Malzahn PE

CLIENT SERVICE MANAGER/MUNICIPAL ENGINEER | SEH

Robbie has extensive experience in civil engineering and construction management. His experience to date has focused on urban construction and utility work, as well as ADA compliance, concrete structures, divided roadways, recreational paths, and shoreline restoration. Robbie's responsibilities include preparation of municipal capital improvement plans, bidding and contract documents, construction cost estimates, project plans, specifications, processing pay applications, project coordination and scheduling, leading and managing construction staff, and WDNR permitting. Robbie also assists in construction inspection, material sampling, testing of utilities, performing erosion control inspections, and other municipal tasks.

EDUCATION

Bachelor of Science
Civil, Transportation, and Municipal Engineering
University of Wisconsin-Milwaukee

REGISTRATIONS/CERTIFICATIONS

Professional Engineer in WI

EXPERIENCE

- West Downtown Riverwalk – West Bend, WI
- Annual Municipal Street and Maintenance Improvements – Various, WI
- The Oaks of Jackson – Jackson, WI
- The Glen at Wanaki – Menomonee Falls, WI

18
YEARS OF EXPERIENCE

Nate Day AICP, NCI

LAND USE PLANNER | SEH

Nate is an experienced planner specializing in land use, transportation, and environmental planning. Over his career, Nate has successfully delivered comprehensive plans, land use studies, bike and pedestrian recommendations, recreation plans, project environmental documentation, and transportation plans. His significant public engagement experience helps prioritize effective community participation across all projects he is involved in. He also brings extensive experience identifying and leveraging funding sources to assist communities with obtaining financial assistance for projects..

EDUCATION

Master of Science
Urban Planning
University of Wisconsin-Milwaukee

Bachelor of Arts
Communications
University of Wisconsin-Milwaukee

REGISTRATIONS/CERTIFICATIONS

NCI Charrette Management and Facilitation Certificate, National Charrette Institute

Certified Planner, American Institute of Certified Planners

EXPERIENCE

- Brookfield Comprehensive Outdoor Recreation Plan (CORP) - Brookfield, WI
- Wales Park Comprehensive Plan - Wales, WI
- Comprehensive Outdoor Recreation Plan and Downtown Parks Master Plan – Baldwin, WI
- City of Austin/Mower County Comprehensive Planning (Austin Community Charitable Fund) – Austin and Mower County, MN
- Comprehensive Plan – Baraboo, WI
- Comprehensive Plan Update – Trempealeau, WI
- Comprehensive Plan – Hudson, WI

23
YEARS OF EXPERIENCE

Brian Fukuda

ECONOMIC PLANNER | SEH

Brian will support planning evaluations and contribute to strategies as Economic Planner. Brian is a dedicated professional with a passion for community impact. He has extensive experience in managing economic development projects and programs, including county revolving loan funds. He has been successful with promoting P5 collaboration (public, private, non-profit, philanthropic, people partnerships) by developing and maintaining relationships with key community partners. He has guided numerous development projects through zoning and permitting processes. Brian has also managed the development of a business park and the related TIF district.

EDUCATION

Master of Science
Business – Real Estate and Urban Economics
University of Wisconsin-Madison

Bachelor of Science
Consumer Science
University of Wisconsin-Madison

REGISTRATIONS/CERTIFICATIONS

Certificate, Economic Development Finance

Certificate, Non-Profit Leadership

**Prior to joining SEH*

EXPERIENCE

- UW Platteville Richland Redevelopment Project (Richland County) – Richland Center, WI
- Comprehensive Economic Development Strategy (CEDS) (Central Virginia Planning District Commission) – Lynchburg, VA
- Master Planning for the Resource Recovery Campus and Energy Park (Olmsted County Administration) – Rochester, MN
- City of Austin/Mower County Comprehensive Planning (Austin Community Charitable Fund) – Austin and Mower County, MN
- La Crosse County Campus Redevelopment – La Crosse, WI*
- Lakeview Business Park – West Salem, WI*

21
YEARS OF EXPERIENCE

Jon Cameron

SENIOR MUNICIPAL ADVISOR/MANAGING DIRECTOR | EHLERS

Jon is a Senior Municipal Advisor and Managing Director with Ehlers' Wisconsin Municipal Finance team. He advises local governments, public utilities and special districts on the design and implementation of custom financial solutions. Prior to joining Ehlers in 2013, Jon was an Economic Consultant and Principal and Senior Consultant with two other municipal consulting firms. Clients rely on Jon for his ability to present complex analysis in an easy-to-understand format.

EXPERIENCE

- 2024 and 2025 Impact Fee Studies – Harrison, WI
- 2024 Park Impact Fee Study – Buchanan, WI
- 2022 Park Impact Fee Study Update – Port Washington, WI
- 2022-2023 Impact Fee Study Update – New Richmond, WI
- 2022 Impact Fee Study Update – Waukesha, WI

EDUCATION

Master of Science
Public Administration
University of Wisconsin-Milwaukee

Bachelor of Science
Criminal Justice
University Wisconsin-Milwaukee

REGISTRATIONS/CERTIFICATIONS

Certified Independent Professional Municipal Advisor

Series 50 License: Municipal Advisor Representative

Series 54 License: Municipal Advisor Principal

PROFESSIONAL ASSOCIATIONS

Wisconsin City/County Management Association

12
YEARS OF EXPERIENCE

KateLynn Harrigan

SENIOR FISCAL CONSULTANT | EHLERS

KateLynn is a Senior Fiscal Consultant for Ehlers' Wisconsin team. She brings over a decade of experience working in local government, including preparing GFOA-certified Annual Comprehensive Financial Reports, Distinguished Budget Presentations, and Capital Improvement Plans, as well as completing Wisconsin state reporting requirements. This experience supports her current role preparing Utility Rate Studies and Financial Management Plans within the Fiscal Consulting Group. Before joining Ehlers in 2025, Katelynn served as the Finance Director for the North Shore Fire Department in Milwaukee County for 8½ years. Prior to that, she worked for the Village of Richfield, WI, as the Deputy Treasurer/Administrative Services Coordinator.

EXPERIENCE

- 2024 and 2025 Impact Fee Studies – Harrison, WI
- 2024 Park Impact Fee Study – Buchanan, WI
- 2022 Park Impact Fee Study Update – Port Washington, WI
- 2022-2023 Impact Fee Study Update – New Richmond, WI
- 2022 Impact Fee Study Update – Waukesha, WI

EDUCATION

Master of Science
Public Administration
University of Wisconsin, Milwaukee

Bachelor of Science
Public Administration
University of Wisconsin, Whitewater

PROFESSIONAL ASSOCIATIONS

Wisconsin City/County Managers Association (WCMA)

Firm Narrative

As an employee-owned collective of engineers, architects, planners, and scientists, SEH is driven to provide technically advanced, sustainable solutions for government, commercial, and industrial partners nationwide. Our Core Purpose: Building a Better World for All of Us®

At SEH, our 900+ dedicated employee-owners are united by a shared vision to create positive, lasting change. We are deeply committed to fostering an equitable environment and building safer, more sustainable infrastructure for governments, industries, and businesses across the nation.

BUILDING BETTER COMMUNITIES

For more than three decades, SEH has combined tried-and-true strategies with innovative approaches to help link each community's new developments with the best characteristics of its built heritage. Highly collaborative, we believe in a participatory process where consultants team with clients and community members. Our goal: create places of lasting beauty and value that transform the landscape and benefit your community and people.

OUR WORK IN PLANNING

SEH's multidisciplined planning approach helps communities shape their future. Our team includes planners, engineers, urban designers, and graphics specialists who analyze issues and develop plans that support both short- and long-term goals. We bring a broad perspective, drawing on experience in local government at village, city, county, and town levels. This allows us to orient plans to the needs of leaders making decisions for the benefit of citizens. Our plans include strategic actions and timeless policy statements, grounded in sound development principles and focused on community impact.

ECONOMIC DEVELOPMENT

SEH partners with communities to drive inclusive and sustainable growth. Our team collaborates with stakeholders across public, private, and nonprofit sectors to align efforts and catalyze investment. The approach emphasizes innovation, equity, and resilience, supporting entrepreneurship, workforce development, and investment attraction. By fostering strategic partnerships and engaging with local leaders, SEH helps create vibrant economies positioned for long-term success.

FUNDING ASSISTANCE

SEH helps clients identify grants, low-interest loans, and tax incentives to turn great ideas into successful projects. The team stays current on funding opportunities at local, state, and federal levels, uncovering solutions that align with project needs. SEH works with a wide range of clients, including counties, municipalities, development corporations, businesses, agriculture operations, sanitary districts, and more to secure resources that move projects forward.

THE SEH ADVANTAGE

Multidisciplined Expertise: Benefit from integrated solutions that consider all aspects of community development – planning, engineering, design, economic growth, and parks – resulting in more cohesive, effective, and future-ready projects.

Collaborative Approach: Receive a partner who listens, engages, and works seamlessly with municipal staff, stakeholders, and other consultants, making sure that all voices are heard.

Proven Funding Success: Gain access to SEH's knowledge and experience in identifying and securing grants, loans, and incentives, helping maximize available resources.

Flexible On-Call Planning Services: Rely on timely, responsive support that address challenges quickly and efficiently.

Sustainable Solutions: Create long-term value for current and future generations with SEH's environmentally responsible plans.

Park and Recreation Collaboration: Shape vibrant, accessible park environments that foster community connection and long-term value.

Ongoing Community Support: Receive continued guidance to help adapt to changing needs, implement new initiatives, and achieve long-term goals.

PARKS AND LAND DEVELOPMENT

SEH brings decades of experience supporting communities in the planning and design of parkland spaces and land development projects. This includes recreation-focused environments, natural resource stewardship, and amenities such as drainage, lighting, parking, access, restroom facilities, pavilions, trails, and neighborhood compatibility. SEH's experience will be an asset, contributing valuable insights and technical support to help achieve the Village's vision for its community and open spaces. Our approach incorporates unique design strategies and proven materials to enhance both active and passive recreational amenities, always with a focus on community interaction and long-term value.

LEVERAGING GIS DATA

SEH's planning team brings specialized experience in GIS for comprehensive planning efforts. We assist communities with GIS work for utilities and are prepared to build on that foundation by further leveraging our capabilities. Our approach includes compiling U.S. Census data, traffic data, recent housing trends, and more to create a detailed picture of community needs and strengths. By integrating advanced GIS analysis, SEH delivers actionable insights that inform planning and support future decision-making.

SEH's multidisciplined planning approach helps communities shape their future.

Peter Prime Park

COLLABORATION

SEH is committed to effective collaboration with partner firms to achieve project goals. Our team has extensive experience working alongside other consultants, supporting open communication, coordinated planning, and seamless integration of deliverables. We prioritize transparency and a cooperative approach that supports the client's vision. SEH will actively align strategies, share information, and deliver a unified, high-quality outcome for the Village.

HANDS-ON PUBLIC ENGAGEMENT

A comprehensive plan cannot be truly comprehensive without widespread community participation. SEH's approach to public engagement centers on making every community group feel comfortable and empowered to share their goals, concerns, and vision for the future. We accomplish this through a wide range of in-person and online engagement methods that encourage people of all age groups to get involved, give voice to previously under-represented community members, and build consensus for the direction of the plan and the Village moving forward.

BEYOND THE COMPREHENSIVE PLAN

SEH's support extends well beyond the comprehensive plan. Our team is equipped to assist the Village of Summit with a wide variety of future initiatives, from infrastructure improvements and park master planning to economic development strategies and land use projects. We offer ongoing guidance to help implement adopted plans, secure funding, and adapt to evolving community needs.

In addition, SEH offers on-call planning services, providing the Village with flexible, as-needed access to our multidisciplinary team. Whether responding to urgent questions, assisting with regulatory changes, or supporting new initiatives, our specialists are available to deliver timely solutions and guidance whenever needs arise.

Whether it's facilitating public engagement, providing technical guidance, or supporting grant applications, SEH remains a committed partner throughout the development process and into future phases. Our multidisciplinary capabilities allow us to collaborate on projects of any scale, helping Summit achieve its vision for growth and resilience.

Our Partner

EHLERS
PUBLIC FINANCE ADVISORS

Ehlers is an industry-leading municipal advisory firm serving Minnesota, Wisconsin, Colorado, Illinois, and Kansas. They leverage centuries of combined experience and specialized expertise to deliver innovative, fully integrated public finance solutions that help public sector clients build strong, vibrant, and sustainable communities. Ehlers serves local governments, school districts, public agencies, special districts, community development authorities, joint powers boards and select nonprofit organizations.

At Ehlers, the goal – as independent municipal advisors – is to help communities achieve their goals through:

- Dynamic Fiscal Planning
- Innovative Financing Solutions
- Diligent Debt Management and Compliance
- Prudent Investment Options

And to do it in a way that delivers generational value to clients and their constituents.

Ehlers assisted Mount Pleasant with Utility Infrastructure Financing and TID Creation.

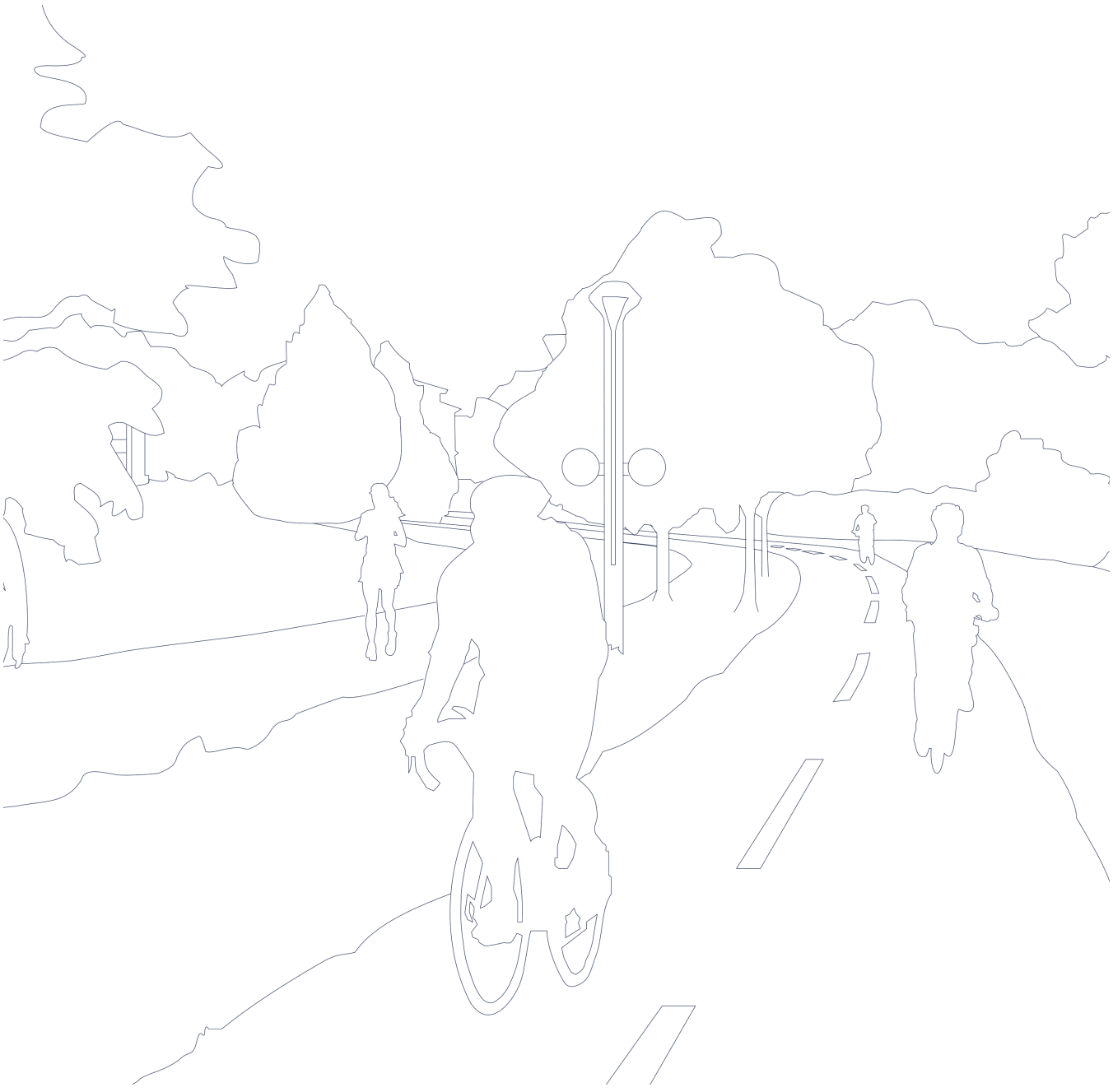
They believe successful projects aren't the result of products; they're the result of people. From the earliest stages of fiscal planning or economic development to debt issuance, compliance, and investments, Ehlers surrounds clients with a team of municipal finance professionals selected specifically for the expertise needed to achieve the tactical goals that bring the community's vision to life.

Level of Effort

The level of effort is organized to efficiently support the completion of the Village's park facilities needs assessment and impact fee update. Effort is structured across key project phases, including technical analysis, financial evaluation, and ordinance development, with clear coordination between SEH and Ehlers. Tasks and hours are aligned to maintain progress, support timely decision-making, and respond to Village priorities. This approach provides a streamlined path from project initiation through adoption, supporting a complete and defensible outcome.

SERVICES	Brea Grace Project Manager	Brian Fukuda Economic Planner	Nate Day Parks Planner	Jonathon Green GIS Analyst	Robert Malzahn Municipal Engineer	Janelle Stephens Admin	Jon Cameron Sr Advisor	Katelynn Harrigan Sr Fiscal Consultant
SEH SERVICES								
Existing Program Review and Baseline Assessment	1	6	4					
Growth Projections and Deficiency Analysis	1	8	5	3	1	1		
Needs Assessment and Impact Fee Development	1	6	5		2	2		
Ordinance Update and Implementation Tools		6	2					
Adoption and Public Process Support	1	4	2					
EHLERS SERVICES								
Project Initiation							1	7
Impact Fee Study							10	18
Presentation and Implementation							4	
TOTAL	**4**	**30**	**18**	**3**	**3**	**3**	**15**	**25**

Costs

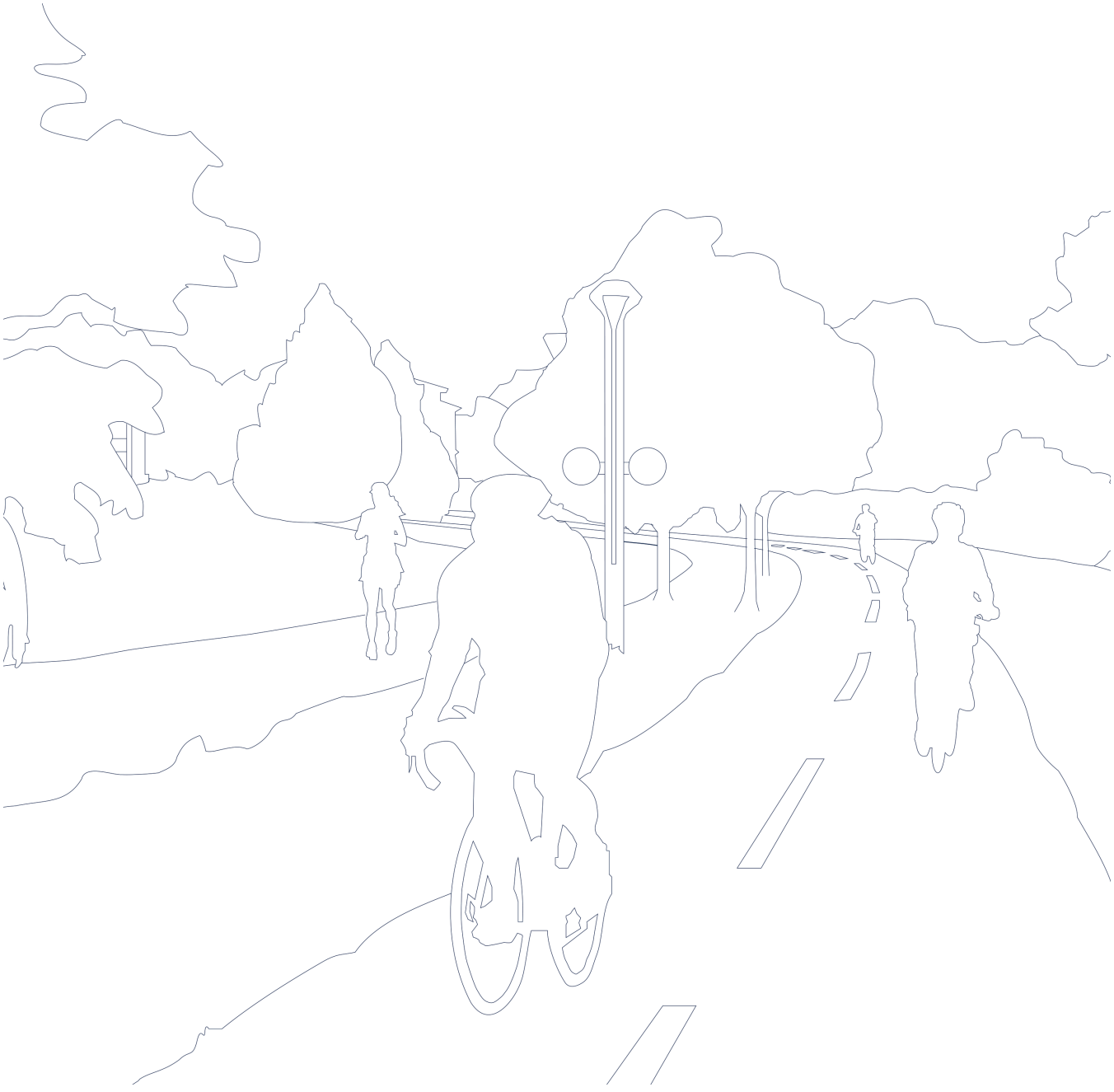


Costs

SEH is committed to effective project management, cost control, and always serving as a good steward of the Village's resources. This section presents a breakdown of anticipated costs for this project. It reflects our team's commitment to delivering value through efficient resource allocation and cost-effective project execution.

SERVICES	FEE
SEH SERVICES	
Existing Program Review and Baseline Assessment	$2,200
Growth Projections and Deficiency Analysis	$3,500
Needs Assessment and Impact Fee Development	$3,200
Ordinance Update and Implementation Tools	$1,600
Public Process and Adoption Support	$1,500
EHLERS SERVICES	
Project Initiation	$1,500
Impact Fee Study	$6,500
Presentation and Implementation	$1,000
TOTAL	**$21,000**

Level of Effort



Building a Better World for All of Us®

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES

VILLAGE OF SUMMIT

Village Hall, 262-567-2757
Fax, 262-567-4115
Public Works Dept., 262-567-2422
Police Dept., 262-567-1134
www.villageofsummitwi.gov

Summit Village Hall • 37100 Delafield Road • Summit, WI 53066

MEMORANDUM

To: Village Board

From: Debbie Michael, Village Administrator-Clerk/Treasurer

Date: July 2, 2026

Re: Ordinance regulating the operation of a motorboat in a manner that creates a wake that is, or is intended to be, or has the ability to be surfed by a person

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BACKGROUND: The Village has been discussing the wake surfing activities and determining if there should be restrictions on lakes within the Village of Summit.

At the May meeting, there was a draft ordinance with the following Wake Restrictions:

No person may create a wake with a motorboat that is surfed by a person, or is intended to be surfed by a person, or has the ability to be surfed by a person unless all of the following apply:

(i) the motorboat is operated farther than 200 feet from a shoreline or a dock, pier, boathouse or other structure located completely or partly on the body of water.

(ii) the motorboat is operated in water with a depth of at least 20 feet.

After hearing comments about the drafted ordinance, the Village Board voted to move an ordinance forward but changed the distance of (i) to **500 feet** instead of **200 feet**. They also set the matter for a Public Hearing to hear additional comments and meet the requirement for multi-jurisdiction lakes.

After the public hearing on July 9, the board may decide how to move forward.

ATTACHMENTS: Draft Ordinance, chart including all lakes/ponds with max depth and notes, Wake Surf Overlay maps showing how a restriction might affect those lakes. *Link provided to 856 pages of supporting documentation https://files.heygov.com/summitvillage.org/meetings/me_01kr4mwkrbq00mw7m9rc873t33/wake-boat-materials-all.pdf

FISCAL IMPACT: Not identified yet but could include mapping, signage, enforcement costs

STATE OF WISCONSIN VILLAGE OF SUMMIT WAUKESHA COUNTY

ORDINANCE NO. _____

AN ORDINANCE CREATING NEW SECTIONS 30-42.5, 30-99.5, 30-137.5, 30-206.5, 30-235.5 AND 30-272.5 IN CHAPTER 30 ENTITLED WATERWAYS, ARTICLE II ENTITLED WATERCRAFT, TO REGULATE THE OPERATION OF A MOTORBOAT IN A MANNER THAT CREATES A WAKE THAT IS, OR IS INTENDED TO BE, OR HAS THE ABILITY TO BE SURFED BY A PERSON.

WHEREAS, there exists within the Village of Summit, Waukesha County, Wisconsin ("Village") numerous lakes, which individually and collectively constitute our greatest public asset which support fisheries, wildlife habitat, tourism, property values, and countless forms of outdoor recreation;

WHEREAS, the Village of Summit has the authority to enact ordinances covering waters within its jurisdiction if the ordinances are not contrary to or inconsistent with Chapter 30, Wis. Stats., and they relate to the equipment, use, or operation of boats or to any activity regulated by Sections 30.60 to 30.71, Wis. Stats.;

WHEREAS, Village of Summit Code of Ordinances at Chapter 30, Waterways, contains boating and water safety laws including adopting State statutes and, among the state boating laws, Wis. Stat. § 30.68(2) prohibits the use or operation of a boat "in a careless, negligent or reckless manner so as to endanger that person's life, property or person or the life, property or person of another" and Wis. Stat. § 30.68(4) provides that "no person shall operate a motorboat so as to approach or pass another boat in such a manner as to create a hazardous wake or wash";

WHEREAS, pursuant to such authority, the Summit community has a long history of local regulation of its lakes including, prior to incorporation as a Village, when the Town of Summit in 1992 decided to regulate "the use and operation of motor operated boats for the protection of life, person and property" and to create an ordinance regulating no wake on lakes from sunset to sunrise in order to "to provide safe and healthful conditions for the enjoyment of aquatic recreation consistent with public rights and interests and the capability of the water resource";

WHEREAS, the effect of Ordinance 173 required no-wake from boat activity between sunset to sunrise and applied such regulation on Upper Nemahbin, Lower Nemahbin, Lower Genesee, Middle Genesee, Crooked Lake, Duck Lake, Waterville Lake, Lake Laura, Bowron Lake and Egg Lake;

WHEREAS, in the interest of public health, safety, and welfare, the Village Board affirms such measures and supports local lake regulation of boating activity in order to provide safe and healthful conditions for the enjoyment of aquatic recreation consistent with public rights and interests and the capability of the water resource for all;

DRAFT

WHEREAS, a growing body of information, including but not limited to research and studies, shows creating a wake that is, or is intended to be, or has the ability to be surfed by a person can have disproportionate impacts on shoreline, bottom of the lake and other waterbody users due to the size of the wake produced being larger and more significant in its intensity than other vessels on lakes, thereby leading to environmental damage to lake bottoms and lake shores, including resuspension of sediment adding nutrients to the water and increased risk of algal blooms, turbidity, shoreline erosion, and threats to aquatic life, as well as creating safety concerns for other lake users like kayakers, paddleboarders, swimmers, and others;

WHEREAS, in the last several years the State Assembly and Senate have considered statewide regulation of wake-enhanced boating, proposing and debating in each instance draft bills with different regulatory frameworks, all of which would operate to regulate wakeboat activity across all of Wisconsin's lakes even though Wisconsin lakes vary widely in depth, shoreline, and bottom composition;

WHEREAS, the Legislature has neither adopted a statewide wake-enhanced boat regulation nor removed the ability of local communities to address the same, despite various bills presented to the Legislature in recent years;

WHEREAS, the Wisconsin Department of Natural Resources (DNR) has submitted written testimony in support of such wake-enhanced boating bills, stating that "recent research has suggested that wakesurfing can have disproportionate impacts to shoreline and other waterbody users due to the size of the wake produced by wakeboats";

WHEREAS, the DNR supports the concept of distance restrictions to better protect Wisconsin shorelines from erosion and other potential impacts and to ensure all users can enjoy Wisconsin waters, as well as stating separately in response to Public Records Law requests that the DNR does not maintain any record reflecting a policy that it is opposed to (1) any requirements relating to the water depth that wake-surfing boats may be operated or (2) any regulations pertaining to wake-surfing;

WHEREAS, one such bill, 2024 Senate Bill 1024, proposed a 500-foot minimum distance from shore and a 20-foot depth, receiving support from the Wisconsin Wildlife Federation which found such safeguards "help reduce shoreline degradation, protect aquatic vegetation and fish habitat, and minimize conflicts among anglers, paddlers, swimmers, and other recreational users" and receiving testimony from the Water Sports Industry Association, a leading voice for the water sports industry, which opposed such depth but acknowledged its research revealed depths of 10 feet or deeper would not disturb lakebeds;

WHEREAS, another such bill, 2025 Senate Bill 1025, proposed a uniform state-wide setback of 300 feet from shorelines, structures, swimmers, and other watercraft and received support from a broad spectrum of competing interests groups both initially and upon an amendment proposing a 200 feet distance requirement, including from the DNR which supported the concept of distance restrictions to better protect Wisconsin lake shorelines from erosion and other potential impacts as well as to ensure all users can enjoy Wisconsin waters;

WHEREAS, the Wisconsin Legislative Reference Bureau's analysis found that under current law, various regulations apply to water skiing, aquaplaning, or a similar activity, and wakesurfing likely falls under "aquaplaning" or a "similar activity," such that the bill explicitly provides that aquaplaning includes wakesurfing;

WHEREAS, support for such bill also came from many persons and groups, such as Wisconsin's Green Fire, a nonpartisan and independent association whose members represent extensive expertise in natural resources management, environmental education, environmental law and policy, and scientific research, and who concurred that a 20-foot minimum depth "better protects lake bottoms, fish habitat, and other lake users" because, among other reasons, "wake-enhanced boating in waters shallower than 20 feet can cause significant damage to lake bottoms and fish habitat, including habitat for sport fish";

WHEREAS, support for such bill also came from Wisconsin Manufacturers & Commerce which observed that SB 1025 "provides a reasonable statewide baseline" without removing local control, "represents a sensible step forward for regulating wakesurfing and other high-impact boating activities on Wisconsin's lakes," and that by setting a uniform setback of 300 feet from shorelines, structures, swimmers, and other watercraft, "SB 1025 establishes a clear, science-based, statewide standard that is both practical and defensible";

WHEREAS, support for such bill also came from the National Marine Manufacturers Association, the leading trade association for the recreational boating industry with thousands of members nationally and in Wisconsin, which recognized that Wisconsin's waters are important to our outdoor recreation heritage, should be enjoyed safely and responsibly by all Wisconsinites and that such bill served the purposes of ensuring safety, environmental stewardship and responsible boating behavior including by establishing common-sense protections like the a 300-foot setback from shorelines and structures and went on to inform the Legislature that the National Association for State Boating Law Administrators "have adopted guidance supporting a 200-foot setback for wakesurfing" because such setback "is science based and designed to address any environmental concerns related to shoreline impacts" and, further, "according to wave energy experts, wake boats operating at least 200 feet from shore do not carry enough energy to cause significant impacts to shorelines";

WHEREAS, a number of lake associations have sought local ordinances for the restriction of wake enhanced surfing activities and, a growing number of municipalities and states have created wake-enhanced boating regulations including some like Vermont and Maine setting depths for such activity at 15 feet and 20 feet and all recommending distance-from-shore rules if not complete prohibitions;

WHEREAS, a number of wake-enhanced studies have developed in recent years researching wake-enhanced boating activity on different lakes around the country, with reports supporting the aforementioned concerns including confirmation that the depth of water beneath a moving vessel can have a significant effect on the characteristics of the waves generated such that it is best to conduct wake-enhanced boating in deep water with recommendations ranging from no less than 12 feet, at least 20 feet of water and even 26 feet of water;

WHEREAS, the Village Board has reviewed the available bills, studies and literature and agrees with the aforementioned wake-enhanced concerns and recommendations and continues to believe it is necessary to regulate the use of and operation on our local lakes, including regulating the creation of a wake that is, or is intended to be, or has the ability to be surfed by a person for the preservation of our lakes and the protection of life, person and property on all of the Village of Summit's lakes;

WHEREAS, the lakes within the Village of Summit vary in depths with maximum depths ranging from 1 foot in Duck Lake to 60 feet in Upper Nemahbin Lake – with Crooked Lake, Duck Lake, Egg Lake, Henrietta Lake, Laura Lake, and Waterville Lake all having a maximum depth that is below 20 feet and Bowron Lake, Golden Lake, Lower Genesee Lake, Lower Nashotah Lake, Lower Nemahbin Lake, Middle Genesee Lake, Silver Lake, Upper Genesee Lake, Upper Nashotah Lake, Upper Nemahbin Lake, and Utica Lake having a maximum depth that is greater than 20 feet; and

WHEREAS, the Village submitted a draft of this ordinance to the Wisconsin DNR for advisory review at least 60 days prior to passage, pursuant to Wis. Stat. § 30.77(3)(d);

NOW, THEREFORE, the Village Board of the Village of Summit, Waukesha County, Wisconsin, does hereby ordain as follows:

SECTION 1: An ordinance to regulate the creation of a wake that is surfed by a person, or is intended to be surfed by a person, or has the ability to be surfed by a person upon the waters of the Village of Summit's lakes is hereby created as Sections 30-42.5, 30-99.5, 30-137.5, 30-206.5, 30-235.5 and 30-272.5 to read as follows:

WAKE RESTRICTIONS

No person may create a wake with a motorboat that is surfed by a person, or is intended to be surfed by a person, or has the ability to be surfed by a person unless all of the following apply:

(i) the motorboat is operated farther than 500 feet from a shoreline or a dock, pier, boathouse or other structure located completely or partly on the body of water.

(ii) the motorboat is operated in water with a depth of at least 20 feet.

SECTION 2: SEVERABILITY. The several sections of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a court of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of any other provisions, sections or portions thereof of the ordinance. The remainder of the ordinance shall

DRAFT

remain in full force and effect. Any other ordinances whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

SECTION 3: EFFECTIVE DATE. This ordinance shall take effect immediately upon passage and posting or publication as provided by law.

Dated this _____ day of _____, 2026.

VILLAGE OF SUMMIT

By: _____
Jack Riley, Village President

Attest: _____
Debra J. Michael, Village Administrator-
Clerk/Treasurer

Published/Posted the ____ day of _____ 2026.

DRAFT

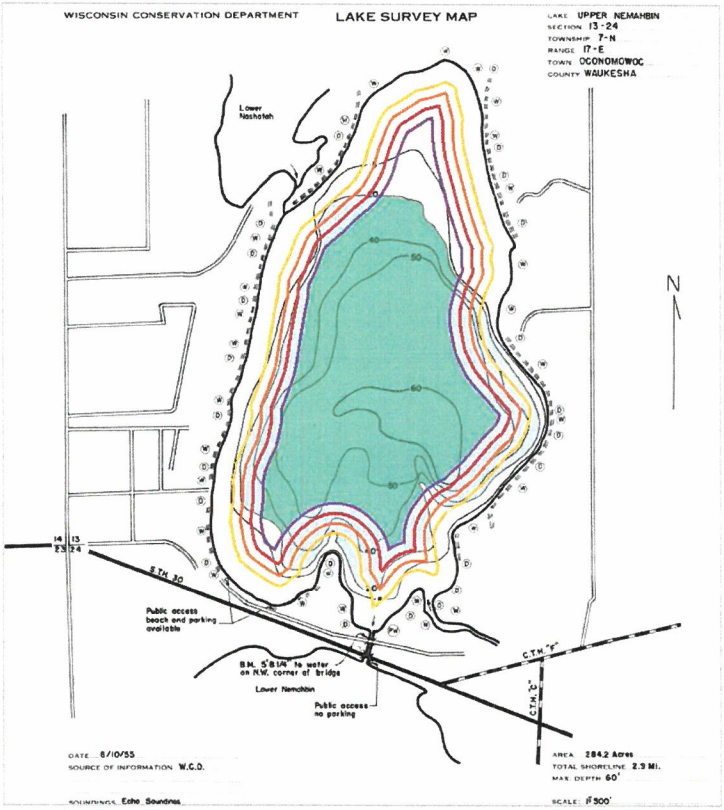
This chart includes all lakes/ponds in the Village, as reported by WDNR. Those in red text are not large enough per the proposed 20' depth/500' distance ordinance, or they already restrict motors.

Lake	Max. Depth (ft)	Notes
Bowron Lake	25	23-acre lake with no depth map available. Lake does not have public access, and the area where the water is deepest is limited.
Buth Lake	5	3-acre lake/pond with no depth map available that is not large enough for wake activity.
Crooked Lake	16	51-acre lake that does not exceed 16' depth.
Duck Lake	1	1-acre lake/pond with no depth map available that is not large enough for wake activity.
Egg Lake	3	2-acre lake/pond with no depth map available that is not large enough for wake activity.
Golden Lake	44	288-acre lake that is shared with Town of Concord.
Henrietta Lake	7	15-acre lake with no depth map available that does not exceed 7' depth.
Laura Lake	11	9-acre lake with no depth map available that does not exceed 11' depth.
Lower Genesee Lake	43	63-acre lake.
Lower Nashotah Lake	43	93-acre lake.
Lower Nemahbin Lake	36	239-acre lake with three areas of lake are 20'+ deep. However, only area on south side of lake is large enough to accommodate wake activity from boats.
Middle Genesee Lake	40	98-acre lake.
Silver Lake	40	217-acre lake that is shared with City of Oconomowoc.
Sybil Lake	-	2-acre lake/pond with unknown depth that is not large enough for wake activity.
Upper Genesee Lake	27	32-acre lake with motorized boat activity prohibited.
Upper Nashotah Lake	53	131-acre lake that is shared with City of Delafield.
Upper Nemahbin Lake	60	277-acre lake.
Utica Lake	25	13-acre lake that is likely not large enough for wake activity.
Waterville Lake	12	76-acre lake with no depth map available. 76-acre lake that does not exceed 12' depth.

**Note: Lake size and depth information from WDNR website.*

Upper Nemahbin Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 115.0 acres

Lake area: 284.2 acres

Max depth: 60 ft

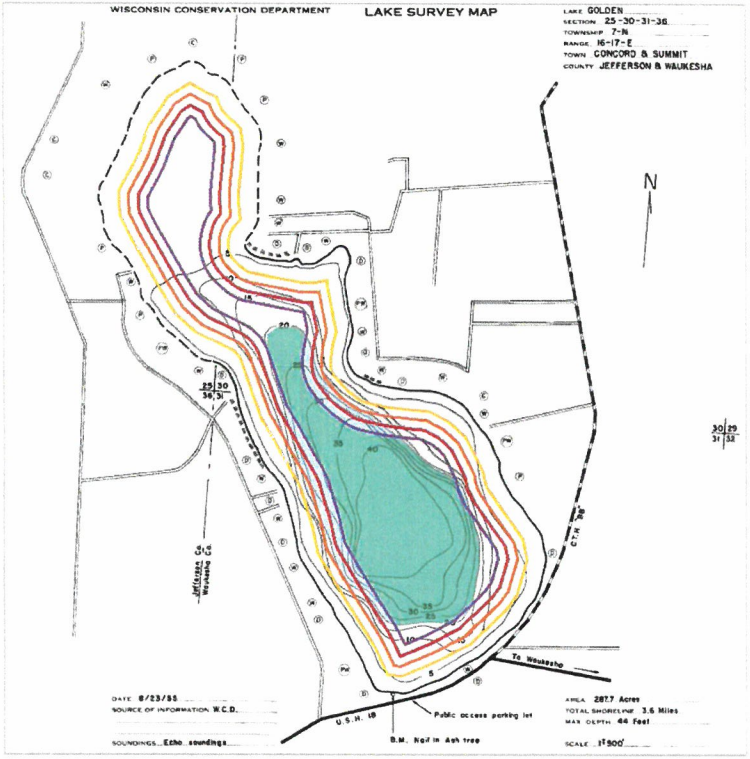
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

*provided by JJ Alcaily & verified by Director Nash.

Golden Lake Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 66.5 acres

Lake area: 287.7 acres

Max depth: 44 ft

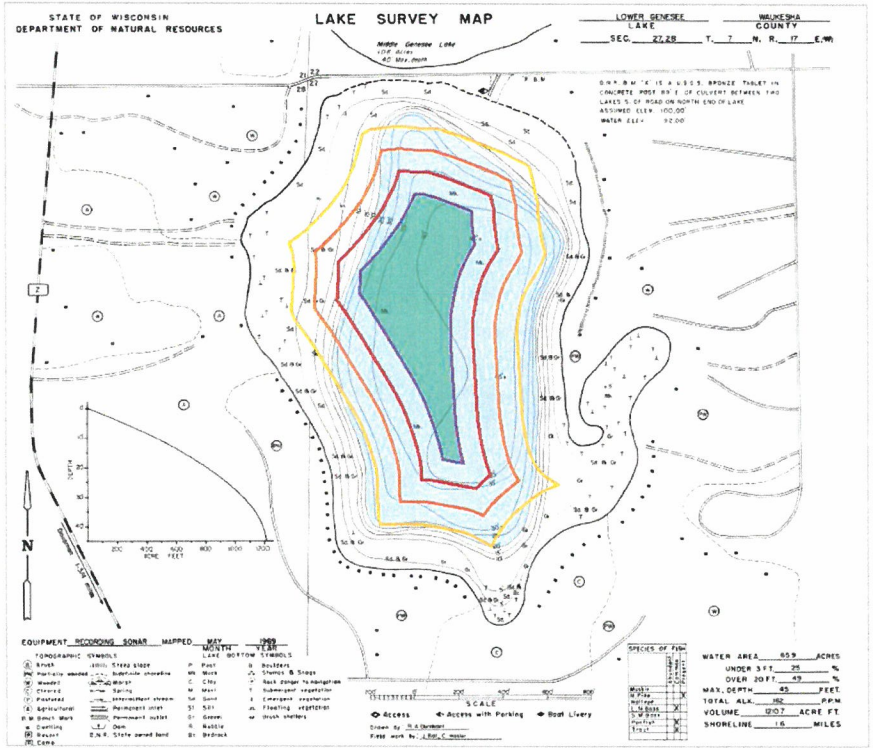
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

* provided by JJ Alaily & verified by Director Nash

Lower Genesee Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 7.1 acres

Lake area: 65.9 acres

Max depth: 45 ft

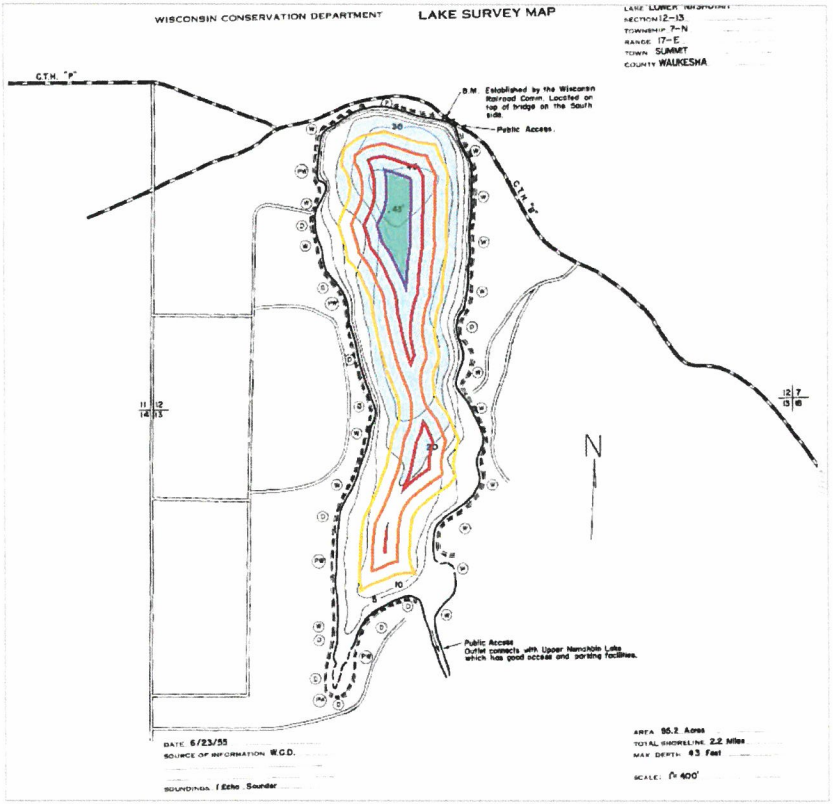
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

* provided by JJ Alaily & verified by Director Nash

Lower Nashotah Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 3.7 acres

Lake area: 95.2 acres

Max depth: 43 ft

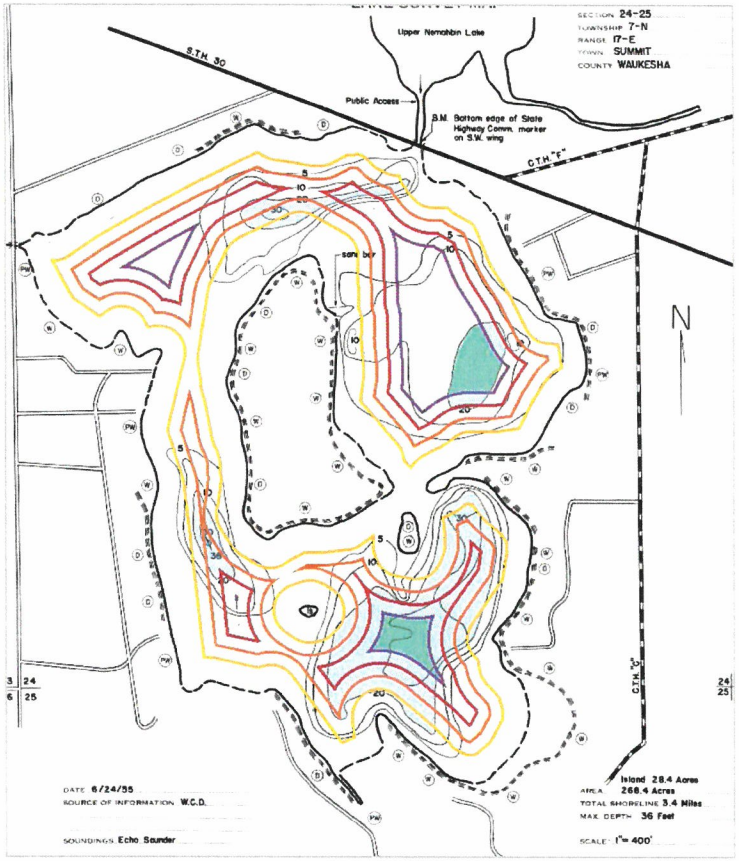
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

*provided by JJ Alaily & verified by Director Nash

Lower Nemahbin Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 6.4 acres

Lake area: 268.4 acres

Max depth: 36 ft

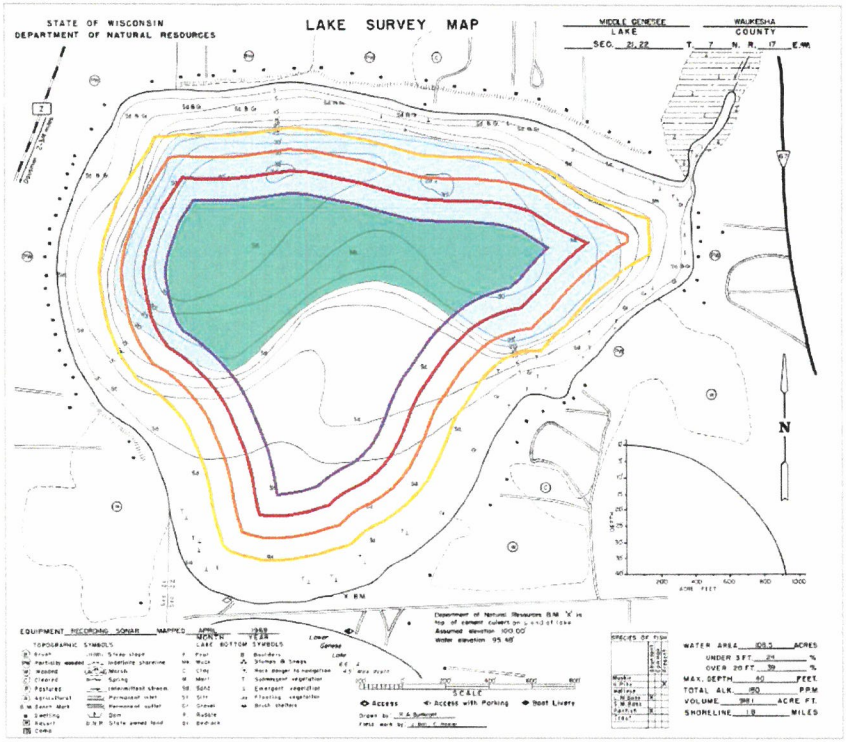
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

*provided by JJ Alcuily & verified by Director Nash

Middle Genesee Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 17.8 acres

Lake area: 108.5 acres

Max depth: 40 ft

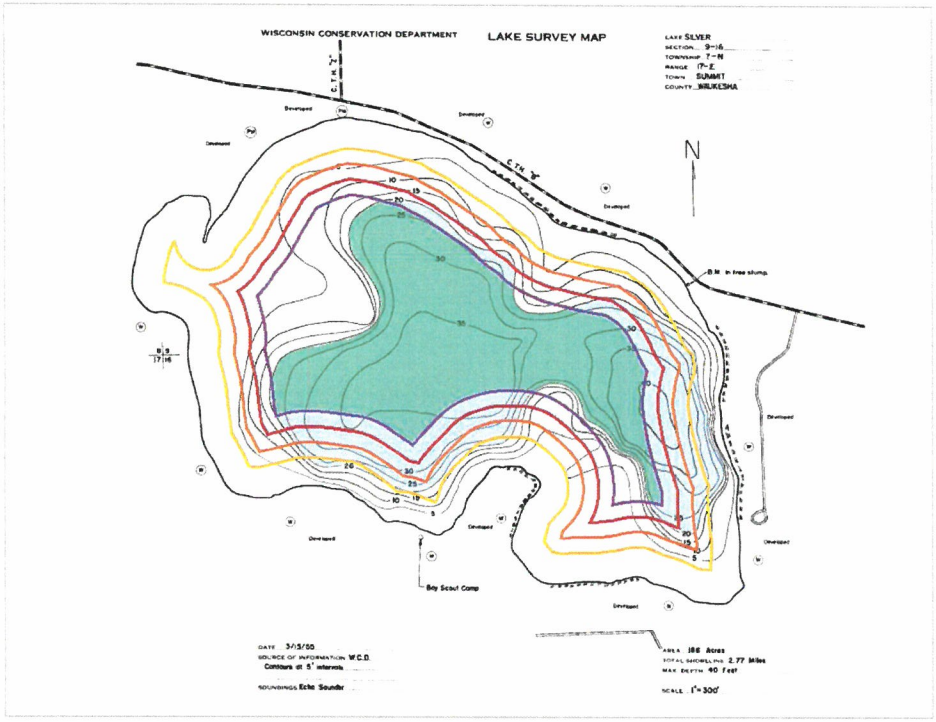
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

* provided by JJ Alcaily & verified by Director Nash.

Silver Lake Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 45.8 acres

Lake area: 186.0 acres

Max depth: 40 ft

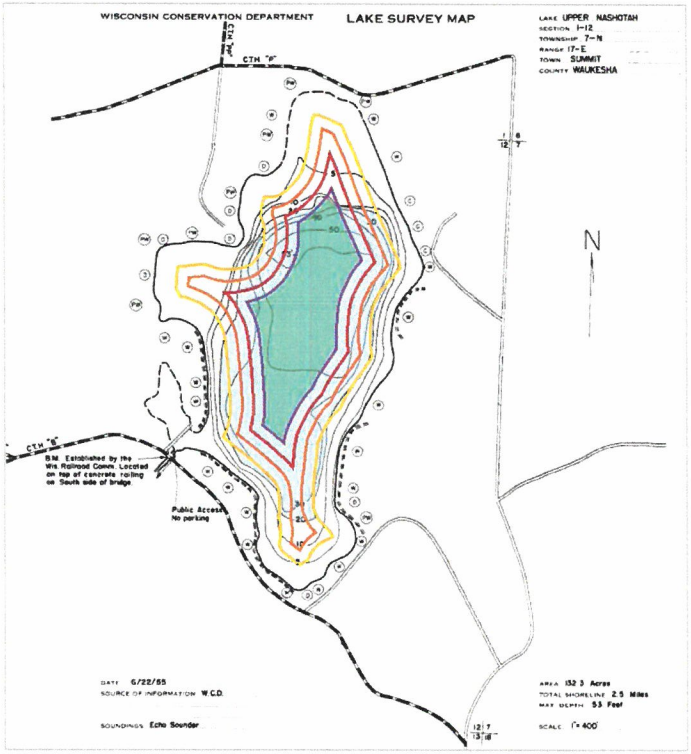
Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

*Provided by JJ Alaily & verified by Director Nash.

Upper Nashotah Wake Surf Overlay

Proposed restriction: 500 ft from shore and 20 ft minimum depth



Legend

- 20 ft or deeper
- Meets both conditions
- 200 ft from shore
- 300 ft from shore
- 400 ft from shore
- 500 ft from shore

Estimate

Eligible area: 23.9 acres

Lake area: 132.3 acres

Max depth: 53 ft

Method

Chart-based draft.
Scale estimated from
DNR chart acreage.
Not a formal
georeferenced GIS map.

*provided by JJ Alaily & verified by Director Nash.

VILLAGE OF SUMMIT

Village Hall, 262-567-2757
Fax, 262-567-4115
Highway Dept., 262-567-2422
Police Dept., 262-567-1134
www.villageofsummitwi.gov

Summit Village Hall • 37100 Delafield Road • Summit, WI 53066

MEMORANDUM

To: Village Board

From: Debbie Michael, Village Administrator-Clerk/Treasurer

Date: July 2, 2026

Re: Authorization to make application to the Board of Commissioners of Public Lands, State of Wisconsin, for a Municipal General Obligation Loan in the amount not to exceed $502,500 with a 5-year term for the purpose of financing the 2026 capital improvements projects

---

BACKGROUND: The Village approved the borrowing resolution at the June 11 meeting. Administrator Michael received a call on July 2 from the CIO, Richard Sneider, explaining that the paperwork we were provided had the incorrect interest rate referenced so he was required to cancel that application. He has provided new paperwork for us the get that corrected and still get our funds in a timely manner.

ATTACHMENTS: Application

FISCAL IMPACT: 5.5% interest on principal for 5 years

MOTION: Motion to approve the resolution and authorize application to the Board of Commissioners of Public Lands, State of Wisconsin, for a loan of $502,500 with a term of 5 years for the purpose of financing 2026 Capital Improvement Projects.

***NOTE: A BOARD MEMBER MUST READ INTO THE RECORD PAGE 4 OF THE RESOLUTION DOCUMENT, THEN ROLL CALL VOTE IS TAKEN

July 2, 2026

Debra Michael
Village of Summit
37100 Delafield Rd
Summit, WI 53066

ID# 05606306

Dear Debra Michael:

Thank you for requesting a loan application from the BCPL State Trust Fund Loan Program. Your application is attached, along with associated forms and directions. Please look through these documents and call us with any questions.

Please check your application to confirm the correct amount, rate, term, and purpose of the loan. The application interest rate should correspond to the current interest rates for BCPL General Obligation Trust Fund loans:

General Obligation Loan Rates:

2 Years	5.75%
3 – 5 Years	5.75%
6 – 10 Years	6.00%
11 – 20 Years	6.50%

Original application request form received on 5/20/26, so BCPL will apply rates available at that time to this application (not current rates shown to left).

Your interest rate is now locked at the above level for 60 days. To maintain that interest rate lock and prevent the possibility of needing to re-start the loan process from the beginning, BCPL needs to receive a properly completed loan application within 60 days from the date of this letter.

Following approval of the Application and Borrowing Resolution by your Board, the application must be completed and returned to BCPL along with the meeting minutes and the Anticipated Schedule of Disbursements. To provide enough time for internal reviews, loan processing, and assembling of our Board agenda materials, completed documents must be received a minimum of eight (8) calendar days before the next BCPL board meeting. The BCPL Board meets the first and third Tuesdays of each month.

BCPL requests that all Borrowers provide digital photographs of the projects that we finance (if applicable). We use these photos for promotional materials regarding the BCPL State Trust Fund Loan Program. Please remember to email a few high-resolution digital photographs, and be sure to include photographer credit information. We thank you in advance.

If you have questions regarding any of the documentation required by BCPL, the application process or the status of your application, please call me at 608-266-0034 or email me at richard.sneider@wisconsin.gov.

Sincerely,

Richard Sneider, CFA, CIPM
Chief Investment Officer

Enclosures:
1) Application Form – Village 20 Year Maximum
2) Checklist for Application Review
3) Anticipated Schedule of Disbursements

121.doc

BOARD OF COMMISSIONERS OF PUBLIC LANDS
1848
Managing Wisconsin's trust assets for public education.

BCPL State Trust Fund Loan Program
Application Checklist

The application must be completed and submitted on the original paper supplied by BCPL.
No copies will be accepted and any alterations will void the application.

Please check the following items prior to submitting your application:

- Confirm that each blank is filled in. Please check every page carefully.
- Confirm that all required signatures are present. Original signatures are essential as signature stamps will void the application.
- Confirm that all voting members of your Board or Council are listed and that each vote is properly recorded. If a voting member is absent from the meeting, please write or type "Absent" in the vote area.
- Confirm that meeting dates are accurate. If you are unsure which meeting the application is referring to, please contact us.
- Confirm that the Total Equalized Valuation you are providing is from the most recent year available. This information is generally available on the Wisconsin Department of Revenue website. If you have any Tax Incremental Districts, please use **TID IN** valuation.
- Confirm that each General Obligation debt has been listed with the principal balance as of the certification date. If your municipality has no outstanding debt, list "None" under name of creditor and enter –0– as the total indebtedness.
    - ***If you require additional space to list individual debts or wish to submit the current debt schedule in a different format, you may include an attachment to the debt page. DO NOT COMPLETE THE SAMPLE FORM BELOW! Type the following certification language on the attachment and return it with your application:***

        1. **Type the following phrase as the page header:**

           "Attachment to Page ____ of BCPL State Trust Fund Loan Application ID# **05606306**"

        2. **Below the loan schedule, type and complete the following:**

           I hereby certify that all general obligation debts of the _____ of _____, in the County of _____, State of Wisconsin, are included in the above schedule, and that this schedule is true and correct as of _____, 201__.

           _____
           Clerk (signature)

           _____
           Clerk (print or type name)

           _____, 20___
           Date

SAMPLE TEXT

BCPL State Trust Fund Loan Program
Application Checklist

- A copy of the minutes from the meeting at which the Resolution to Borrow Funds and Levy Tax was presented and approved is required to process the application. This meeting must take place following your receipt of the application. Please make certain that the resolution approved by your board or council is the exact resolution contained in the application. The minutes from this meeting should also contain this language.

- Mail the completed application and meeting minutes to the address below:
  Board of Commissioners of Public Lands
  P.O. Box 8943
  Madison, WI 53708-8943

- For overnight (non-USPS) delivery, please note that our street address has a different zip code:
  Board of Commissioners of Public Lands
  101 E. Wilson Street, 2nd Floor
  Madison, WI 53703

Upon receipt, BCPL staff will review your application and contact you if any additional information or corrections to the application are required.

To allow time for internal reviews, BCPL needs to receive your completed application a minimum of 8 days in advance of our Board's next scheduled board meeting. The BCPL Board meets the first and third Tuesday of each month. Following approval by the BCPL loan committee and a legal review by the office of the Attorney General, the application will be placed on the agenda for the next available board meeting.

Following board approval, there are a few additional steps and your loan may be funded in 5-10 days. All draws must be made within four months of the board approval date.

BCPL appreciates having photographs of the projects that we help finance. We use these photos both internally and for publishing of promotional materials regarding the BCPL State Trust Fund Loan Program. If possible, please forward high-resolution, digital photographs of the project being financed. Be sure to include information on who should be given credit for the photos. We thank you in advance.

Please contact us at (608) 266-0034 or richard.sneider@wisconsin.gov if you have any questions.

BOARD OF COMMISSIONERS OF PUBLIC LANDS 1848

Managing Wisconsin's trust assets for public education.

BCPL State Trust Fund Loan Program

Anticipated Schedule of Disbursements

Village of Summit
Worksheet # 05606306
Finance 2026 Capital Improvement Projects
$502,500.00

Please tell us when you anticipate the need for loan funds:

Disbursement Date	Disbursement Amount
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

NOTE: Fill out this form using your best estimates as of the loan application date. ***This is not an actual disbursement form.*** We request this information to help us better manage the investment of State of Wisconsin Trust Funds. After your loan has been approved, you will receive a "Request for Loan Disbursement" form to request the actual distribution of funds.

Please return form to:

Board of Commissioners of Public Lands
PO Box 8943
Madison, WI 53708-8943

fax 608.267.2787
richard.sneider@wisconsin.gov

RAS

Rev. 04/2012

STATE OF WISCONSIN

BOARD OF COMMISSIONERS OF PUBLIC LANDS

101 EAST WILSON STREET, 2ND FLOOR

POST OFFICE BOX 8943

MADISON, WISCONSIN 53708-8943

APPLICATION FOR STATE TRUST FUND LOAN

VILLAGE - 20 YEAR MAXIMUM

Chapter 24 Wisconsin Statutes

VILLAGE OF SUMMIT

Date sent: July 2, 2026

Received and filed in Madison, Wisconsin:

_____

ID # 05606306

RAS

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

TO: BOARD OF COMMISSIONERS OF PUBLIC LANDS

We, the undersigned president and clerk of the Village of **Summit**, in the County(ies) of **Waukesha**, Wisconsin, in accordance with the provisions of Chapter 24 of the Wisconsin Statutes, do hereby make application for a loan of **Five Hundred Two Thousand Five Hundred And 00/100 Dollars ($502,500.00)** from the Trust Funds of the State of Wisconsin for the purpose of **financing 2026 Capital Improvement Projects**.

The loan is to be continued for a term of **5** years from the 15th day of March preceding the date the loan is made. The loan is to be repaid in annual installments, as provided by law, with interest at the rate of **5.50** percent per annum.

We agree to the execution and signing of such certificates of indebtedness as the Board may prepare and submit, all in accordance with Chapter 24, Wisconsin Statutes.

The application is based upon compliance on the part of the Village with the provisions and regulations of the statutes above referred to, as set forth by the following statements which we do hereby certify to be correct and true.

The meeting of the village board of the Village of **Summit**, in the County(ies) of **Waukesha**, Wisconsin, which approved and authorized this application for a loan was a regularly called meeting held on the _____ day of _____, 20____.

At the aforesaid meeting a resolution was passed by a vote of not less than a majority of the members of the village board approving and authorizing an application to the Board of Commissioners of Public Lands, State of Wisconsin, for a loan of **Five Hundred Two Thousand Five Hundred And 00/100 Dollars ($502,500.00)** from the Trust Funds of the State of Wisconsin to the Village of **Summit**, in the County(ies) of **Waukesha**, Wisconsin, for the purpose of **financing 2026 Capital Improvement Projects**. That at the same time and place, the village board of the Village of **Summit** by a majority vote of the members, adopted a resolution levying upon all the taxable property in the Village, a direct annual tax sufficient in amount to pay the annual installments of principal and interest, as they fall due, all in accordance with Article XI, Sec. 3 of the Constitution and Sec. 24.66(5), Wisconsin Statutes.

A copy of the aforesaid resolutions, certified to by the village clerk, as adopted at the meeting, and as recorded in the minutes of the meeting, accompanies this application.

A statement of the equalized valuation of all the taxable property within the Village of **Summit**, certified to by the president and clerk, accompanies this application.

Given under our hands in the Village of **Summit**, County(ies) of **Waukesha**, Wisconsin, this _____ day of _____, 20____.

_____
President, Village of **Summit**

_____
Clerk, Village of **Summit**

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

FORM OF RECORD

The following preamble and resolutions were presented by Trustee _____ and were read to the meeting.

By the provisions of Sec. 24.66 of the Wisconsin Statutes, all municipalities may borrow money for such purposes in the manner prescribed, and,

By the provisions of Chapter 24 of the Wisconsin Statutes, the Board of Commissioners of Public Lands of Wisconsin is authorized to make loans from the State Trust Funds to municipalities for such purposes. (Municipality as defined by Sec. 24.60(2) of the Wisconsin Statutes means a town, village, city, county, public inland lake protection and rehabilitation district, town sanitary district created under Sec. 60.71 or 60.72, metropolitan sewerage district created under Sec. 200.05 or 200.23, joint sewerage system created under Sec. 281.43(4), school district or technical college district.)

THEREFORE, BE IT RESOLVED, that the Village of **Summit**, in the County(ies) of **Waukesha**, Wisconsin, borrow from the Trust Funds of the State of Wisconsin the sum of **Five Hundred Two Thousand Five Hundred And 00/100 Dollars ($502,500.00)** for the purpose of **financing 2026 Capital Improvement Projects** and for no other purpose.

The loan is to be payable within **5** years from the 15th day of March preceding the date the loan is made. The loan will be repaid in annual installments with interest at the rate of **5.50** percent per annum from the date of making the loan to the 15th day of March next and thereafter annually as provided by law.

RESOLVED FURTHER, that there shall be raised and there is levied upon all taxable property, within the Village of **Summit**, in the County(ies) of **Waukesha**, Wisconsin, a direct annual tax for the purpose of paying interest and principal on the loan as they become due.

RESOLVED FURTHER, that no money obtained by the Village of **Summit** by such loan from the state be applied or paid out for any purpose except **financing 2026 Capital Improvement Projects** without the consent of the Board of Commissioners of Public Lands.

RESOLVED FURTHER, that in case the Board of Commissioners of Public Lands of Wisconsin agrees to make the loan, that the president and clerk of the Village of **Summit**, in the County(ies) of **Waukesha**, Wisconsin, are authorized and empowered, in the name of the Village to execute and deliver to the Commission, certificates of indebtedness, in such form as required by the Commission, for any sum of money that may be loaned to the Village pursuant to this resolution. The president and clerk of the Village will perform all necessary actions to fully carry out the provisions of Chapter 24 Wisconsin Statutes, and these resolutions.

RESOLVED FURTHER, that this preamble and these resolutions and the aye and no vote by which they were adopted, be recorded, and that the clerk of this Village forward this certified record, along with the application for the loan, to the Board of Commissioners of Public Lands of Wisconsin.

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

Trustee _____ moved adoption of the foregoing preamble and resolutions.

The question being upon the adoption of the foregoing preamble and resolutions, a vote was taken by ayes and noes, which resulted as follows:

1. Trustee _____ voted _____
2. Trustee _____ voted _____
3. Trustee _____ voted _____
4. Trustee _____ voted _____
5. Trustee _____ voted _____
6. Trustee _____ voted _____
7. Trustee _____ voted _____
8. Trustee _____ voted _____
9. Trustee _____ voted _____
10. Trustee _____ voted _____

A majority of the members of the village board of the Village of **Summit**, in the County(ies) of **Waukesha**, State of Wisconsin, having voted in favor of the preamble and resolutions, they were declared adopted.

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

STATE OF WISCONSIN

Village of **Summit**

County(ies) of **Waukesha**

I, _____, Clerk of the Village of **Summit**, County(ies) of **Waukesha**, State of Wisconsin, do hereby certify that the foregoing is a true copy of the record of the proceedings of the village board of the Village of **Summit** at a meeting held on the _____ day of _____, 20____ relating to a loan from the State Trust Funds. I further certify that I have compared the same with the original record thereof in my custody as clerk and that the same is a true copy thereof, and the whole of such original record.

I further certify that the village board of the Village of **Summit** is constituted by law to have _____ members, and that the original of said preamble and resolutions was adopted at the meeting of the village board by a vote of _____ ayes to _____ noes and that the vote was taken in the manner provided by law and that the proceedings are fully recorded in the records of the Village.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the Village of **Summit** this _____ day of _____, 20____.

_____

Clerk (Signature)

Village of **Summit**

County(ies) of **Waukesha**

State of Wisconsin

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

STATE OF WISCONSIN
VILLAGE OF **Summit**
COUNTY(IES) OF **Waukesha**
TO: THE BOARD OF COMMISSIONERS OF PUBLIC LANDS

I, _____, Clerk of the Village of **Summit**, County(ies) of **Waukesha**, State of Wisconsin, do hereby certify that it appears by the books, files and records in my office that the valuation of all taxable property in the Village of **Summit** is as follows:

EQUALIZED VALUATION FOR THE YEAR **20**____* **$**_____
* Latest year available

I further certify that the whole existing indebtedness of the Village of **Summit**, in the County(ies) of **Waukesha**, State of Wisconsin, is as follows: (list each item of indebtedness):

NAME OF CREDITOR	PRINCIPAL BALANCE (EXCLUDING INTEREST)
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
_____	$_____
TOTAL INDEBTEDNESS:	$_____

_____
Clerk (Signature)

_____
Clerk (Print or type name)

Village of **Summit**

County(ies) of **Waukesha**

State of Wisconsin

_____, 20____
Date

FOR OFFICE USE ONLY		
Confirmation of equalized value ☐		
5% debt limit = $		
Shared Revenue:	20____=	$
	20____=	$
Application approved by:		

THE TOTAL INDEBTEDNESS, INCLUDING THE TRUST FUND LOAN APPLIED FOR, MAY NOT EXCEED 5% OF THE VALUATION OF THE TAXABLE PROPERTY AS EQUALIZED FOR STATE PURPOSES.
(Sec. 24.63(1), Wis. Stats., 1989-90)

RETURN THIS ORIGINAL – DO NOT RETURN PHOTOCOPY

STAFF SUGGESTED DATE:
AUGUST 17, 18, 19 OR 20

Village Hall, 262-567-2757
Fax, 262-567-4115
Dept. of Public Works, 262-567-2422
Police Dept., 262-567-1134
Building Inspector, 262-490-4141
www.villageofsummitwi.gov

Summit Village Hall • 37100 Delafield Road • Summit, WI 53066

AGENDA
Special Village Board Meeting
, 2026 8:30 a.m.
At the Summit Village Hall, 37100 Delafield Road

1. CALL TO ORDER
2. ROLL CALL AND CONFIRM POSTING
3. PUBLIC COMMENT

4. Discussion and action on 2026 Year to Date Capital Improvement Projects

5. Discussion and action on 2027-2031 Capital Improvement Plan

6. Discussion and action on village expectations and parameters for 2027 operating budget

7. Confirm date for next budget workshop

8. ADJOURN SPECIAL VILLAGE BOARD MEETING

Respectfully Submitted,

Debra J. Michael, WCMC
Village Administrator-Clerk/Treasurer

Next Regular Meeting: , 2026 **Posted: , 2026**

**** Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service contact the Village Hall at 567-2757.
It is possible that members of and possible a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any other governmental body except by the Village Board noticed above.