

CITY OF MUSKEGO

“Muskego strives to be a community that provides a wholesome and balanced environment in which open space, agriculture, recreation, residential, commercial and industrial land uses can continue to successfully coexist and prosper.”

2020 COMPREHENSIVE PLAN

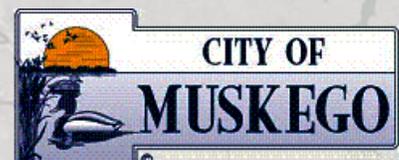
ADOPTED BY:

THE COMMON COUNCIL ON THE 14TH OF APRIL, 2009

THE PLANNING COMMISSION ON THE 7TH OF APRIL, 2009

THE 2020 COMPREHENSIVE PLANNING COMMITTEE ON THE 3RD OF MARCH, 2009

**Prepared by:
The Citizens of Muskego,
Elected Officials, and The
Muskego Planning Department**



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The City of Muskego 2020 Comprehensive Plan has been prepared under authority granted by Wisconsin Statutes, specifically s. 62.23(2), City Planning Functions and (3) The Master Plan, as amended by 1999 Wisconsin Act 9 (revised 2001, 2004) and s.66.0295(2), Contents of a Comprehensive Plan.

**AMENDED
COMMON COUNCIL - CITY OF MUSKEGO
ORDINANCE #1293**

AN ORDINANCE TO ADOPT THE 2020 COMPREHENSIVE PLAN FOR THE CITY OF MUSKEGO AND TO AMEND CHAPTER 41, SECTIONS 41.01, 41.03, & 41.06 OF THE MUNICIPAL CODE OF THE CITY OF MUSKEGO

The Common Council of the City of Muskego, Waukesha, Wisconsin, do ordain as follows:

SECTION 1: The attached *2020 Comprehensive Plan for the City of Muskego*, as approved by the 2020 Comprehensive Plan Committee, is hereby adopted.

SECTION 2: A Public Hearing was held regarding the 2020 Plan and proposed code amendments on March 10, 2009.

SECTION 3: Chapter 41, Sections 41.01, 41.03, & 41.06 of the Municipal Code of the City of Muskego is hereby amended to read as follows:

Text changes are inserted here within adopted ordinance...

SECTION 4: That the attached adopted 2020 Comprehensive Plan and Map shall include the amendments to make Conservation Preservation Subdivisions voluntary instead of mandatory. Further, that recommendations concerning Conservation Preservation in the plan shall reflect promoting and enhancing the City's Conservation Subdivision ordinances in an effort to promote new developments conserving the City's open spaces and environmental corridors.

SECTION 4 5: The several sections of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a decision of 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 not affect the validity of all other provisions, sections, or portion thereof of the ordinance which shall remain in full force and effect. Any other ordinance whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

SECTION 5 6: This ordinance shall be in full force and effect from and after its passage and publication.

PASSED AND APPROVED THIS 14th DAY OF APRIL, 2009.

ATTEST:

CITY OF MUSKEGO

Clerk-Treasurer

John R. Johnson, Mayor

First Reading: March 10, 2009
Deferred: March 24, 2009
Published this 23rd of April, 2009.

Amendment Notes:

- 1. Amendment 1 added the text in Section 4 of this ordinance, which also adopted new text in the final attached plan that related to this Section 4 amendment.**
- 2. Amendment 2 changed the 2020 Land Use Map within the final attached plan from rural density land uses to commercial land uses for Tax Key No. 2295.996.005.**
- 3. Amendment 3 changed the 2020 Land Use Map within the final attached plan from medium density land uses to commercial land uses for Tax Key Nos. 2195.066, 2195.064, 2195.063, 2195.061, & 2195.058.**

AMENDED

RESOLUTION #P.C. 007-2009

APPROVAL OF THE 2020 COMPREHENSIVE PLAN AND RECOMMENDATION OF
SAME TO THE COMMON COUNCIL

WHEREAS, The City of Muskego appointed a 2020 Comprehensive Plan Committee which was charged with the task of preparing an update to the adopted 2010 Comprehensive Plan, and

WHEREAS, The 2020 Comprehensive Plan Committee presented its proposed plan to the Common Council and Planning Commission after approval on March 3, 2009, and

WHEREAS, The Comprehensive Plan Committee met during the course of 2008/2009 in order to assure the proposed plan had complete information as per the Smart Growth Laws and to assure that the appropriate recommendations for the future of the City until the year 2020 were included, and

WHEREAS, The Comprehensive Plan Committee included public open meetings that allowed public input, public informational sessions, and making all data available on the City Website, and

WHEREAS, On March 10, 2009 the Common Council will hold a public hearing to consider the final plan as adopted by the 2020 Comprehensive Plan Committee, and

THEREFORE BE IT RESOLVED, That the Plan Commission does hereby approve the 2020 Comprehensive Plan recommends the adoption of the 2020 Plan to the Common Council.

BE IT FURTHER RSOLVED, That the Planning Commission recommends approval for any necessary ordinance changes adopting the 2020 Plan.

BE IT FURTHER RESOLVED, That the Planning Commission approval is dependent on the removal of the mandatory Conservation Preservation DDA language from the Plan.

Plan Commission
City of Muskego

Adopted: April 7, 2009

Defeated:

Deferred: March 3, 2009

Introduced: March 3, 2009

ATTEST: Kellie McMullen, Recording Secretary

RESOLUTION #001-2009
APPROVAL OF THE 2020 COMPREHENSIVE PLAN AND RECOMMENDATION OF
SAME TO THE PLANNING COMMISSION AND COMMON COUNCIL

WHEREAS, The City of Muskego appointed a 2020 Comprehensive Plan Committee which was charged with the task of preparing an update to the adopted 2010 Comprehensive Plan, and

WHEREAS, The Comprehensive Plan Committee met during the course of 2008/2009 in order to assure the proposed plan had complete information as per the Smart Growth Laws and to assure that the appropriate recommendations for the future of the City until the year 2020 were included, and

WHEREAS, The Comprehensive Plan Committee included public open meetings that allowed public input, public informational sessions, and making all data available on the City Website, and

THEREFORE BE IT RESOLVED, That the Comprehensive Plan Committee does hereby approve the 2020 Comprehensive Plan and recommends the adoption of the 2020 Plan to the Common Council and Planning Commission.

2020 Comprehensive Plan Committee
City of Muskego

Adopted: March 3, 2009

Defeated:

Deferred:

Introduced: March 3, 2009

ATTEST: Chris Buckmaster, Committee Chairman

Note: The 2020 Committee met twice between the adoption date of this resolution and the Adoption date of the Council's 2020 adopting ordinance. The meetings were at the request of the Council to further clarify and recommend on issues concerning Conservation Preservation.

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FOREWORD

The City of Muskego 2020 Comprehensive Plan (Plan) is the product of a two-year effort by the Comprehensive Plan Committee (Committee,) the Plan Commission, and the Common Council. Muskego's planning staff supported this effort. This Plan is the document by which the citizens of the City of Muskego express their long-term vision, goals, and objectives with respect to the overall quality of life in Muskego. It is to be used as a blueprint to assist the citizens of Muskego and their elected and appointed officials in promoting the public health, safety, morals, and welfare of the Muskego community.

The 2010 Comprehensive Plan formed the basis for the 2020 Plan. The 2010 Plan provides a clear framework for understanding the City's goals and objectives, and has stood the test of time. Many people have worked with this Plan over its lifetime and there has been almost no criticism of the basic framework it provides. The 2020 Plan extends this solid framework into the future. At the same time it is expanded in scope for two basic reasons.

First, the 2020 Plan must conform to a new Wisconsin State Statute being implemented in 2010. This statute prescribes the aspects of the Plan that must explicitly be covered. In fact, the chapters in the 2020 Plan essentially conform to the new statute's requirements. Second, there is a great amount of information newly available in computer form, from reliable sources, that has been incorporated in the 2020 Plan.

The Committee was able to affect this expansion and reorganization of information without losing the essential framework provided by the 2010 Plan. This was accomplished by creating the 2020 Plan from the top down and the bottom up at the same time. New information was flowing in from the bottom and was carefully assembled around the 2010 framework provided from the top.

Each chapter was analyzed iteratively from many points of view. Input was solicited from every Muskego resident in the form of a survey and many people responded. This input had significant impact on the Committee's conclusions. Committee meetings were all open and the Committee took care to ensure that anyone who wanted to be heard was heard. Experts were consulted to confirm factual information, or inferences drawn from factual information. Each Alderman joined the Committee in separate session to completely review proposed changes to the 2010 Land Use Map in his/her district. All concerns were debated until the Committee was in consensus that the conclusions reached were clear and the best possible.

The Committee, the Plan Commission, and the Common Council reviewed a first draft of the entire Plan. Comments from these groups were incorporated before the revised draft Plan was released to the world for review. Several public meetings were then held to obtain feedback from the population as a whole. Input from these sessions was incorporated into successive iterations of the draft Plan. Once the Committee felt the Plan had been thoroughly perfected it was submitted to the Plan Commission and the Common Council for final review and adoption.

The reader does not have to read the entire Plan to use it. The Recommendations section, Chapter 10, has been written to contain the synthesized results of the entire Plan. Its organization is intended to highlight the subset of recommendations in each area the Committee believes will have the most impact on future development. Other significant recommendations are presented as Notes.

Chapters 1 through 9 contain a mountain of information and analysis focused on nine separate areas of concern. If a reader has questions about recommendations in a specific area the related chapter is the first place to look for factual information and more insight into why the Committee recommended what it did.

Quite a number of commissions, boards, and committees presently exist that are focused on specific areas of interest (e.g., parks, utilities, economic development, and the like.) The Committee examined the ongoing actions and recommendations of these groups and found them congruent with the 2010 Plan. This was no surprise because all these groups were working within the 2010 Plan. As a result they were also congruent with the proposed 2020 Plan. Therefore, the Committee incorporated published plans from these groups directly into the proposed 2020 Plan.

The Committee believes the recommendations that will have the most impact, and the ones that are the most vigorous extension of the 2010 Plan, are the land use recommendations put forth for the undeveloped south and west parts of the city. This is not a new initiative. These recommendations provide specifics to accomplish the goals of retaining Muskego's remaining rural character first put forth in the 2010 Plan, and reiterated in the 2020 Plan.

The 2020 Plan is an official document adopted by the Plan Commission and the Common Council. It is a strategic plan with a long-term focus. It is not an operating plan with a short-term focus. It derives its worth from being stable, and intentionally is difficult, but not impossible, to change.

The Common Council will establish by policy the rules for citizens proposing changes to the Plan. The Council may change this policy and related procedures at their discretion at any time. In all cases the burden is on a petitioner proposing change to prove that a significant change has occurred in a fundamental element of the Plan. At the same time the Common Council may initiate changes, as they believe circumstances dictate, without opening the Plan up to changes from other sources.

As we write this, for instance, the federal government is enacting legislation that might result in sweeping sociological changes throughout the nation. Over time this could result in a great increase in federal influence on our local decisions. For instance, this might result in federal mandates related to our housing stock, which likely would require changes to the Plan.

Similarly, a traumatic national and regional economic decline is possible that would put enormous direct pressure on many aspects of society. This would directly impact Muskego's budget and indirectly impact elements of the Plan. Rates of implementation would likely slow and, among other things, intergovernmental coordination would be catapulted to the highest priority.

The Committee does not presume to foretell the likelihood of these events. The Common Council will deal with any of these situations as they occur.

Chapter 1:

Issues and Opportunities

The Issues and Opportunities element of this *Plan* provides an overview of the important demographic trends and background information necessary to create a complete understanding of the City of Muskego. Wisconsin's Comprehensive Planning Law, which is contained in Section 66.1001 of Wisconsin Statutes, requires this element to include a statement of overall goals, objectives, recommendations and programs for the 20-year planning period, as well as household and employment forecasts that are used to guide the development of this plan, and demographic trends, age distribution, education levels, income levels and employment characteristics that exist within the governmental unit.

Vision Statement

The Vision that motivates this document is, that through attentiveness to the desires of its citizens, Muskego strives to be a community that provides a wholesome and balanced environment in which open space, agriculture, recreation, residential, commercial and industrial land uses can continue to successfully coexist and prosper.

Muskego Goals

The goals of this document are reflective of extensive citizen input, valuable expert testimony, and consequent thoughtful deliberation. These goals are expanded upon in Chapter 10 of this Plan with objectives and recommendations. The goals provide the basis and rationale for the overall vision expressed in the *introduction*. The essential goals are described below and represent the backbone of this Comprehensive Planning effort.

Housing: Provide a diverse housing supply that meets the City's future population requirements. This includes homes for new residents without prejudice as well as for long time residents whose housing requirements might have changed because of age, etc.

Transportation: Provide an accessible interconnected network of highways, streets, and trails within the community in order to present a safe, affordable, and efficient transportation system that meets the needs of multiple users; Assure mobility of the transportation network within Muskego and the surrounding region while minimizing the impacts a transportation system can bear.

Utilities and Community Facilities: Provide efficient and cost effective services, utilities, and community facilities necessary to improve the quality of life of Muskego's residents, business and property owners, and guests. Supply and coordinate the location of public utilities and facilities consistent with Muskego's projected growth, resident expectations, and development patterns presented herein.

Agricultural, Natural, and Cultural Resource: Preserve and protect the significant natural features identified in the Conservation Inventory in order to maintain Muskego's rural, scenic, and historic rural character; Assure future public enjoyment of these valuable areas. Preserve farming as a valuable way of life in Muskego and sustain productive farmland for continued agricultural use.

Economic Development: Diversify the tax base to relieve property tax burdens, and to provide more local shopping and employment opportunities; Establish a memorable community image that builds on the City's small town atmosphere and natural amenities; Improve the overall 'climate' for economic development through public outreach, business development programming, and through the actions and

behaviors of city representatives; and, Protect and improve the quality of life by balancing sound fiscal and environmental management.

Intergovernmental Cooperation: Significantly improve the effectiveness of delivering governmental services while achieving significant overall cost reduction within the region, and specifically within Muskego. At the same time retain our local identity and the associated prerogatives of determining what that identity will be in the future. The other alternative is to concede these prerogatives to a higher authority (e.g., the state or federal government), which will be only too happy to tell us what our identity will be.

Land Use: The Land Use goals are simply the synthesis of goals from the previous elements in this Plan. Each element plays an important role in assuring a balanced Muskego community and each directly influences the future desires of land use in this Plan. Muskego intends to maintain a land use plan and map that reflects current community values and establishes the City as a vibrant community, destination, and regional focal point. Further, Muskego intends to promote growth and development of the community in a way that allows change while preserving the overall community character.

State of Wisconsin Goals

The 1999 Wisconsin Act 9 (revised 2001, 2004) included legislation changing the framework for comprehensive planning in Wisconsin. This law establishes 14 local comprehensive planning goals, as follows:

- (a) Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
- (b) Encouragement of neighborhood designs that support a range of transportation choices.
- (c) Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open space, and groundwater resources.
- (d) Protection of economically productive areas, including farmland and forests.
- (e) Encouragement of land uses, densities, and regulations that promote efficient development patterns and relatively low municipal, state governmental, and utility costs.
- (f) Preservation of cultural, historic, and archeological sites.
- (g) Encouragement of coordination and cooperation among nearby local units of government.
- (h) Building of community identity by revitalizing main streets and enforcing design standards.
- (i) Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.
- (j) Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
- (k) Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional, and local levels.
- (l) Balancing individual property rights with community interests and goals.
- (m) Planning and development of land uses that create or preserve varied and unique urban and rural communities.
- (n) Providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.

The state local comprehensive planning goals are consistent with the elements presenting Muskego's planning goals within this plan.

The Community

The City of Muskego is within a beautiful setting located in southeastern Waukesha County, 12 miles southeast of the City of Milwaukee. Muskego is graced with an abundance of natural resources including three lakes. Big Muskego Lake and Little Muskego Lake are located entirely within the municipality, while Lake Denoon is partially located in the Town of Norway. All three lakes are tributary to the Fox-Illinois River basin, and are ultimately a part of the Mississippi River basin. The lakes that adorn Muskego offer all sorts of recreation from boaters to fishers and hunters. Other minor bodies of water can be found throughout the community.

The City of Muskego encompasses 23,018 acres of land, or approximately 35.8 square miles. The City is bounded to the west by the Town of Vernon and Village of Big Bend, to the north by the City of New Berlin, to the east by the Village of Hales Corners and City of Franklin, and to the south by the Town of Norway. The location of Muskego, easily accessible from Interstate Highway 43, provides it with extraordinary access to major world-class markets, jobs and labor, and cultural opportunities.

While the City of Muskego is within minutes from downtown Milwaukee, it is also within an hour from Chicago. It is considered to be within the socio-economic influence of Southeastern Wisconsin, including Milwaukee, Waukesha, Racine, Kenosha, and Walworth Counties. This area has an estimated 2006 population of 1,770,054 (WI Dept. of Administration).

Muskego is located in what is commonly known as Wisconsin's Kettle Moraine. The topography of the region displays the Kettle Moraine character and is characterized by glacial features, which are the result of marginal deposits, and geologic activities, which occurred more than ten thousand years ago during the Pleistocene Epoch. As a result, local conditions vary from rolling hills to flat terrain.

Overall, Muskego has and will continue to be about creating a balance of growth that preserves the rural heritage Muskego has been built upon. The quality of Muskego resident life has been built upon this rural heritage and this plan continues that effort.

History: Settlement

The City of Muskego possesses a rich and colorful history. The settlement was originally home to the Potawatomi Tribe of Native Americans who referred to the area as Musk-kee-guac, or "Sunfish." The presence of the lakes, large forests, and abundant game supported the large population of Native Americans.

In 1827, the first European settler arrived and established a trading post. The settler remained two years, trading with the Potawatomi Tribe. The Potawatomi ceded their lands in Wisconsin to the Federal Government in 1833. The Potawatomi Tribe remained in the area until the 1850s, making it one of the final areas inhabited by the Tribe. However, as late as the 1870s the Potawatomi continued to return to the lakes in the area to hunt and fish.

In 1836, Wisconsin was granted territorial status by the federal government and separated from the Michigan Territory. In accordance with Federal law the land was surveyed, which led to the formal establishment of the Town of Muskego in 1838. The new town was one of four in the western portion of Milwaukee County, and covered 144 square miles. One year later, the Towns of Vernon, Waukesha, and New Berlin were split from Muskego. This reduced the land area of Muskego to 36 square miles. In 1846, sixteen western townships in Milwaukee County formed Waukesha County.

The first permanent European settlers to Muskego were Luther Parker and his family, who arrived from New Hampshire in 1836. Other settlers soon followed. Five separate settlements were established,

including Yankee, English, Irish, German, and Norwegian immigrants. In 1839 the town's first school was established, and in 1842 the first recorded town meeting was held. Agriculture was the backbone of the economy with produce being shipped to Milwaukee by wagon. By 1849 the Janesville Plank Road (later known as Janesville Road) extended from Milwaukee to Muskego. In addition to providing farmers with improved access to markets, it provided faster mail service to the post office that was established in 1848.

History: 20th Century

Thanks in part to the Janesville Plank Road, Muskego found itself an emerging recreation destination. Improved roads allowed more people to discover the natural beauty of the Town with ease. Muskego became even more popular when the trolley line of Milwaukee Electric Railway and Light Co. opened in 1904. The line allowed travelers to take day trips to Muskego, creating crowded trains in the summer. The trolley line continued to operate until 1939.

Many resorts and lake cottages emerged during the 1920s, lining the shores of Little Muskego Lake. Often several families would form a social club to build a cottage, which the families would share during the season from early spring to the end of September. Some families did choose to live in the cottages all summer. In 1925, Muskego Beach Amusement Park opened on the south shore of Little Muskego Lake. The park boasted a swimming beach, carousel, roller coaster, and other attractions. The amusement park continued to be a fixture in the life of Muskego until it closed in the early 1970s.

The arrival of the automobile in the 1920s transformed Muskego into the community it is today. Highways, such as Janesville and Loomis Roads, allowed quick and convenient access to Muskego for Milwaukee residents. The automobile contributed to an increase in population by 58 percent between 1930 and 1940. Approximately 2,500 residents lived in Muskego by the start of the WWII.

In the post-war decades, Muskego changed from a community based on agriculture and recreation to a suburban community. The population continued to grow, reaching 4,157 residents by 1950. New subdivisions were constructed, and many of the lakeside cottages were converted into year-round residences. Between 1950 and 1960, the population more than doubled, reaching 8,888. This necessitated the formation of the Muskego-Norway School District, including the construction of a high school and the expansion of public services. In the 1950s the first zoning ordinances were established as the town sought to plan for growth. In the 1960s Interstate 43 opened, offering faster and more convenient access to Milwaukee. This contributed to the continued growth of the Town. A comprehensive plan for the town was completed in 1963 with all of the zoning ordinances updated.

History: Modern Day

In 1964, two annexations in the northwest corner of the Town took land away from Muskego. This sparked discussions about incorporation by the Town leaders. The Town Board felt that as suburban growth continued, the Town would gradually be broken up by annexation. The consequences of this would be damaging for the residents. Incorporation as a City was the only way to avoid this possibility. In a referendum the residents supported the incorporation movement. The City of Muskego was incorporated as a third class city with the population at 10,497 on November 9, 1964.

Since the incorporation in the 1960s, the City has grown steadily. New businesses and industries were established and sewer and water service was provided to the majority of residents to support population increases. The City Hall was constructed in 1972. The City believed strongly in orderly growth and development, and has taken steps to ensure the maintenance of Muskego's quality of life. One of these steps was restoration of area lakes in the 1960s, and restoration projects continue today. The City also strives to maintain its open spaces by encouraging the preservation of remaining farmland. As the City

grows in the 21st century, it will continue to draw on its heritage and spirit to remain a fine place to work, live and play.

The Comprehensive Planning Process

The planning process, as employed by the Comprehensive Plan Committee (the “Committee”), was designed to solicit both citizen and expert input as no other Comprehensive Plan for the City of Muskego had done in the past.

In 2006, the City Planning Department began formal preparation of an update to the current 2010 Comprehensive Plan. The update was to be known as the 2020 Comprehensive Plan. The 2020 Plan was more than an update, but also a response to the current policies, trends, and desired growth of the City of Muskego. Like the previous Comprehensive Plans, the 2020 Plan utilized the citizens as the utmost authority in guiding the recommendations and visions found herein. The 2020 Plan is a result of countless hours by City staff, Elected Officials, and citizen volunteers. A multitude of Boards and Committees provided their individual insights and the community provided their knowledge and wisdom.

The “2020 Comprehensive Plan” presented in this document continues the process of long range and comprehensive planning in Muskego by updating elements related to regional and local trends, demographics, housing, future land use and compliance with state law. This Plan is tailored to the needs of the City of Muskego. It encompasses the concept of a “master plan” as described in s.62.23(3) of Wisconsin Statutes, but also includes implementation strategies and specific actions for years 2010-2020.

The Comprehensive Planning Process started with City Planning Department staff issuing a draft plan for initial 2020 Planning Committee comment. The Committee, thru many meetings, broke down each smart growth element presented in this *Plan* and produced informed recommendations and goals for the future of Muskego. The Alderman of each district was invited to share their known constituent issues. The Committee also utilized public hearings and visioning sessions with full City notification. Further, all City Boards and Committees were invited to comment on the Plan during the adoption process. A public participation plan, that employed the following objectives, was then utilized during the implementation process of this *Plan*:

- Objective 1: Provide the public with timely notice and reasonable access *to* information about physical development issues and processes.
- Objective 2: Create opportunities for all segments of the public to become informed about issues and proposals under consideration.
- Objective 3: Share with the public the tasks of identifying concerns, developing alternatives and evaluating policies *to* address the concerns.
- Objective 4: Be open, honest, and accurate in public statements and accountable for diligent follow-up and timely results from the commitments they make.
- Objective 5: Listen and respond *to* suggestions made by the public. The City will incorporate public input into the plan documents.
- Objective 6: Foster candid information exchanges and ongoing two-way communication using a variety of mediums.

The City anticipated a four-step planning process for the development of the 2020 Smart Growth Update. The following procedures for public participation were undertaken for informing and getting citizens involved during each phase of the comprehensive planning process:

1. Analysis: Appropriate participation tools are identified and utilized to obtain a complete demographic profile of the community and get a sense of the strengths, weaknesses, issues and opportunities.
2. Visioning: The Appropriate participation tools are identified and utilized to access which services and types of development are considered important to the community, as well as determine issues to address and strengths to build on.
3. Synthesis: The public's vision is drafted into document form, which includes demographic information and translates the public's desires into statements of goals and recommendations.
4. Formal Review and approval: The draft document is distributed to the public, city library, neighboring communities, and overlapping jurisdictions, as well as all others who express interest in receiving the draft plan. Responses to written public comments and suggestions on the draft document are reviewed by the Common Council and addressed before additions, edits or other changes to the draft plan are recommended by the Council to the Plan Commission. A public hearing is held for formal public review and comment on the final draft. Common Council reviews and addresses the public written comments on the final draft in the adopted document.

Citizen's involvement has always been very important at all stages of the City's planning process. Listed below is a summary of the various ways in which the City has and continues to engage citizens in discussions about planning. Each technique has its advantages and disadvantages. Any or all of the techniques listed were chosen in the analysis phase and utilized in the visioning phase of the comprehensive planning process.

- Public Information Handouts
- Commission Meeting With Open Comment Period
- Press Packet/News Releases
- Web Postings
- Key Stakeholder Interview
- Targeted Mailing/Survey
- Stakeholder/Public Official Briefings
- News Conference
- Tasks Force
- Advisory Committee
- Visioning Sessions
- On-going Newsletter Articles
- Design Charette
- Dedicated Web-site
- Public Information Meeting/Open House
- Exhibits and Displays In Public Buildings
- Public Hearing

Ultimately, the 2020 Plan is adopted by the Common Council, upon recommendation from the Planning Commission, based upon all the compiled data and information sessions noted above.

Community Survey-2005

As a parallel activity, to offer a more controlled and scientific sampling, a sample of property owners in the City of Muskego received a survey questionnaire originally designed by City staff and the University of Wisconsin-Whitewater. In 2006, these surveys were mailed to 1,500 randomly sampled property owners in the City of Muskego. Five hundred eleven (511) completed surveys were returned, yielding a 34% response rate. The survey was designed to address opinions with respect to the main issues and goals of the community. A copy of the survey's questionnaire and executive summary is included as an appendix to this document.

Community Survey-2008

The Comprehensive Plan Committee also took it upon them to perform a secondary survey sent to all Muskego residents about the main issues and questions that were derived during the Comprehensive Planning Committee process. This survey served to finalize the recommendations of this Plan by further defining and addressing the main issues of concern for the City and Comprehensive Planning Committee. The survey questionnaire and the results are also included as an appendix to this document.

Through a combination of the input received at the public informational meetings, and the outstanding response rate to the survey, a highly accurate picture of the desires of the residents and property owners of the City of Muskego was obtained. These results served to shape the Committee members debate as the 2020 Comprehensive Land Use Plan took shape.

City Planning Thru the Years

The City of Muskego enjoys a rich history of planning since the incorporation in 1963. Recent plans that have influenced the development of Muskego and its environs are listed below. The adopted plans have shaped Muskego over many years to the mix of urban and rural uses we enjoy today. It is fair to say that the new 2020 Comprehensive Plan looks to promote many of the same principles from the past, all while preserving moderate growth and safeguarding the City's quality environmental and agricultural lands.

Comprehensive Land Use Plan

As mentioned, the Comprehensive Plan is the document by which the citizens of the City of Muskego express their long-term vision, goals, and objectives with respect to the overall quality of life in Muskego. Muskego has been completing new Comprehensive Plans since the early 1990's and it is the goal of the community to continually update the existing plan to adapt to the shape of the community, and reflect new interests, directions and priorities of their citizens.

Park and Conservation Plan

The Park and Conservation Plan details the Park uses and the conservation uses in the City. The Plan is adopted by the Common Council as a detailed component of the Comprehensive Plan and therefore has the same force and effect as the adopted Comprehensive Plan. The Common Council may amend the Conservation Plan from time to time. The Plan is intended to be a working document and be used by City officials and private landowners for both short-term strategic planning and long-term implementation.

The Park aspect of the plan recognizes how the valuable attributes of recreation and open space lands influence the community. Outdoor recreation contributes to the mental and physical well being of the community's citizens while open spaces provide natural resource preservation, wildlife habitat, outdoor education and passive recreational activities. Both developed and undeveloped parks provide transition and separation from other developed land uses.

The objectives of the Park and Open Space Plan are as follows:

- Provide quality active and passive outdoor recreational opportunities of various kinds to all current and future Muskego residents of all ages, including the elderly and disabled.
- Evaluate how existing public recreation facilities address the present and future needs of the people of Muskego.
- Identify areas where existing recreation facilities are inadequate to serve the present and future needs of the people of Muskego.
- Develop a plan of action to meet both the current and future recreational demands of the public.

- Provide the City of Muskego with a period of eligibility for cost sharing assistance through the Federal and State grant programs administered by the Wisconsin Department of Natural Resources.

The conservation part of the plan is adopted to make recommendations for protecting the community's natural resources, preserving its rural character and open space, and improving its overall quality of life while respecting the rights of individual property owners within the community. The plan is designed to:

- Inventory Muskego's natural resource base, including extensive open space areas, woodlands, wetlands, natural resource areas, critical habitat areas, prominent vegetation cover, steep slopes, and environmental corridors.
- Identify "greenway" corridors, which can link open space areas, connect recreational trail systems, and preserve and enhance the overall character of the community.
- Provide detailed strategies to implement plan recommendations.

Economic Development Strategic Plan

The Common Council adopted the City's first Economic Development Plan in late 2003 as a strategy to balance Muskego's economic development objectives with the equally important goals of promoting sound environmental practice and protecting community aesthetics. The central theme of the plan is "sustainability." In other words, how do we allow economic development to happen without despoiling the pastoral atmosphere that is Muskego, or foreclosing on long-term economic and social vitality? Sustainability criteria, as defined in this plan, include development that is fiscally pragmatic, market feasible, environmentally benign, and targeted toward emerging economic sectors within the region.

The Plan seeks to protect the quality of the natural environment; the richness of the local culture; the security and stability of the community; and the quality of local public services. Economic development in Muskego must afford residents access to the qualities that make life varied, stimulated, and satisfying while being a thriving and vital community.

The Economic Development Strategic Plan is adopted by the Common Council as a detailed component of the Comprehensive Plan and therefore has the same force and effect as the adopted Comprehensive Plan. The Common Council may amend the Plan from time to time.

Redevelopment District Plans

As of the date of approval of this Comprehensive Plan, the City has adopted two Redevelopment Districts and supporting plans. The Redevelopment Districts identify areas in decline based on disinvestment conditions, blighted commercial and residential properties, and lack of infrastructure. The purpose of the Redevelopment Plans is to revitalize a declining urban area, spur reinvestment in the community, and to transform it into a better place to live, work and play. In addition, employment, shopping, and educational opportunities are found in these redeveloped areas, minimizing transportation time and cost. The plans are an important implementation component of the City's adopted 2010 Comprehensive Plan, which encourages the creation of more livable, mixed-use areas within the community and redevelopment where urban services can be efficiently provided. The Community Development Authority (CDA) oversees the implantation of the Redevelopment Districts. The CDA is tasked with promoting adequate places for commerce, employment, housing, and an improved living environment for all Muskego residents.

City Design Guides

The City has recognized the importance of fostering a sound built environment specific to certain locations within the area. To manage the aesthetics of the community effectively, a variety of Design Guides have been implemented. Each design guide aides the Planning Staff and Plan Commission in

planning, design, and redesign of the built environment of the City of Muskego so as to enhance its visual character, and avoid monotony. The standards also assist in fostering sound, functional, attractive and quality development. The provisions in the documents are liberally construed in favor of the City and are considered as minimum standards in the site development process for proposed commercial, industrial, and multi-family uses.

As of the adoption of this plan the Common Council has adopted the following design guides (Note: Each of the guides are a detailed component of the Comprehensive Plan and therefore has the same force and effect as the adopted Comprehensive Plan):

- *General Design Guide*: Covering all geographic areas of the City.
- *Downtown Design Guide*: Covering Janesville Road properties from Pioneer Drive to Bay Lane Drive.
- *Durham Hill Design Guide*: Historic area in the southeast corner of the City along Loomis Road and North Cape Road (US 45).
- *Moorland Corridor Design Guide*: New development area around the Janesville Road and Moorland Road intersection.
- *Racine Gateway Design Guide*: Covering properties along Racine Avenue within the northern gateway to the City south of Interstate 43.
- *Historic Crossroads Design Guide*: Covers two historic areas with one along Janesville Road and Tess Corners Drive and the other along Pioneer Drive.
- *Business Park Design Guide*: New development guide covering the lands zoned BP (Business Park) along Moorland Road from Janesville Road to College Avenue.

Transportation Plans

As part of this Comprehensive Plan, the Official Street System Plan is incorporated into the recommendations. The Official Street System consists of future right-of-way needs and widths for all City, County, and State streets and highways in Muskego. Currently, the City adopts the Official Street Map as a direction of future roads and road widths, however, the recommendations for transportation are much more detailed than previously found in the 2010 Comprehensive Plan and Official Street Map. The Transportation Element of this *Plan* further clarifies the transportation needs of the community and is found in Chapter 3 of this document.

Utility Plans

The City retains master plans for both water and sanitary sewer. Each plan demonstrates the projected build outs of the City and it's surroundings and how the build out may impact the sewer and water systems. The Utility Plans are used for projecting direct City infrastructure needs as well as aiding the infrastructure impacts that a new development may bring. The City updates the utility plans as required and more detail surrounding the existing state of the City's utilities and the future recommendations surrounding them can be found in Chapter 4 of this *Plan*.

Relation to Adopted Regional Plans

All efforts to adhere to those recommendations of regional supporting plans were employed during the course of the preparation and implementation of the Muskego's 2020 Comprehensive Plan. Supporting regional plans include those adopted by Waukesha County and the Southeastern Wisconsin Regional Planning Commission and are in the form of regional land use plans, regional transportation system plans, sewer shed plans, water quality plans, economic Development plans, and more.

Wisconsin Smart Growth Act (1999 Wisconsin Act 9*)

Chapter 1: Issues and Opportunities

The enabling legislation supporting Comprehensive Planning was passed by the Legislature in 1999 and signed into law by Governor Thompson on May 10, 2000. It defines the contents of a Comprehensive Plan, heretofore referred to in Wisconsin Statutes as the Master Plan. Contents of the required comprehensive plan include the following elements: Issues and Opportunities; Housing; Transportation; Utilities and Community Facilities; Agriculture, Natural and Cultural Resources; Economic Development; Intergovernmental Cooperation; Land Use; and Implementation. The new definition is much broader and definitive than its predecessor and is required to be updated no less than once every ten years. The Act goes on to state, “Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use shall be consistent with that local government unit’s comprehensive plan, e.g.:

- Municipal incorporation procedures under s. 66.012, 66.013 or 66.014.
- Annexation procedures under s. 66.021, 66.024 or 66.025.
- Cooperative boundary agreements entered into under s. 66.023.
- Consolidation of territory under s. 66.02.
- Detachment of territory under s. 66.022.
- Municipal boundary agreements fixed by judgment under s. 66.027.
- Official mapping established or amended under s. 62.23(6).
- Local subdivision regulation under s. 236.45 or 236.46.
- Extraterritorial plat review within a city’s or village’s extraterritorial plat approval jurisdiction, as is defined in s. 236.02 (5).
- County zoning ordinances enacted or amended under s. 59.69.
- City or village zoning ordinances enacted or amended under s. 62.23 (7).
- Town zoning ordinances enacted or amended under s. 60.61 or 60.62.
- Agricultural preservation plans that are prepared or revised under subchapter IV of Chapter 91.
- Impact fee ordinances that are enacted or amended under s. 66.55.
- Land acquisition for recreational lands and parks under s. 23.09. (20)
- Zoning of shore lands or wetlands in shore lands under s. 59.692, 61.351 or 62.231.
- Construction site erosion control and storm water management zoning under s. 59.693, 61.354 or 62.234.
- Any other ordinance, plan or regulation of a local governmental unit that relates to land use.
- An improvement of a transportation facility that is undertaken under s. 84.185.

Furthermore, the procedure required by Act 9 for adopting a Comprehensive Plan is more complex than that previously required for adopting a “Master Plan.” The preparation of this Comprehensive Plan has already taken into account these new mandates and guidelines, including the 2001 and 2004 amendments to the law. This plan fulfills many, if not all, of the criteria. Therefore, the City of Muskego will be among those municipalities at the forefront of planning, as recently prescribed, and should readily meet all criteria by January 1, 2010.

**Act 9 reflects the principles of Smart Growth. The basic concept of what smart growth means is: That growth which conserves natural resources and open space, enhances economic vitality, coordinates development with infrastructure in a cost-effective manner, provides transportation options (including walking and bicycling), and enhances the livability of communities.*

Consistency

The Wisconsin Smart Growth Act referenced above makes reference that “..any program or action of a local governmental unit that affects land use shall be consistent with that local government unit’s comprehensive plan...” For purposes of this Plan, the City of Muskego defines the word consistent per

the following:

***Consistent** – Actions of the City of Muskego Common Council, Plan Commission, officers and staff relating to official mapping, local subdivision regulation, zoning ordinances, zoning of shorelands or wetlands I shorelands, and other applicable ordinances, are consistent with this comprehensive plan so long as any issues addressed in both this comprehensive plan and in the action taken concerning such maps or ordinances are not contradictory. Where this plan is permissive by use of words like “may” or “should,” and not mandatory by use of words like “shall” or “must,” there is no contradiction by actions taken contrary to the permissive element of this plan; and such actions are therefore consistent with this plan.*

Existing Conditions

Economic Position

The City of Muskego is approximately twelve miles from downtown Milwaukee. It is considered to be within the socio-economic influence of Southeastern Wisconsin, including Milwaukee, Waukesha, Racine, Kenosha, and Walworth Counties. This area has an estimated 2007 population of 1,775,152.

Population Trends & Forecasts

The City of Muskego is the fifth largest community in Waukesha County. The City has grown at a steady rate over the past 30 years, averaging a growth rate of 19 percent per decade since 1970. Population increases are attributed to the increased migration of urban development from Milwaukee County and the desires to live in a rural suburban area.

The 2000 Census indicates the official population of Muskego is 21,397. In January 2008 the Wisconsin Department of Administration estimated the City of Muskego’s population to be 23,075. This represents a 10% increase since 2000, and a 27% increase since 1990. When viewed on an annual basis, population growth has varied between 1% and 3.5% a year. The City of Muskego’s population growth is illustrated in Figure 1.1, below.

Figure 1.1 Historic Populations

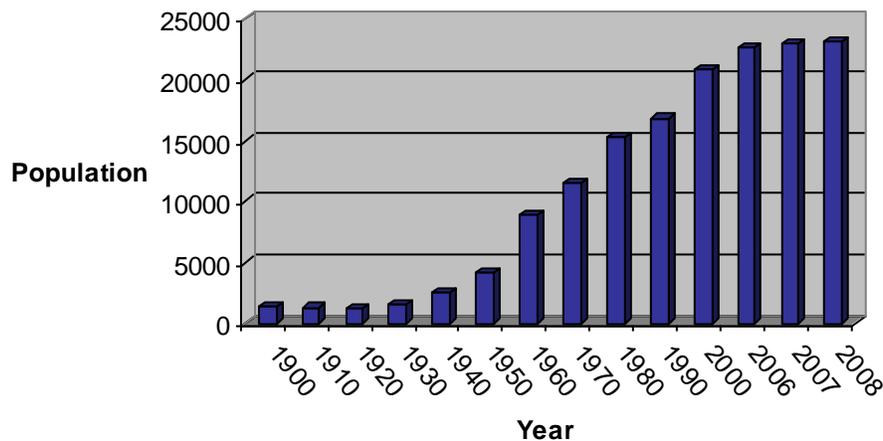


Table 1.1 documents population trends and projections for the City of Muskego and surrounds. The projections are done by the Wisconsin Department of Administration (WDOA) through 2025. The methodology used in these projections are developed after a well-known cohort-component method using fertility, mortality, and migration rates of population change. Overall, the anticipated growth appears to

Chapter 1: Issues and Opportunities

be in line with current growth trends. A 14% growth in population is anticipated by the year 2025, which represents less than 1% growth a year. The anticipated growth rate is slower than in the 1990s, although land availability for high-density residential uses is slowing, as Muskego trends toward more rural residential uses.

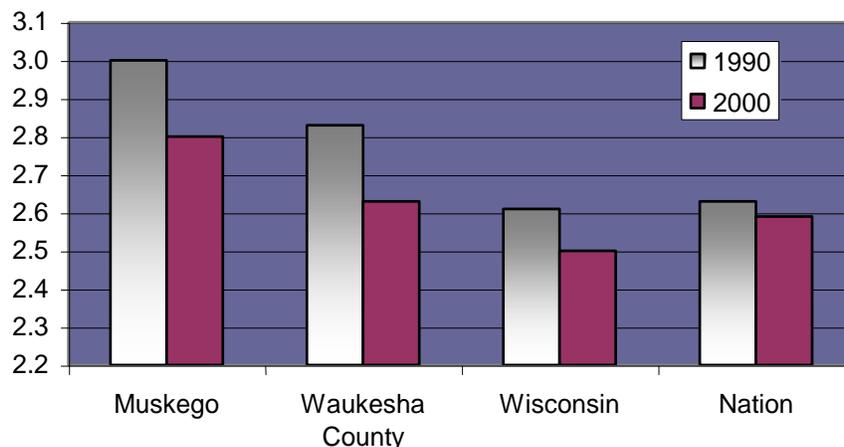
Table 1.1 Population Trends and Projections

	Year	Muskego	Waukesha County	City of Waukesha	City of New Berlin	Town of Norway	City of Franklin, Racine County
Census	1980	15,277	280,203	50,365	30,529	4,619	16,871
	1990	16,813	304,715	56,894	33,592	5,493	21,855
	2000	21,397	360,767	64,825	38,220	7,600	29,494
Projected	2005	22,369	374,891	67,142	39,404	8,222	32,481
	2010	23,183	386,460	68,905	40,333	8,849	35,609
	2015	23,984	397,922	70,666	41,265	9,487	39,008
	2020	24,791	409,570	72,471	42,228	10,119	42,542
	2025	25,792	424,472	74,859	43,535	10,735	45,636

Source: WI Dept. of Administration, 2003

Between the years of 1980 and 2000, the City of Muskego experienced considerable population growth. During that period, Muskego's population grew by 21%, and the 2006 estimate suggests another 6% increase between 2000 and 2006 alone. Given the current pace of growth, the population of Waukesha County is projected to reach 100,000 by the year 2007. On a percentage rate basis, population growth in the County continues to outpace growth in other southeastern municipalities and in the state of Wisconsin.

Future growth projections are included in the Land Use Chapter of the Comprehensive Plan. As these populations continue to increase, so will the need to sustain a balance of land uses, including additional housing, employment, recreation, and commercial areas.

Figure 1.2 Year 1990 to 2000 Change in Average Household Size

Source: U.S. Census

Since 1980, the average household size in Walworth County has decreased, as it has in most U.S. communities. The average number of persons per household in the County decreased from 2.76 in 1980 to 2.6 in 1990 and 2.47 in 2000. In contrast, between 1980 and 2000, Muskego's household size has remained almost constant; 2.5 in 1980; 2.48 in 1990; and 2.48 persons per household in 2000. This more constant household size may be due to the attractiveness of the area for young families and a shift in the diversity of housing in Muskego.

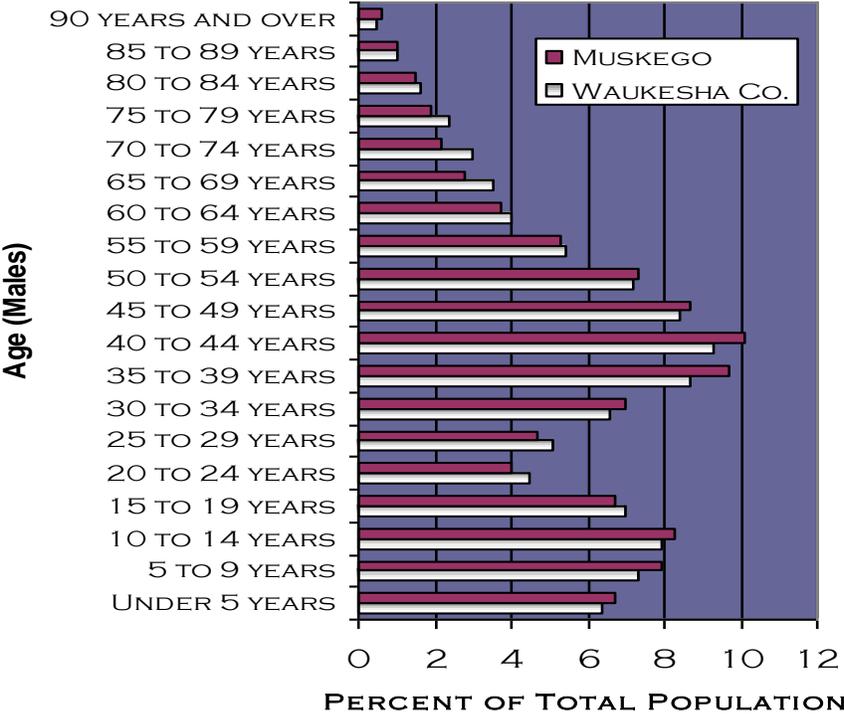
Age and Gender Distribution

A comparison of age and sex of Muskego residents is shown in Figures 1.3 and 1.4 below. The figures illustrate the percentage of the male and female populations residing in Muskego compared with Waukesha County. Although the same basic form is evident, there are notable differences between Muskego and the County. Compared with the County, a lesser percentage of high school/college aged students/young adults (15-29) are living in Muskego, while a greater percentage of those individuals aged 30-39 resides in Muskego. This difference may suggest that a higher percentage of students are attending college outside of Muskego compared with the overall percentage from the county. Further, a higher percentage of individuals residing in Muskego aged 30-39 may suggest that Muskego is attracting an increasing portion of young adults and emerging families.

The higher proportion of individuals in the 30-39 range is supported by a significantly higher percentage of children under age fourteen, suggesting Muskego is attracting younger families. The figures also indicate that a greater percentage of middle-aged adults (aged 55-64) and retirees (aged 65-69) are living elsewhere in the County, outside of Muskego. This trend begins to become less noticeable as the population age increases, with a similar or greater percentage of individuals over the age of eighty living in Muskego, in comparison with Waukesha County. The larger population of senior citizens is consistent with the number of retirement/assisted living units Muskego offers.

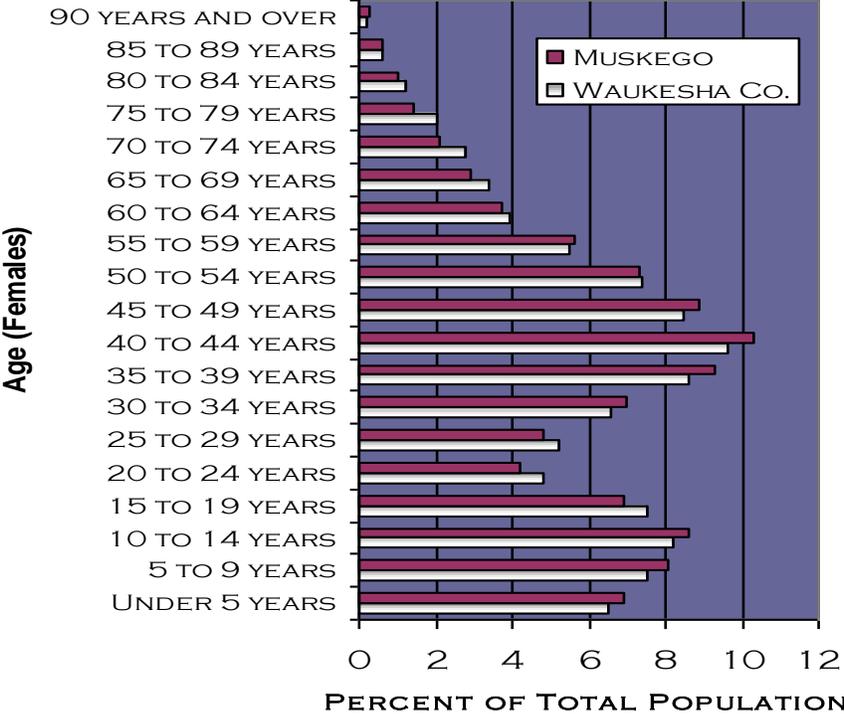
Overall, the male-female ratio in Muskego is almost equal as per the 2000 Census at 49.5 % male to 50.5% female. This same trend has continued from the 1990 census.

Figure 1.3 Muskego and Waukesha Co Population 2000 by Sex and Age (Males)



Source: U.S. Census

Figure 1.4 Muskego and Waukesha Co. Population 2000 by Sex and Age (Females)



Source: U.S. Census

The largest age group (male and female) composition in 2000 was 40-44; this is consistent with the 1990 census. In fact, most of the core population is within the middle-aged adult category suggesting that Muskego is not only attracting new residents, but is retaining its existing population. Also evident from the statistics is that the senior population is expanding at a large rate. Muskego is fast becoming a destination for seniors looking to retire in a community that offers many amenities from retirement condos to assisted living facilities. Lastly, the amount of young adults appears to be declining mostly due to the amount of adults choosing to go to college. There are no college level institutions available directly in Muskego or within a relatively close proximity for an adult with limited transportation resources. Table 1.2 below illustrates the percent change in all age categories between 1990 and 2000 for the City of Muskego.

Table 1.2 Year 1990 to 2000 Population Trends by Age: City of Muskego

Age	1990 City / % of Total	2000 City / % of Total	% Change (City)
Under 5	1,268 / 8%	1,431 / 7%	13%
5 to 9	1,392 / 8%	1,701 / 8%	22%
10 to 14	1,298 / 8%	1,781 / 8%	37%
15 to 19	1,232 / 7%	1,432 / 7%	16%
20 to 24	965 / 6%	850 / 4%	-12%
25 to 29	1,227 / 7%	1,000 / 5%	-19%
30 to 34	1,534 / 9%	1,499 / 7%	-2%
35 to 39	1,499 / 9%	2,085 / 10%	39%
40 to 44	1,598 / 9%	2,153 / 10%	35%
45 to 49	1,089 / 6%	1,851 / 9%	70%
50 to 54	917 / 5%	1,566 / 7%	71%
55 to 59	713 / 4%	1,127 / 5%	58%
60 to 64	607 / 4%	788 / 4%	30%
65 to 69	430 / 3%	602 / 3%	40%
70 to 74	375 / 2%	469 / 2%	25%
75 to 79	271 / 2%	399 / 2%	47%
80 to 84	204 / 1%	311 / 1%	52%
85 and over	194 / 1%	352 / 2%	81%
Total	16,813	21,397	27%

Source: 1990/2000 U.S. Census (SF1)

Race

In 2000, 98.1 percent of the population in the City of Muskego was white, compared with 99.3 percent in 1990. The racial profile of the City has changed somewhat in the last decade. While all minority groups saw slight increases, the most significant change occurred among African American individuals. While this racial group is only 0.2 percent of the City’s population, the group did see an increase of over 150% since 1990. The most thriving population in Muskego other than whites is the Hispanic ethnicity, which saw slightly lower than a 100% growth between 1990 (144) and 2000 (279).

Table 1.4 City of Muskego Race and Ethnicity

Race and Ethnicity	1990	2000	% Change
White	16,704 / 99.3%	20,994 / 98.1%	25.7%
Black	13 / .1%	34 / .2%	160.7%
American Indian or Alaska Native	25 / .2%	46 / .2%	81.7%
Asian/Pacific Islander	48 / .3%	102 / .5%	112.8%
Some Other Race	30 / .2%	74 / .3%	146.9%
Two or More Races		147 / .7%	
Hispanic Ethnicity	144 / .9%	279 / 1.3%	93.7%
Not Hispanic or Latino	16,676 / 99.1%	21,118 / 98.7%	26.6%

Source: 1990/2000 U.S. Census

Household Trends and Forecasts

Table 1.5 itemizes the housing stock in Muskego according to the year the structure was built. The table shows that Muskego had a number of different timeframes in which residential housing was on an upswing. From 1940-1959, 1970 -1979 and from 1990 -1994, Muskego received the most growth in its housing stock. Recent development trends suggest that the same growth is occurring in the early 2000s as well. The main residential build outs stemmed from different locations at different times. The 1940-1950s brought about new construction along the lakes while the 1970s began the new construction stemming from Milwaukee County in northeast Muskego.

Table 1.5 Housing Stock - 2000

Year Structure Built	Number	Percent of Total
1999 to March 2000	196	2.5
1995 to 1998	914	11.9
1990 to 1994	1,423	18.5
1980 to 1989	823	10.7
1970 to 1979	1,526	19.8
1960 to 1969	838	10.9
1940 to 1959	1,539	20
1939 or earlier	435	5.7

Source: 2000 U.S. Census

The majority of Muskego residents, 61.7 percent, have moved into their homes since the 1990s. Table 1.6 shows the number of householders by the year they moved into their home.

Table 1.6 Year Householder Moved into Unit - 2000

Year	Number	Percent of Total
1999 to March 2000	1,031	13.7
1995 to 1998	2,019	26.8
1990 to 1994	1,593	21.2
1980 to 1989	1,352	18
1970 to 1979	813	10.8
1969 or earlier	722	9.6

Source: 2000 U.S. Census

Housing tenure refers to whether a particular housing unit is owned or rented by the occupant. Table 1.7 indicates that over 80 percent of Muskego’s housing units are owner-occupied. These figures have remained consistent over the past decade.

Table 1.7 Muskego Housing Tenure Characteristics

Year	1990	Percent	2000	Percent
Total Housing Units	5,776	-	7,699	-
Owner Occupied Housing Units	4,736	82.0%	6,228	80.9%
Renter Occupied Housing Units	843	14.6%	1,304	16.9%
Vacant	197	3.4%	166	5.3%

Source: 2000 U.S. Census

Table 1.8 lists the housing units in Muskego by type. Of the 7,694 housing units in the City, almost 80 percent are single-family detached homes. The next highest percentage of homes is in the form of multi-family 5-9 unit structures at 7%. The senior housing available throughout the area largely characterizes the amount of multi-family units.

Table 1.8 Muskego Housing Units by Type - 2000

Units in Structure	Structures	Percent
Total	7,694	100%
1-unit, detached	6,108	79.4%
1-unit, attached	286	3.7%
2 units	239	3.1%
3 or 4 units	132	1.7%
5 to 9 units	532	6.9%
10 to 19 units	166	2.2%
20 or more units	231	3.0%

Source: 2000 U.S. Census

Housing Projections

Tables 1.9 through 1.11 estimate future housing growth for the City of Muskego based in part on projections of persons per housing unit. By using WDOA population growth projections, and assuming a consistent linear trend in population per housing unit, projections for housing growth were determined. WDOA projections were used for Table 2.9 and then two different scenarios were run to gauge the best feel of the future housing stock. In all scenarios, no discount factors were used.

Scenario 1 in Table 1.9 shows population per housing unit based on the Wisconsin Department of Administration projections they compile for all Counties and Municipalities in the State. The DOA projects the City of Muskego to decline to 2.71 persons per household by 2025, resulting in a demand for 9,532 housing units, which is an increase of 1,833 units from 2000 (24% increase).

Table 1.9 Muskego Housing Projections - Scenario 1

	Year	Population	Percent Change	Population per H.U.	Housing Units	Percent Change
	1990	16,813		2.99	5,776	
	2000	21,397	21.4%	2.8	7,699	33.29%
Projected	2005 (Est.)	22,369	4.3%	2.82	7,928	2.97%
	2010	23,183	3.5%	2.78	8,333	5.11%
	2015	23,984	3.3%	2.75	8,735	4.82%
	2020	24,791	3.3%	2.72	9,106	4.25%
	2025	25,792	3.9%	2.71	9,532	4.68%

Source: WI DOA, 2003

Scenario 2 in Table 1.10 shows population per housing unit based on the most current City of Muskego average of population per housing unit (2.8 persons per housing unit in the 2000 census). While Scenario 3 in Table 1.11 shows population per housing unit based on the most current Waukesha County average of population per housing unit (2.63 persons per housing unit in the 2000 census; this figure also happens to be the average population per housing unit for the five largest cities in Waukesha County).

Table 1.10 Muskego Housing Projections - Scenario 2

	Year	Population	Percent Change	Population per H.U.	Housing Units	Percent Change
	1990	16,813		2.99	5,776	
	2000	21,397	27.26%	2.8	7,699	33.29%
Projected	2005 (Est.)	22,369	4.54%	2.8*	7,989	3.77%
	2010	23,183	3.64%	2.8*	8,280	3.64%
	2015	23,984	3.46%	2.8*	8,566	3.45%
	2020	24,791	3.36%	2.8*	8,854	3.36%
	2025	25,792	4.04%	2.8*	9,211	4.03%

Source: WI DOA, 2003 and the City of Muskego

*City of Muskego average from 2000 kept constant

Table 1.11 Muskego Housing Projections - Scenario 3

	Year	Population	Percent Change	Population per H.U.	Housing Units	Percent Change
	1990	16,813		2.99	5,776	
	2000	21,397	27.26%	2.8	7,699	33.29%
Projected	2005 (Est.)	22,369	4.54%	2.63*	8,505	10.47%
	2010	23,183	3.64%	2.63*	8,815	3.64%
	2015	23,984	3.46%	2.63*	9,119	3.45%
	2020	24,791	3.36%	2.63*	9,426	3.37%
	2025	25,792	4.04%	2.63*	9,807	4.04%

Source: WI DOA, 2003 and the City of Muskego

*This figure is both the Waukesha County average and the average of the five largest cities in Wauk. County kept constant, 2000

Both scenarios 2 and 3 show relatively the same information with an approximate growth rate of 3-4% in housing units every five years. The only exception is the 10% jump in Scenario 2 from 2000 to 2005. This spike in housing units is largely in part to the value in the real estate market during this time period where many families took advantage of low interest rates and began building new homes (Note: Other projection tables were considered using certain discount factors over the projection years, but each resulted in a decline to less than 2 persons per dwelling unit, which is considered impractical during the time at which this plan was completed. The approximate 3% growth rate for the housing stock is believed to be appropriate.)

Overall, a conservative approach is typically utilized when attempting to gauge which household size should be used in forecasting local residential development trends. These trends are expanded in the Land Use Element portion of this *Plan* and depend highly on the housing projections set forth above. Thus, Scenario 1 above appears to be the most appropriate 2025 forecast of housing needs in the City. The slight decline in household sizes from Muskego’s current rate appears sufficient while not drastically dropping the figure as we see in Scenario 3’s comparison to the rest of Waukesha County). As such, the WDOA forecast for household sizes in Scenario 1 is used for determining the adequate supply of land planned for development later in this *Plan*.

Employment Characteristics/Forecasts, Education Levels, and Income Levels

Information regarding the current state of Muskego’s Employment, Education, and Income Levels is discussed in the Economic Development Element of this Plan.

Chapter 2:

Housing

The Housing Element of this document was prepared pursuant to Section 66.1001 (Comprehensive Planning) of the Wisconsin Statutes. The Housing Element is required to contain a compilation of objectives, recommendations, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit.

This section assesses the age, structural, value, and occupancy characteristics of the City of Muskego's housing stock. The law also requires the element to identify specific recommendations and programs that promote the development of housing for residents of the local government unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs. It further requires that land for the development or redevelopment of low-income and moderate-income housing, and recommendations and programs to maintain or rehabilitate the local government unit's housing stock.

The goal of this Housing Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Housing Goal: Provide a diverse housing supply that meets the City's future population requirements. This includes homes for new residents without prejudice as well as for long time residents whose housing requirements might have changed because of age, etc.

Existing Housing Stock

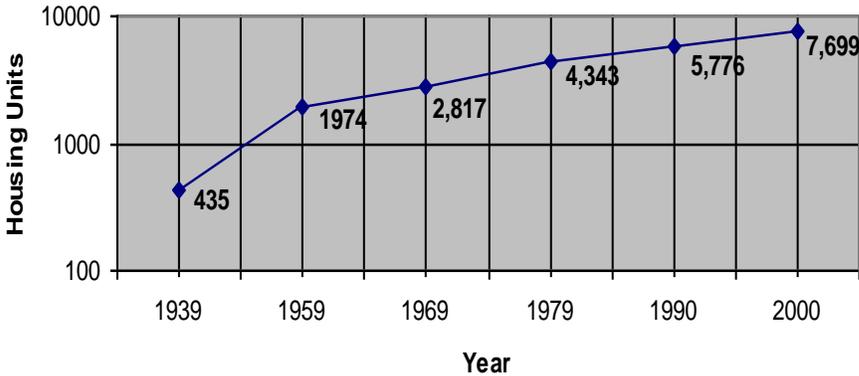
To get a good idea of the total land area dedicated to housing in Muskego, adequate insight of this is found on the City's Current Land Use Map (Map 8.1). The Map shows a large amount of low to high-density residential uses throughout the City. The City has definitely become a destination for the single-family owner largely due to the rural open feel that Muskego offers. Most of the housing stock is owner-occupied and has values higher than those of surrounding communities in Waukesha County.

As the City prepares to meet future housing needs, it is helpful to look at the condition and character of its existing housing stock. This section assesses Muskego's current housing stock with respect to age, number and type of units, value, occupancy trends, and structural condition.

Housing Stock Characteristics

Muskego's growth rates in population and in housing units for the period 1990 to 2000 were very consistent: 27.2% increase in population and 35% increase in housing. Figure 2.1 illustrates the historic housing growth in the City of Muskego. The City experienced a major boom in housing from 1980 to the present. The major growth trend in housing units since 1990 appears to be continuing in the early 2000s. Growth of this nature is anticipated to somewhat decline in the near future as the City transitions from the less available high-density urban areas to the more available low density rural areas. Once again, the Comprehensive Plan map clearly shows how most of the intended high-density residential lands are mostly consumed while the rural open agricultural lands, intended for low-density residential growth, are mostly available.

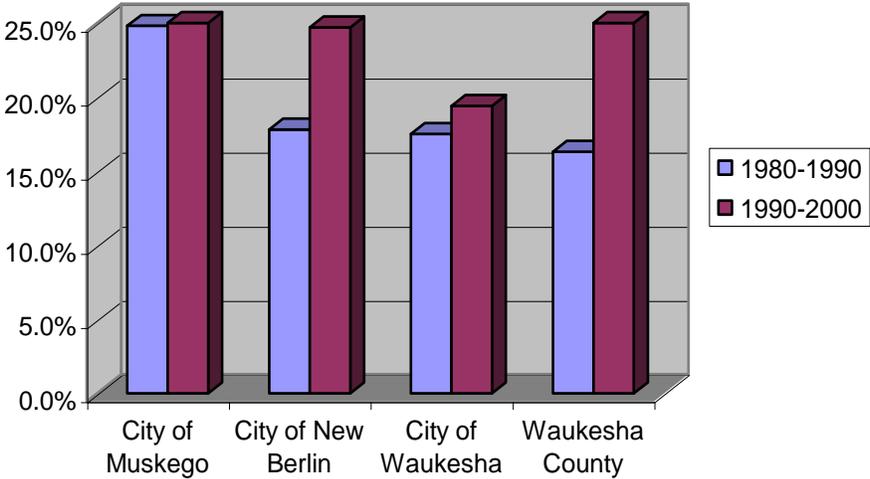
Figure 2.1 Total Housing Units History



Source: 2000 U.S. Census

Even though the housing growth has been climbing, it has remained relatively consistent over the past two decades. The percentage of growth over the past two decades is indicated in Figure 2.2. The figure demonstrates that Muskego has grown by a greater percentage than the surrounding larger communities in Waukesha County. This trend appears to remain consistent and Muskego has been adequately able to absorb this growth thus far. Absorbing the growth has become a goal for the community by consistently allowing higher density development in pre-planned locations while maintaining sufficient areas for rural development and open space.

Figure 2.2 Local Housing Growth



Source: 2000 U.S. Census

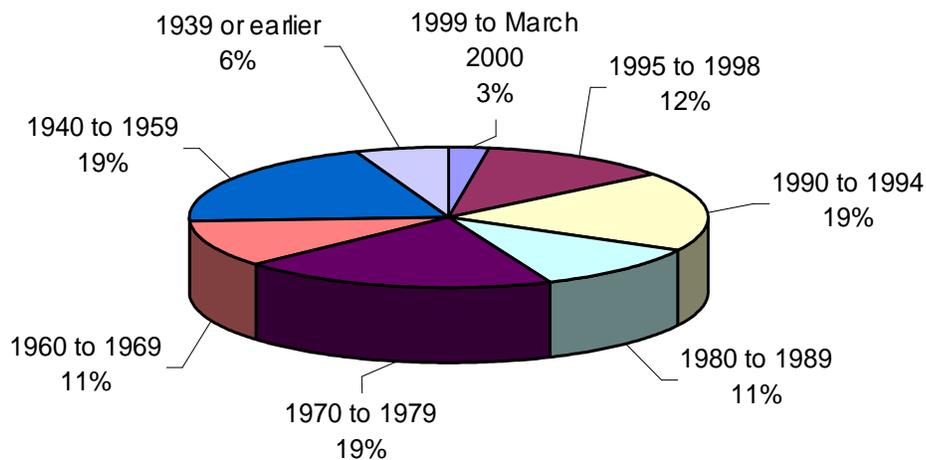
Of the 7,694 housing units in Muskego (2000), almost 80 percent are single-family detached homes. Table 2.1 shows the breakdown of housing units in the City by type. This data shows a smaller percentage of multi-family housing in the City, which may need to be addressed in the future. However, the early 2000s did see a minor influx of two-family condominiums that isn't supported in this table.

Table 2.1 Muskego Housing Units by Type - 2000

Units in Structure	Structures	Percent
Total	7,694	100%
1-unit, detached	6,108	79.4%
1-unit, attached	286	3.7%
2 units	239	3.1%
3 or 4 units	132	1.7%
5 to 9 units	532	6.9%
10 to 19 units	166	2.2%
20 or more units	231	3.0%

Source: 2000 U.S. Census

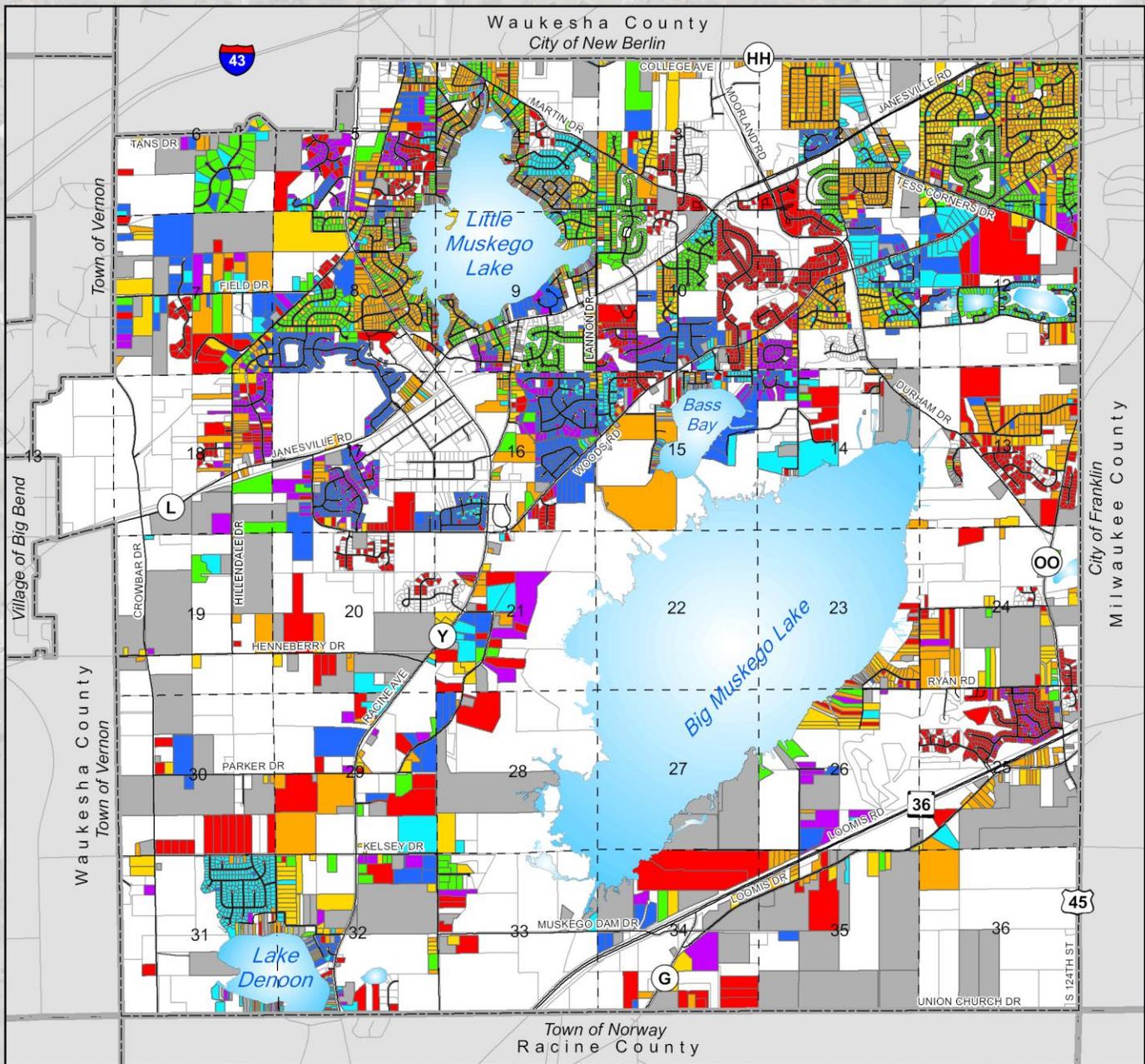
Figure 2.3 Age of Housing as a Percentage of the Total Housing Stock



Source: 2000 U.S. Census

Figure 2.3 supports the data shown in Figure 2.1 in that a large group of Muskego’s housing stock (34 percent) was constructed during the 1990s. Another 31 percent of the housing stock was built between 1970 and 1989. Prior to 1970, housing growth was slower, mostly due to less suburban outgrowth from Milwaukee County at this time, although the influx in that suburban growth is evident thereafter. Generally, Muskego’s housing stock is still rather young being built over the last 20 years. Map 2.1 displays when current housing stock was built throughout time. The majority of the older homes are located near the northeast borders of Milwaukee County and the lakes while the newer stock of homes begins to spread from those locations. Overall, most of the housing in Muskego is very well kept and generally in good condition creating distinct vibrant neighborhoods.

Map 2.1



LEGEND

Year Built

	1810-1939 (7%)		1980-1989 (11%)
	1940-1959 (18%)		1990-1994 (14%)
	1960-1969 (9%)		1995-1998 (7%)
	1970-1979 (18%)		1999-2007 (16%)



Created by City of Muskego
Planning Department



Table 2.2 Median Home Values For Owner Occupied Units

	1990	2000	Percent Change from 1990
Muskego	\$92,094.00	\$166,099.00	80.4%
City of New Berlin	\$96,700.00	\$162,100.00	67.6%
City of Waukesha	\$81,600.00	\$139,900.00	71.4%
Waukesha County	\$96,300.00	\$170,400.00	77.0%

Source: U.S. Census

Table 2.2 compares the median value of a home in the City of Muskego with the surrounding community. All home values show a large increase from 1990 to 2000 and this trend appears to continue in the early 2000s. Muskego's increase was a bit larger than the surrounding communities and is right on track with the increases in Waukesha County. The high median home values in the 1990s coinciding with the large growth in the housing stock during the same time period show that a majority of Muskego's housing stock is of great value. These facts further show that Muskego's housing stock is of a high quality.

Existing Housing Affordability

The Department of Housing and Urban Development defines housing affordability as paying no more than 30% of household income for costs related to housing. These costs can be payments for: mortgage or rent, deeds of trust, contracts to purchase, or similar debts on property; real estate taxes, fire, hazard, and flood insurance on the property; utilities and fuels. These costs also include condominium fees or mobile home costs. Table 2.3 illustrates that of Muskego residents owning their own units, about 22% are spending more than 30% of their income on housing costs. This percentage is higher than New Berlin (18%), Waukesha (20%), and Waukesha County (20%). In Wisconsin, about 18% of owner-residents are spending 30% or more of their income on housing costs.

Table 2.3 Monthly Owner Costs as a Percentage of Household Income

Category	Muskego		New Berlin		Waukesha		Waukesha Co.	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than 15 percent	1,671	28.5%	3,727	34.1%	3,664	28.6%	30,423	32.3%
15 to 19 percent	1,151	19.6%	2,376	21.8%	2,580	20.1%	18,839	20.0%
20 to 24 percent	1,080	18.4%	1,693	15.5%	2,461	19.2%	16,287	17.3%
25 to 29 percent	661	11.3%	1,126	10.3%	1,549	12.1%	10,124	10.8%
30 to 34 percent	514	8.8%	761	7.0%	897	7.0%	6,184	6.6%
35 percent or more	773	13.2%	1,223	11.2%	1,635	12.8%	11,970	12.7%
Not computed	16	0.3%	14	0.1%	25	0.2%	260	0.3%

Source: 2000 U.S. Census (Owner-Occupied Units)

Tables 2.4 and 2.5 further reveal housing affordability. Over one fourth of the City's renters reside in units exceeding national standards for the proportion of income available for rent. Such figures can indicate that a place is desirable--households are willing to spend a larger portion of their income in order to live in a specific place due to various locational attributes (e.g. access to jobs, cultural amenities, open space, low crime rates). Alternatively, where a high proportion of homes are owned by older residents, or others on fixed income, the ability to pay basic costs of homeownership affects the amount of money that remains for periodic home repairs.

Table 2.4 Lack of Housing Affordability

	% of Owned Units	% of Rented Units
Percentage of units with monthly owner costs 30% or more of household income	22.0%	29.0%

Source: 2000 U.S. Census

Table 2.5 Monthly Owner Costs as a Percentage of Household Income

Category	Muskego	
	Number	Percent
Less than 15 percent	315	24.8%
15 to 19 percent	228	17.9%
20 to 24 percent	195	15.3%
25 to 29 percent	92	7.2%
30 to 34 percent	59	4.6%
35 percent or more	314	24.7%
Not computed	69	5.4%

Source: 2000 U.S. Census Renter-Occupied Units)

Another view of affordable housing is related to the City's ability to maintain an appropriate amount of housing stock that can be attainable for a range of resident income levels. The existing economy has caused hardships on existing residents to maintain their past quality of life, while also making it exceedingly harder for new residents (or Muskego resident children) to live in the community. Gas prices continue to climb and the previous years values of the housing market (during the boom of 2003-2006) have put an increasingly higher strain on where monies are used by a family. Across the nation, this strain is becoming more evident as the amounts of foreclosures and delinquency rates on loans has climbed in the recent years.

The City of Muskego was cognizant of maintaining affordable housing alternatives for the residents of the municipality during the formulation of this Plan. Therefore, the recommendations found in this element to allow a diverse array of housing options is carried through the recommendations found on the City's adopted Future Land Use Map. Opportunities to maintain the existing housing while creating new areas for single and multi family housing types are integrated into those future land use recommendations in Chapter 8 of this Plan.

Household Characteristics

Table 2.6 shows that approximately 96 percent of the housing units in Muskego are occupied by families consisting of more than one related person, while a mere 4 percent of the housing units are occupied by single or unrelated individuals. These statistics truly show the family makeup of the community.

Table 2.6 Household Characteristics

	Number	Percent
Total Households	7,533	100.0%
Family Households	7,219	95.8%
Non-Family households	314	4.2%
Households with Individuals under 18 years	5,887	78.1%
Households with individuals 65 and over	1,840	24.4%
Average Household Size		2.8
Average Family Size		3.13

Source: U.S. Census

The table also shows that about 78 percent of all homes have individuals less than 18 years of age, which closely coincides with the overall family makeup of the City. However, almost 24 percent of all households have individuals aged 65 and older. Both the high percentage of individuals 65 and older and the obvious draw for families to Muskego provide insight into what types of housing may be needed in the City in the future. Specific needs may need to be addressed by the community to allow all ages and household types in Muskego with the ability to reside into the future.

Housing Tenure & Occupancy

Housing tenure refers to whether a particular housing unit is owned or rented by the occupant. Table 2.7 reveals that nearly 85 percent of Muskego’s housing units are owner-occupied. Owner occupancy has actually decreased slightly since 1990, by just 2 percent. The breakdown of owner-occupied versus rental housing units in Muskego is slightly higher than the State as a whole, which is typically 80 percent owner-occupied versus 20 percent renter-occupied. Due to the high amount of family households and high values of the housing stock, the amount of owner occupied units is not surprising. However, the data may display a possible shortage of available rental units the City has to offer.

Table 2.7 Household Tenure Characteristics

	1990	Percent	2000	Percent
Occupied Housing Units	5,579	100.0%	7,533	100.0%
Owner Occupied Housing Units	4,736	84.9%	6,228	82.7%
Renter Occupied Housing Units	843	15.1%	1,430	17.3%

Source: U.S. Census

The vacancy rate is the number of total housing units vacant and available divided by the total number of housing units. Housing occupancy is an important measure of whether the housing supply is adequate to meet demand. Table 2.8 depicts vacancy rates for the City of Muskego and includes other local community and State vacancy statistics for comparison. Vacancies are usually necessary in every community as it can be a demonstration for a healthy housing market. Communities with vacancies offer opportunities for families of different degrees of income and sizes.

Table 2.8 Household Vacancy Characteristics

	Total	Vacant	Vacancy Rate
City of Muskego	7,699	166	2.2%
City of New Berlin	14,921	426	2.9%
City of Waukesha	26,856	1,193	4.4%
Waukesha County	140,309	5,080	3.6%
Wisconsin	2,321,144	236,600	10.2%

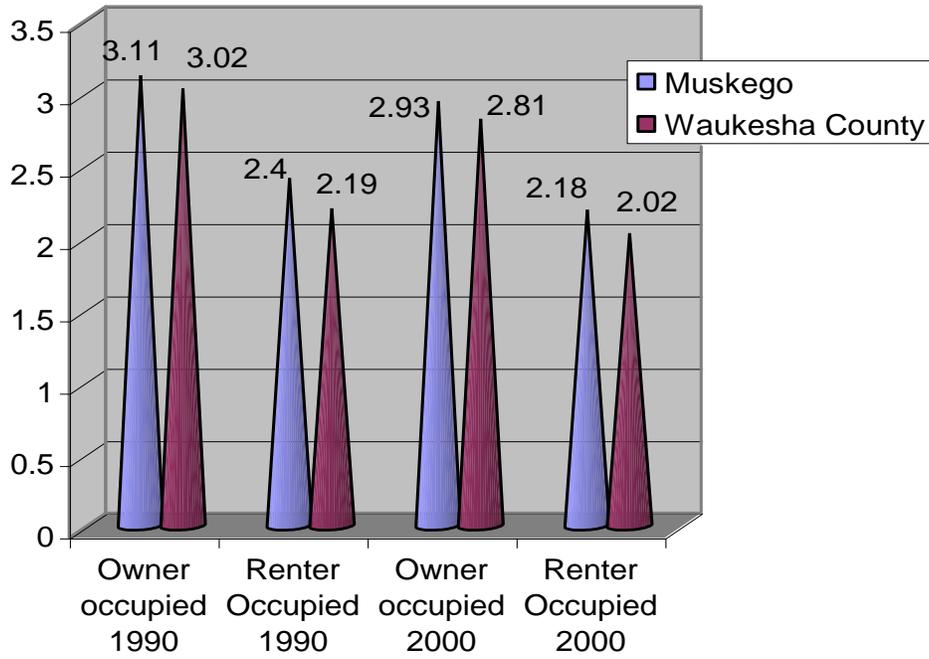
Source: U.S. Census, 2000

Muskego has a relatively low vacancy rate, especially when compared with that of the City of Waukesha or the rest of the State of Wisconsin. The low vacancy rate is due in part to the high quality housing stock the community enjoys, which results in real estate to turnover quickly. The low vacancy rate can also be attributed to the many assets the community provides to the residents, such as adequate infrastructure and excellent education facilities. The data shows that units are still available in Muskego. These available units are made up of apartments to single-family residential homes, once again creating housing market opportunities for families of different degrees of income and sizes.

Another look at the housing market opportunities in Muskego is in regards to the various multi-family opportunities the City has available. Although the market of housing in Muskego is predominantly single-family, there are various multi-family developments in the community ranging from condominiums to rental apartments. The amount of multi-family structures and unit totals are found on Map 2.2. The map shows that multi family developments are found throughout the north central portion of the community intermixed with some of the City's more urban land uses. Further opportunity may be found for future developments of this nature as the City expands mixed-use developments within the downtown and northern parts of the City. Map 2.3 breaks out the condominiums that are part of the multi-family land uses in the community. The map also denotes the average unit values for each condo development. Overall, Muskego has a large mix of affordable to higher end condominiums fit for all lifestyles.

Figure 2.4 shows that the average household size in Muskego has decreased for both owner- and renter-occupied housing units. However, the decrease hasn't occurred quite as drastically as the rest of Waukesha County. Household size is one of the primary factors that must be considered when determining existing and future housing demand. As households change in size, so do the City's housing requirements. The small changes in the average housing sizes can most likely be attributed to the larger baby boomer population's children moving out. The average household sizes for both owners and renters is still quite high compared to the rest of the nation showing that many households are made up of families.

Figure 2.4 Households by Tenure and Size



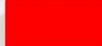
Source: U.S. Census

2020 COMPREHENSIVE PLAN

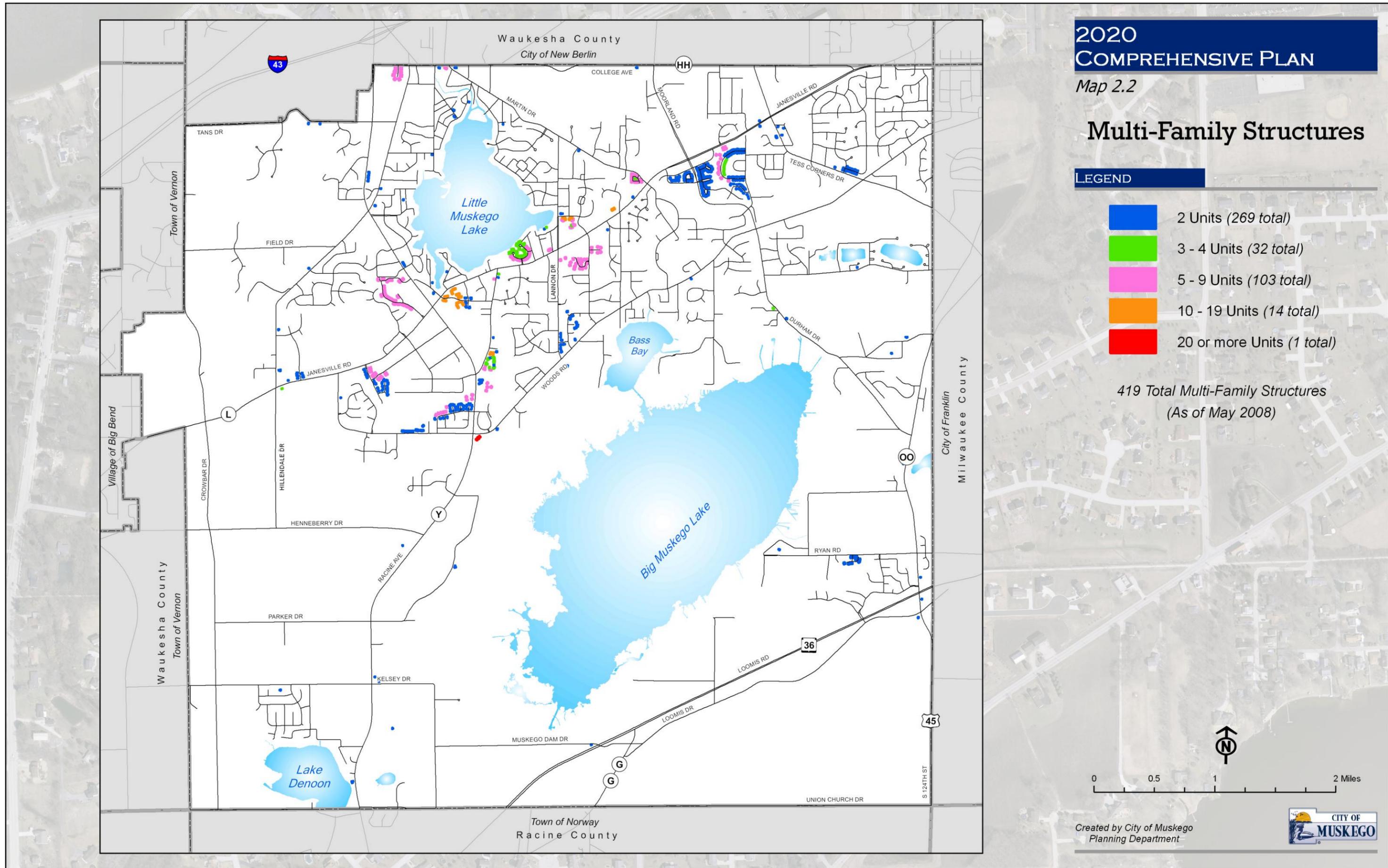
Map 2.2

Multi-Family Structures

LEGEND

-  2 Units (269 total)
-  3 - 4 Units (32 total)
-  5 - 9 Units (103 total)
-  10 - 19 Units (14 total)
-  20 or more Units (1 total)

419 Total Multi-Family Structures
(As of May 2008)



2020 COMPREHENSIVE PLAN

Map 2.3

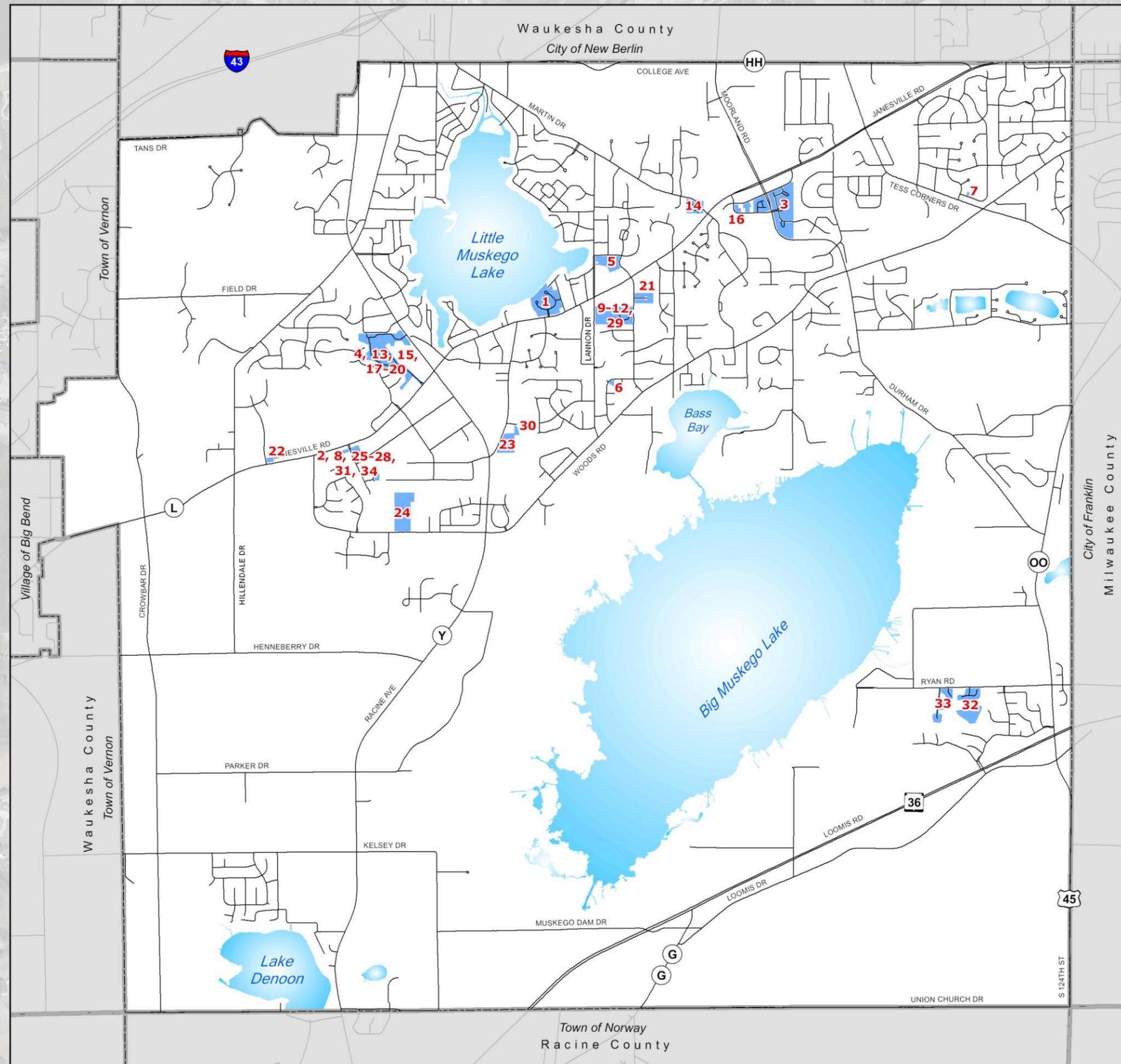
Condominiums

LEGEND

Condominium Developments

#	Development	Units	Average Unit Value
1	Bay Breeze	74	\$391,276
2	Birchwood	2	\$196,700
3	Candlewood Village	102	\$267,682
4	Fountain Park	8	\$143,200
5	Freedom Square	60	\$129,897
6	Green Street	2	\$228,800
7	Hale Park Terrace	2	\$159,950
8	Hearthside	8	\$157,200
9	Highview	8	\$121,400
10	Hillside	24	\$132,575
11	Lakeridge	8	\$121,300
12	Lakeridge 19	8	\$121,400
13	Lakewood	48	\$162,317
14	Lindale Villas	48	\$229,029
15	Lookover	8	\$143,988
16	Northfield Green	6	\$327,100
17	Overlook Bay 5	8	\$138,950
18	Overlook Bay 6	8	\$138,950
19	Overlook Bay 10	8	\$143,100
20	Overlook Woods	8	\$143,175
21	Parkridge	48	\$128,702
22	Pasadena	2	\$329,000
23	Pioneer Center	46	\$166,002
24	Pleasant View	10	\$217,850
25	Plum Creek Gardens	8	\$154,250
26	Plum Creek Gardens West	8	\$154,250
27	Pond's Edge	2	\$257,900
28	R&J Condo	2	\$227,400
29	Ridgeview	8	\$122,438
30	Riese Drive	2	\$244,800
31	RSR Condos	2	\$225,850
32	St. Andrews	26	Not Available
33	St. Andrews Addition #1	22	Not Available
34	Stone Gardens	8	\$152,125
		642	\$207,676

Source: City of Muskego (as of May 2008)



Created by City of Muskego
Planning Department



Housing Projections

Housing projections are found in the Issues and Opportunities area of this Plan shown in three separate scenarios. The Comprehensive Plan Law requires communities to provide an adequate supply of housing to meet existing and forecasted housing demand. The projections are a valuable aid in determining future goals and objectives for the community over the next decades.

2008 Survey

A section in the 2008 Comprehensive Planning Survey was in relation to housing issues. Recommendations for this housing element in relation to the 2020 Land Use Plan are based upon the main responses from the survey discussed below.

The housing section of the survey concentrated on what people thought in regards to encouraging more apartment, condominium, and senior housing development in the community in the next decade. Basically, should the community be making new land opportunities available for these types of multi-family development.

Overall, the responses showed that a majority of individuals (64%) believed that the City should not encourage new apartment living developments. A mix of opinions was found in relation to allowing new condominium developments (Agree-29%, Neutral-30%, Disagree-34%, No Opinion-7%), however again, the highest response (34%) felt that promoting new areas for condos was not in the City's best interest. One area that the citizens did highly agree to was promoting new areas for senior housing (39%).

A question was asked in relation to where people might want to see new apartment, condominium, or senior housing developments in the City. The majority of the responses were to place these types of uses next to where existing services are located. Thus, the downtown and along the City's major arterial roads was discussed to be the primary location for future placing of these multi-family uses due to the existing businesses present (grocery, banking, pharmacy, clinics, etc.).

Lastly, a question was asked in regards to the public's general thoughts on housing in Muskego and what the City should be doing more or less of in regards to housing. The verbatim responses can be found in Appendix B and the more re-occurring responses are found below.

- When approving single-family developments, keep to high standards like those in Belle Chasse, Candlewood, etc.
- No new apartment developments anywhere
- Keep in mind school space when approving future housing
- Keep open space in mind when approving future housing
- Keep infrastructure in mind when approving future housing
- Promote business, not housing, due to impacts on budget with new housing
- Cut back on housing as a whole
- Zoning on upkeep of existing housing should be enforced
- More walk ability (paths) and alternative transportation (bike/battery operated vehicles paths) should be approved with new/existing housing
- Disagreement with any new multi-family uses, stick to single-family
- Housing that demonstrates less strain on services
- More affordable single-family homes
- Increase architectural requirements for all new housing
- Larger lots, keep rural feel, less-density
- Limit residential housing, possible moratorium on housing

- Encourage ownership types of housing (single-family, condos, etc.)
- Build efficient houses, built to last
- More low/moderate income housing

Chapter 3:

Transportation

The comprehensive planning legislation requires this element to include a compilation of goals, objectives, maps and recommendations to guide the future development and maintenance of various modes of transportation in and immediately around the City of Muskego. The chapter also reviews the state and regional transportation plans and programs as required by Wisconsin States Chapter 66.1001.

This Comprehensive Plan and Transportation Element recommends several improvements in Muskego in order to provide for safe and accessible interconnected roadways and related transportation facilities. The information contained in this element below details the existing transportation facilities and the observations that led to the recommendations found herein.

The goal of this Transportation Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Transportation Goal: Provide an accessible interconnected network of highways, streets, and trails within the community in order to present a safe, affordable, and efficient transportation system that meets the needs of multiple users; Assure mobility of the transportation network within Muskego and the surrounding region while minimizing the impacts a transportation system can bear.

Existing Transportation Facilities

Street Network & Classification System

Muskego maintains a fully accessible series of streets to ensure circulation throughout the community and adjoining region. Classification of streets within the City consist of three distinct types by ordinance: Arterial, Collector, and Minor. Table 3.1 displays how streets within the municipality are categorized. Standards for each street classification mainly mimic those standards used by the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission's published *Regional Transportation Plan for Southeastern Wisconsin: 2035*.

Arterial Streets

An arterial street is a street used or intended to be used, primarily for fast or heavy through traffic. An arterial street in Muskego includes freeways and expressways as well as standard arterial streets, highway and parkways. Arterial streets should be arranged so as to provide ready access to centers of employment, centers of governmental activity, community shopping areas, community recreation and points beyond the boundaries of the community. Arterial streets should also be properly integrated with and related to the existing and proposed area-wide system of arterial streets and highways and should be, insofar as practicable, continuous and in alignment with existing or planned streets with which they are to connect.

Arterial Streets are to have an ultimate or dedicated width of 100 feet or more. Many of the restricted access highways in the City have 120-foot ultimate widths or larger as well.

Collector Streets

A collector street is a street used or intended to be used, to carry traffic from minor streets to the major system of arterial streets including the principal entrance streets to residential developments. Collector

streets should be arranged so as to provide ready collection of traffic from residential areas and conveyance of this traffic to the arterial street and highway system and should be properly related to the mass transportation system, to special traffic generators such as schools, churches and shopping centers and other concentrations of population and to the arterial streets into which they connect.

Collector Streets generally have an ultimate or dedicated width of 80 feet or more.

Table 3.1 Functional Street Classification

Street Classification	Description	Muskego Streets
Arterial	A street used or intended to be used, primarily for fast or heavy through traffic. Arterial street should include freeways and expressways as well as standard arterial streets, highway and parkways.	Interstate 43 (I-43) State Highway 36 US Highway 45 County Highways Woods Road Durham Drive Martin Drive Moorland Road Lannon Drive Pioneer Drive Tess Corners Drive Kelsey Drive Muskeg Dam (portion)
Collector	A street used or intended to be used, to carry traffic from minor streets to the major system of arterial streets including the principal entrance streets to residential developments.	Field Drive Crowbar Drive Henneberry Drive Parker Drive Kelsey Drive Loomis Road Boxhorn Drive Ryan Road McShane Drive Parkland Drive Bay Lane Drive Hillendale Drive
Minor	A street used, or intended to be used, primarily for access to abutting properties.	All Remaining City Streets

Minor Streets

Minor streets are simply streets used, or intended to be used, primarily for access to abutting properties. A minor street should be arranged to conform to the topography, discourage use by through traffic, permit the design of efficient storm and sanitary sewerage systems and require the minimum street area necessary to provide safe and convenient access to abutting property.

Minor Streets generally have an ultimate or dedicated width of 60 feet.

City Street Arrangement

In any new subdivision, the street, block and lot layouts should conform to the arrangement, width and location indicated on the City official map, County jurisdictional highway system plan, comprehensive plan or plan component or neighborhood development plan, if any, of the City, town or county and should be so designated as to: be within the capability of the land and water resources; least disturb the existing terrain, flora, fauna and water regimen; and meet all the use, site, sanitary, floodland and

shoreland regulations contained in the City Zoning Code and the Waukesha County Community Health Code. In areas for which such plans have not been completed, the street layout should recognize the functional classification of the various types of streets and should be developed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, to the proposed use of the land to be served by such streets and to the most advantageous development of adjoining areas.

City Street Improvements

City street improvements are completed by Council action from year to year based on reports by the City Engineer and Public Works Committee. The City maintains a yearly road program and utilizes capital budget monies for improvements and/or new construction of City roadways. State and County highways are improved and maintained yearly as dictated by those bodies. The City maintains an excellent working relationship with the State and County for the maintenance and construction of roadways and it is a main recommendation of this plan to ensure this relationship.

Highways

Muskego enjoys primary access to the rest of the southeast Wisconsin region via two major State highways and a variety of County highways. Map 3.1 displays the main highways within the City and region. Situating the proper and appropriate future land uses around these highways will be a key element to Muskego's future for both residential enjoyment and commercial /industrial growth.

Interstate 43

Interstate 43 is an interstate highway located entirely within the state of Wisconsin. Its southern terminus is at an intersection with Interstate 39, Interstate 90 and Wisconsin Highway 81 in Beloit, Wisconsin; its northern terminus is in Green Bay, Wisconsin, at an intersection with U.S. Highway 41. Two interchanges, one at Racine Avenue and the other at Moorland Road in New Berlin, are conveniently situated for easy access to Muskego. The Racine Avenue interchange is located a few hundred feet from the City's northwest border while the Moorland Road interchange is located approximately one mile from the City's northeast border. Both interchanges will be fully redeveloped by 2010 with roundabouts and new bridge structures making traffic flow even easier. I-43's four-lanes or greater directly connects to all major interstates running out of Milwaukee to Chicago, Green Bay, Madison, and the Fox Valley. I-43 between Interstate 894 and the southern terminus is historically known as the "Rock Freeway," representing the freeway's link between Milwaukee and Rock County.

State Highway 36

STH 36 bisects Muskego's south side and offers travelers and commuters an easy route into Milwaukee's south side. The highway is a four-lane divided access-restricted highway with a speed limit of 55 mph. It runs in a diagonal northeast-southwest direction across southeastern Wisconsin from Milwaukee to Springfield which is north of Lake Geneva.

United States Highway 45

A small mile and half portion of US Highway 45 is found along Muskego's southeast border. US 45 traverses the entire United States from north to south from Lake Superior to the Gulf of Mexico. In Wisconsin, U.S. 45 enters the state in the southeast and runs concurrent with Interstate 894 and U.S. Route 41 through the west side of metro Milwaukee to form a major artery through the metropolitan area.

Waukesha County Highways

Muskego has six Waukesha County highways traversing through the City. All these highways are governed by the County regarding access and maintenance. The table found herein displays what City street equates to each County highway and Map 3.2 shows the locations. The City and County routinely work to maintain a consistent level of safety on all the roadways. Ensuring the public works relationship is a must for the City as development increases and added pressures are put on the highway system.

County Highways in Muskego

CTH	City Street Name
Y	Racine Avenue
L	Janesville Road
HH	College Avenue
O	Moorland Road
OO	North Cape Road
G	Loomis Road

Public Transit

The City of Muskego has no public transit facilities, however, the Waukesha County Department of Aging provides specialized transit service throughout the county for elderly and disabled individuals. The City is looking to establish a local senior transit program in the near future.

Rail Service

Amtrak serves the area through its station in Downtown Milwaukee. Eight trains a day leave for Chicago, where connections can be made to any destination in the country.

Airports

Three airports of various types are located in close proximity to the City of Muskego. Waukesha County Crites Field is located 15 miles from Muskego. Two paved runways (5,850 ft.) make this airport suitable for twin-engine propeller planes and corporate jets. Timmerman Field, located in northwest Milwaukee, serves as the region’s primary aviation airport, with charter, corporate and private air service. The airport features two paved runways (4100 ft.) and 3 grass runways (3200 ft.). Milwaukee’s General Mitchell International Airport, located 12 miles east of the City, offers convenient passenger and cargo service to a variety of destinations. Nearly 5.6 million passengers used the airport in 2002, which is served by all major national airlines. For other international flights, convenient and frequent shuttle service is available to Chicago’s O’Hare International Airport, located 78 miles to the south. This airport, the world’s busiest, is used by over 40 million people annually, and offers direct flights to most major cities around the world.

Pedestrian Systems and Bicycle Transportation

Recreation trails are extensions of the transportation system of the City that are intended for the use of non-motorized transportation. Most recreation trail facilities are located within existing or planned rights-of-way while others traverse other public land holdings or are located within land easements from private owners. These facilities serve to link the City of Muskego together with a system of safe and functional off-street recreation trail connections to facilitate such activities as walking, running, biking, cross-country skiing, in-line skating, hiking, and nature observation.

There are approximately 31 miles of recreation trails within the City of Muskego (See Map 3.4; Note: the Map incorporates the future trail recommendations as well as per the City adopted Parks and Conservation Plan. These future trail recommendations are discussed further below in this element). These trails facilitate non-motorized modes of travel including cycling and pedestrian use. The 17 miles of these trails that have a paved surface can also accommodate the use of wheel chairs, strollers, and in-line skates. The trail network connects several parks and areas of environmentally significant lands.

The City of Muskego utilizes approximately ten miles of electrical line rights-of-way for trail purposes. A portion leased from the American Transmission Company (ATC) extends east-west five miles between North Cape Road and the intersection of Janesville and Woods Roads and is constructed of crushed

Chapter 3: Transportation

limestone. The remaining 1.5 miles of this trail extending westward into Big Bend has an unimproved surface and may be used for horseback riding. There is also a 3.5-mile section of crushed limestone trail within a WE Energies electrical line right-of-way extending west along STH 36 from North Cape Road to Muskego Dam Road. Plans are underway to extend this trail along the south side of STH 36 from Muskego Dam Road to the City limits where it will link with an existing Wind Lake trail.

There are also approximately twelve miles of paved recreation trails within the City. Footpaths, woodchip trails, or mowed trails suitable for hiking are available at the Engel Conservation Area and within Muskego County Park. Veterans Park has a boardwalk trail that connects with a crushed limestone trail extending through Old Muskego Settlement Centre and Horn Field before linking to the ATC trail.

The City maintains an adopted Park and Conservation Plan that is updated every five years. The plan inventories and assesses the park and conservation lands in the City. Further, the trail recommendations found in the plan require developers to install future trails if the property in relation to the recommendations is developed. Goals and objectives for the future of recreation trails in the City of Muskego are included below.

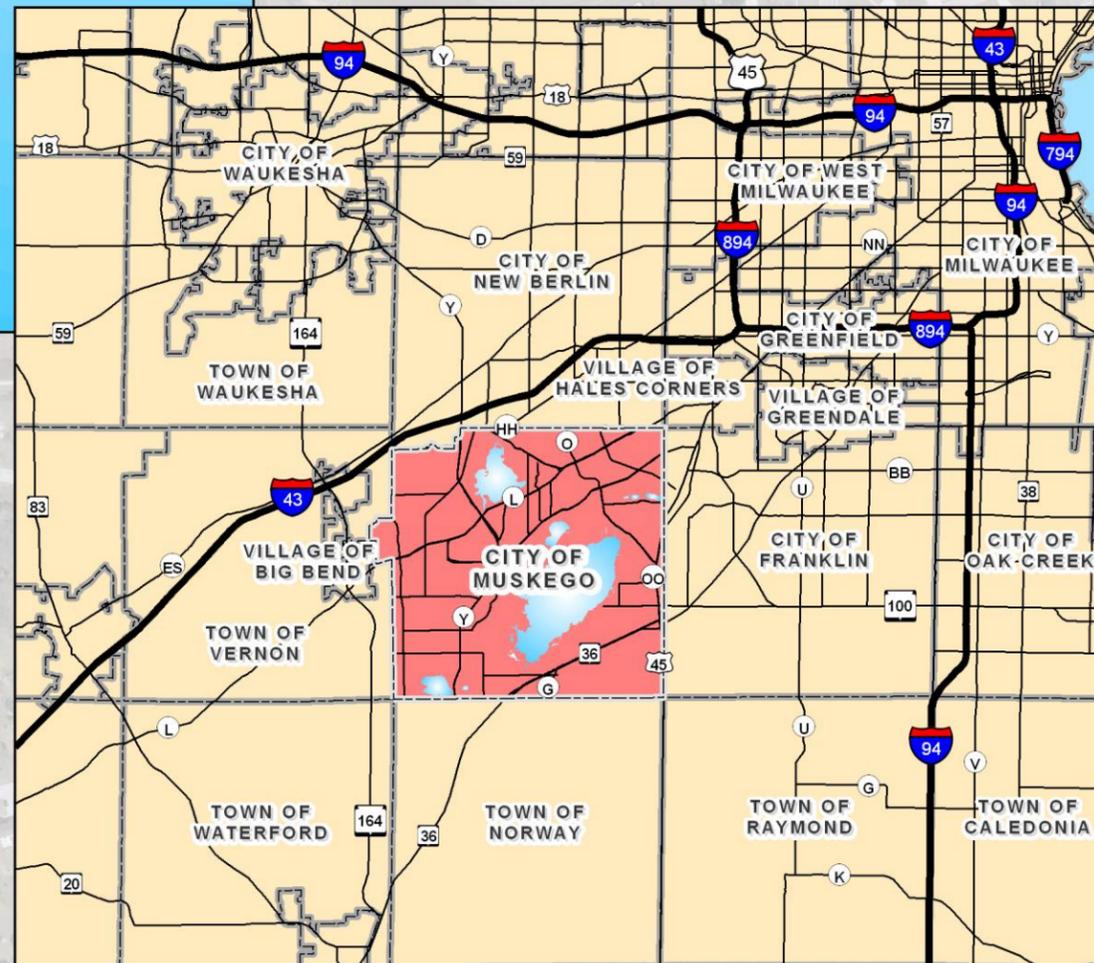
2020 COMPREHENSIVE PLAN

Map 3.1

Regional Highways

LEGEND

- Freeway System
- Major Roads
- Muskego Boundary
- Municipal Boundaries
- Urban Areas



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Planning Department



Trucking

There are over 200 trucking and warehousing establishments located in Waukesha County. The City's location near Interstate 43 makes truck transportation fast and convenient. The City is located just 13 miles from the Port of Milwaukee, one of the most modern ports on the Great Lakes. The port is open year-round and offers service to 350 cities in 31 states. Over 2 million tons of cargo passes through the port annually. Channel depth is 27.5 feet.

Water Transportation

No public water transportation is found on the recreational lakes in Muskego, however a Lake Express is found just across the County border in Milwaukee along Lake Michigan. The Lake Express links the states of Wisconsin and Michigan with terminals in Milwaukee and Muskegon. The high-speed Lake Michigan crossing takes just two and one-half hours, saving passengers a lengthy drive through heavily congested Chicago. Lake Express is capable of holding 46 vehicles + 12 motorcycles for each passage across the lake. It also provides passengers with the option of traveling without their vehicle. Lake Express has full-service car rental at both terminals to handle your daily or weekly transportation needs. Ground transportation through taxis and shuttle service is also available.

Commute to Work

One variable of transportation in Muskego is the commute to work for the area residents. Table 3.2 displays the modes of transportation used when commuting to work for the City and the County. As in most communities, the majority of workers drive alone in their personal vehicles. County and City modes of commuting don't vary too much with the exception of the public transportation category. The City of Muskego relies heavily on County public transportation options and has limited access to these means. Improving public transportation options may prove to be a benefit of the community in the future. Lastly, another observational benefit that derives from the table below is the amount of individuals walking to work. There are a number of individuals willing to leave the car behind if the option existed. Muskego will need to look to expand the walk ability of the community for the workforce, overall leisure, and access to the primary amenities the community offers.

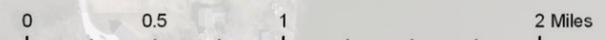
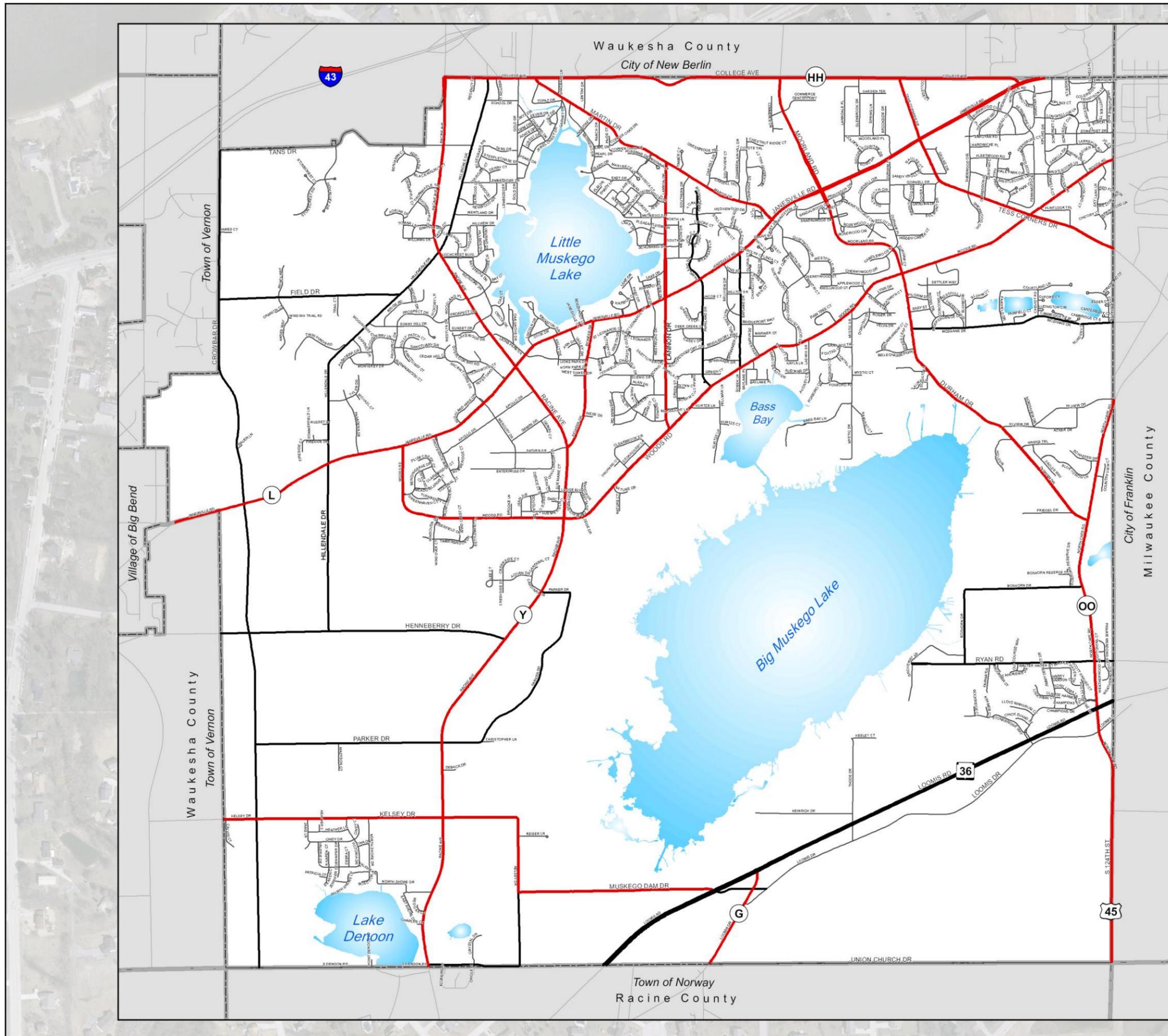
2020 COMPREHENSIVE PLAN

Map 3.2

Streets

LEGEND

-  Highway
-  Arterial Street
-  Collector Street
-  Minor Street



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Planning Department



Table 3.2 Modes of Commuting to Work - 2000

	Muskego	% of Total	Waukesha County	% of Total
Total:	11,662		192,602	
Car, truck, or van:	11,112	95.3%	181,285	94.1%
Drove alone	10,442	89.5%	167,527	87.0%
Carpooled	670	5.7%	13,758	7.1%
Public transportation:	109	0.9%	1,306	0.7%
Bus or trolley bus	85	0.7%	1,169	0.6%
Subway or elevated	14	0.1%	20	0.0%
Railroad	0	0.0%	47	0.0%
Ferryboat	0	0.0%	17	0.0%
Taxicab	10	0.1%	53	0.0%
Motorcycle	0	0.0%	63	0.0%
Bicycle	7	0.1%	276	0.1%
Walked	131	1.1%	2,891	1.5%
Other means	40	0.3%	673	0.3%
Worked at home	263	2.3%	6,108	3.2%

Source: 2000 U.S. Census (workers 16 years and older)

Table 3.3 Travel Time to Work - 2000

	Muskego	% of Total	Waukesha County	% of Total
Total:	11,662		192,602	
Did not work at home:	11,399	97.7%	186,494	96.8%
Less than 5 minutes	327	2.8%	5,893	3.1%
5 to 9 minutes	887	7.6%	21,072	10.9%
10 to 14 minutes	1,084	9.3%	28,638	14.9%
15 to 19 minutes	1,319	11.3%	30,318	15.7%
20 to 24 minutes	2,281	19.6%	32,127	16.7%
25 to 29 minutes	1,416	12.1%	16,059	8.3%
30 to 34 minutes	2,270	19.5%	24,373	12.7%
35 to 39 minutes	531	4.6%	6,894	3.6%
40 to 44 minutes	403	3.5%	5,812	3.0%
45 to 59 minutes	486	4.2%	9,418	4.9%
60 to 89 minutes	144	1.2%	3,602	1.9%
90 or more minutes	251	2.2%	2,288	1.2%
Worked at home	263	2.3%	6,108	3.2%

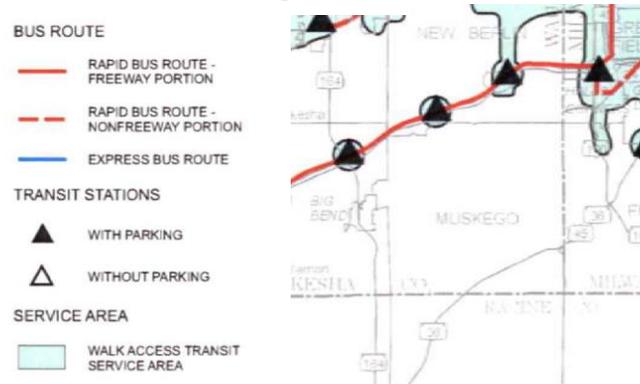
Source: 2000 U.S. Census (workers 16 years and older)

Table 3.3 details the travel times to work a resident commonly finds in Muskego and in Waukesha County. Many of the workers travel outside the community for employment with most going east towards Milwaukee. Travel times at over an hour also suggest individuals' work towards the Chicago area as well. Maintaining a certain level of highways to support the easy coming and going of traffic for both employment and other services is a direct need of a growing community. Focusing recommendations on the maintenance of the City's roadways is a must.

State and Regional Transportation Plans

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) adopted *A Regional Transportation Plan for Southeastern Wisconsin: 2035*. The purpose of the plan is to address intraregional travel, and the transportation system within southeastern Wisconsin, which serves intraregional travel. Intraregional travel is travel by people and freight, where both ends of the trip or travel is within the seven county Region. The plan also addresses personal and freight interregional travel over streets and highways. Interregional travel is travel where one or both ends of the travel or trip are located outside of southeastern Wisconsin. As related to Muskego, the regional plan identifies recommendations relating to public transit, bicycle paths, and functional improvements to the arterial street and highway system.

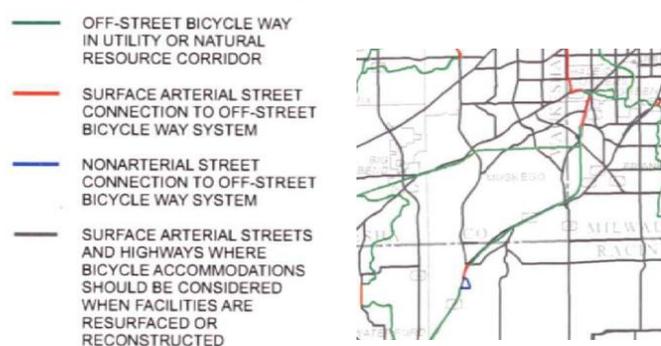
Figure 3.1



The recommendations relating to public transit are seen in Figure 3.1 above. The plan basically recommends that the region improve public transit in the future expanding a rapid bus route along Interstate 43 with transit stations found in Big Bend (HWY 164) and New Berlin (Moorland Road).

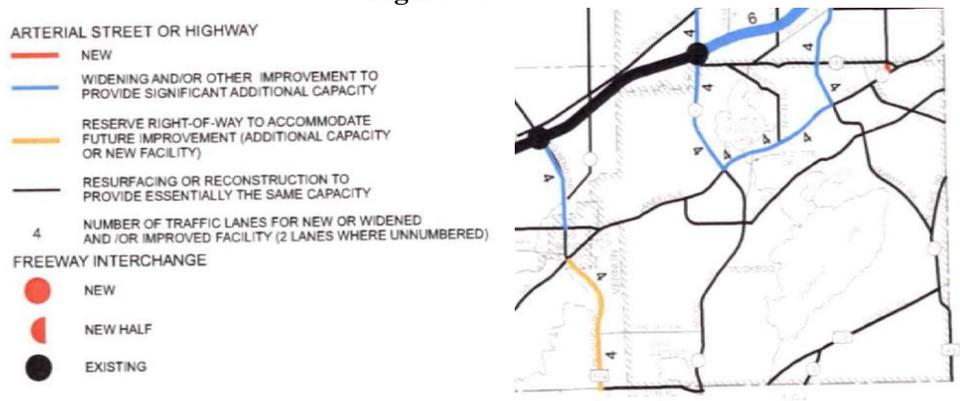
Figure 3.2 displays the recommended bicycle/path improvements for the region in relation to Muskego. The plan recommends that Muskego consider paths along all arterial roadways when they are to be resurfaced or reconstructed. Many of these path recommendations have been carried out already via the City’s Park and Conservation Plan. Recommendations regarding recreation paths are detailed below in the Recreational Trail Needs/Improvements area of this element.

Figure 3.2



Lastly, Figure 3.3 shows the recommended functional improvements to the arterial street and highway system in the City. The map shows that Racine Avenue (From College Avenue to Janesville Road), Janesville Road (from Racine Avenue to Moorland Road), and Moorland Road (from College avenue to Janesville Road) be widened to 4 lanes by 2035. The road widening for these roads have mostly taken place before the adoption of this 2020 Plan, however, the widening of Racine Avenue will have to be addressed in the foreseeable future.

Figure 3.3



Existing Traffic Conditions

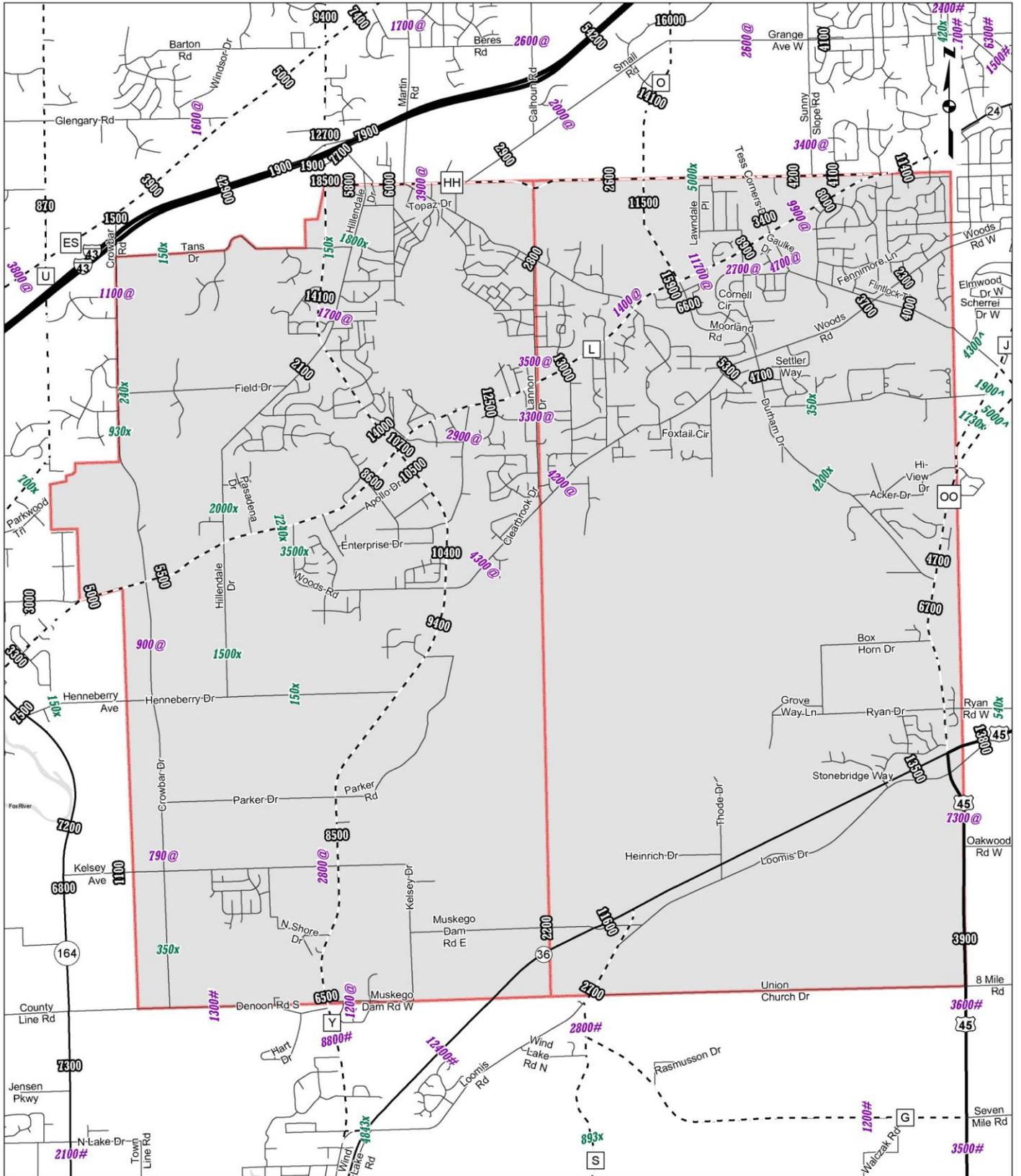
The 2006 traffic counts are found on Map 3.3 below as prepared by the Wisconsin Department of Transportation (WDOT).

Traffic volume reports can provide a general indicator regarding roadway function and use throughout a community. In comparison to previous years counts, the City of Muskego is experiencing increased traffic throughout the City. The arterials have seen the largest increases with Racine Avenue, Janesville Road, Woods Road, Moorland Road, and Highway 36 seeing the most growth. With the addition of Moorland Road in the early 2000s, the intersection of Janesville Road and Moorland Road now receives the highest traffic counts with an estimated daily average of 17,000+ cars in 2008. Many of the traffic counts directly reflect the reconstruction and maintenance procedures the City has already implemented, as many of the roadways experiencing increased traffic growth have or will be reconstructed shortly. The traffic counts also reflect the recommendations found in the SEWRPC’s adopted *A Regional Transportation Plan for Southeastern Wisconsin: 2035* discussed above.

Constant maintenance and construction of the highly used roadways continues to be key in the future growth of Muskego in order to provide the community with the highest quality level of services. Concentrating service related and more intense land uses along roads of higher traffic counts needs to be incorporated when the land use recommendations are formulated in this *Plan*. Lastly, traffic counts should be considered when implementing the yearly road program.

Map 3.4 displays the current speed limits of the roadways in the community. Speed limits in the City of Muskego are regulated based on the jurisdiction of the roadway (City, County, State) and are dependent on a number of factors including traffic counts, surrounding land uses, and existing roadway construction (controlled/uncontrolled, two-lanes/four-lanes, lack of shoulders, medians/boulevards, etc.). Generally, when further speed limit controls are thought to be required for a roadway that is under a jurisdiction other than the City, the Public Work’s Committee and Common Council will pose recommendations to that jurisdiction for changes. At the time of this *Plan*, the City’s safety staff recommended no speed limit changes.

Map 3.3



2006
 City of Muskego
 WAUKESHA County
 Annual Average Daily Traffic

9999 - AADT - 2006

9999# - AADT - 2005 9999^ - AADT - 2002
 9999* - AADT - 2004 9999~ - AADT - 2001
 9999@ - AADT - 2003 9999x - AADT - 2000 or older
 Character following AADT on map designates year

2020 COMPREHENSIVE PLAN

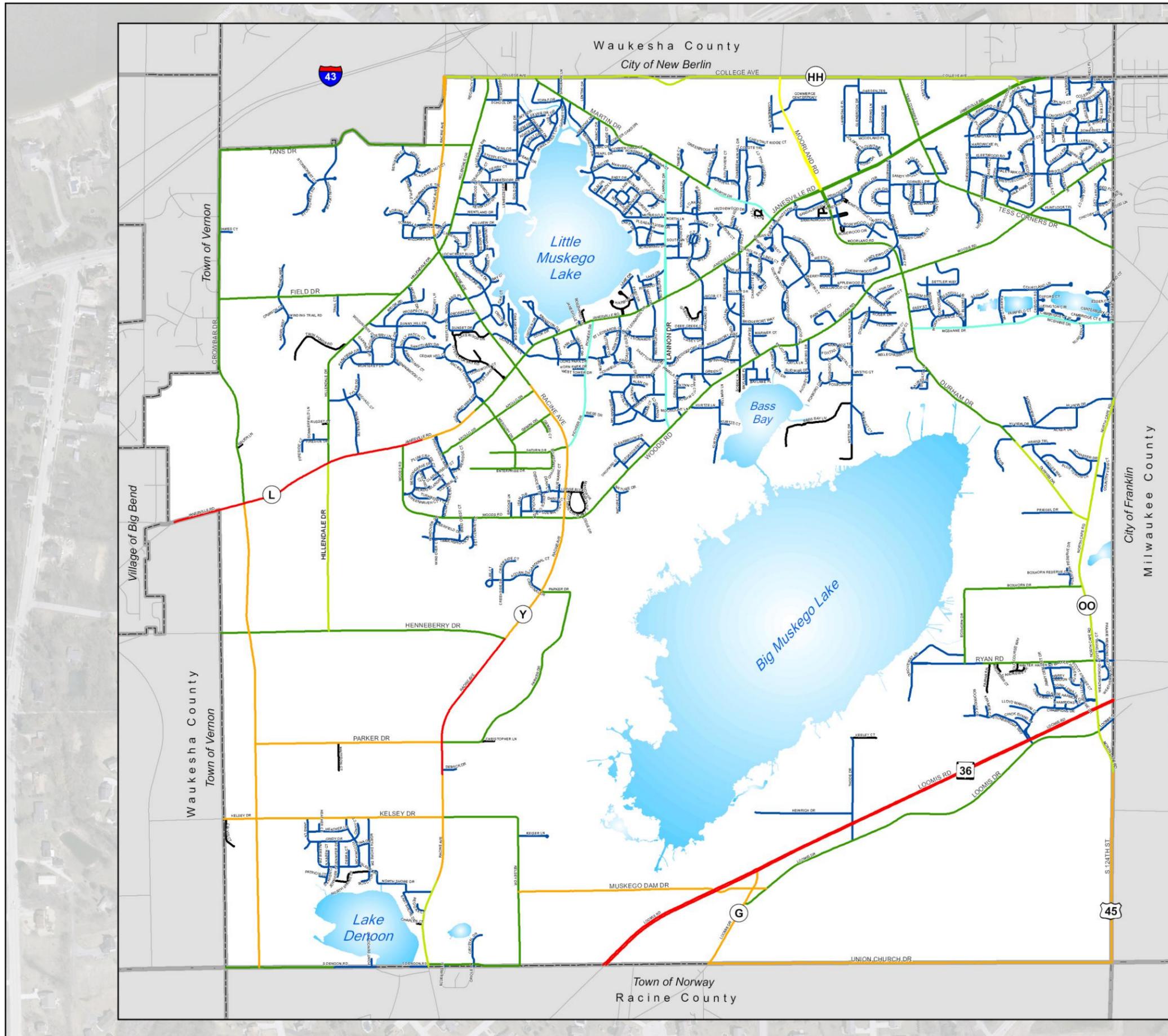
Map 3.4

Speed Limits

LEGEND

- PRIVATE ROAD
- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH
- 45 MPH
- 50 MPH
- 55 MPH

(As of April 2009)



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Planning Department



Roadway Maintenance and Deficiency

The City of Muskego recognizes that roadways and the supporting infrastructure deteriorate over time. Thus, a consistent improvement/reconstruction program is addressed annually during the City's budget review. This review is known as the City of Muskego Road Program, which is a capital budget line item that dictates what roads will be reconstructed, resurfaced, or receives general maintenance from year to year. The road program in Muskego is currently addressed on a yearly basis, but this Plan recommends the program show improvements desired out thru a 5-year period (At least showing tentative improvements). Further, the details on when roads and trails received maintenance, were constructed or reconstructed, or were resurfaced should be maintained by the City via a table or GIS in order for proper future road program budgeting decisions to be made. Traffic counts should be considered when implementing the yearly road program as well.

The City has also seen many upgrades to the existing road system in the last ten years and does see more major upgrades occurring in the near future (outside of road program discussed above).

Major road system updates to occur in the past years are as follows:

- Moorland Road extended with four lanes from New Berlin down to Janesville Road opening up many economic development opportunities
- Janesville Road reconstruction to four lanes from College Avenue to Moorland Road
- I-43 interchange with Moorland Road improved with roundabouts to improve traffic flow to the region including directly to Muskego
- I-43 interchange with Racine Avenue improved with roundabouts to improve traffic flow to the region including directly to Muskego

Major road system updates slated to occur in the near future:

- Janesville Road reconstruction to four lanes from Moorland Road to Racine Avenue in 2011/2012
- Janesville Road reconstruction, within existing two lanes from McShane Drive to North Cape Road in 2010/2011

Muskego recognizes that street improvements are not limited solely to expand capacity and improve traffic flow. How a road is constructed and how it is visually presented within some areas of the City is also key. Thus, the overall character as a visual corridor is considered for the municipality's more traveled roadways and when new developments desiring new roads are implemented. Addressing the visual corridor issues provide traffic with a more enjoyable view of the City, provide safety, and shield the impacts that traffic produces. The City implements detailed landscape reviews for all new roadways desired in the municipality. Further, this plan presents future pedestrian path recommendations. All roadways (City, County, and State) should be evaluated during the road program implementation as to how the visual corridors of some may be enhanced. A good example of planning for the visual aspect of a roadway is found in the City securing streetscaping consultant services during the reconstruction of Janesville Road from Moorland Road to Racine Avenue. The consultant aided the design and implementation of the appropriate landscaping, signage, pavement treatments, etc. that best adapt to the surrounding land uses and sense of place the roadway brings with it.

Recreational Trail Needs/Improvements

As discussed above, recreation trails should serve to link the City of Muskego together with a system of safe and functional off-street recreation trail connections to facilitate such activities as walking, running, biking, cross-country skiing, snowmobiling, in-line skating, hiking, and nature observation. The thirteen miles of existing recreation trails within the City of Muskego are well used. Horseback riders and cross-

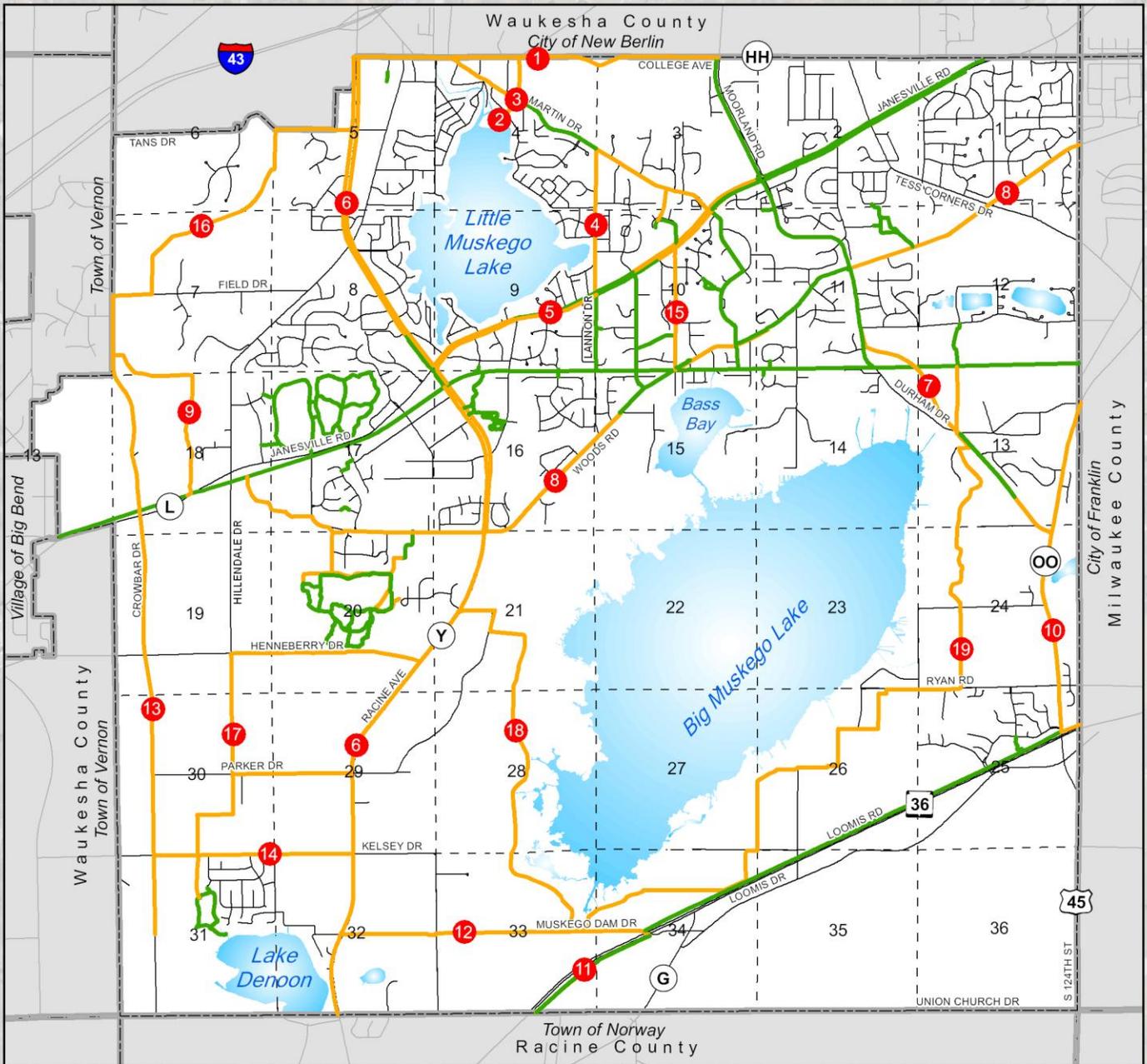
country skiers also utilize portions of these trails and consideration is being given for equestrian activity on unpaved recreation trails.

The following recommendations/needs for recreational trails are a result of the annually updated Parks and Conservation Plan that is adopted as part of this Comprehensive Plan. The addition of 31 trail miles proposed in this plan would facilitate more users and produce a City-wide network of safe routes for non-motorized transportation which would link residential areas to parks and open spaces. These recommendations may be updated independently via the future updates to the Parks and Conservation Plan during the life of this Comprehensive Plan.

General Recreation Trail Recommendations

- Recreation trails should follow utility corridors, road rights-of-way, and easements to facilitate travel across the City and connect to other trails in the region.
- A citywide system of supplementary local trails be developed to connect the existing and planned park and conservation sites in the community. All future land developments and subdivisions should be requested to make trail connections within reasonable distances to existing parks and other recreation trails.
- Paved trails should conform to adopted specifications found in the Park and Conservation Plan.
- Trails should be maintained and updated by the Parks and Conservation staff as required.
- Work with the Muskego Icetronauts Snowmobile Club in completing multi-use trails throughout the City. Both groups could benefit from attaining easements, acquisitions, and funding of the development of trails in the City.

Map 3.5



LEGEND

Recreation Trails

-  Existing
-  Future Recommendations
-  # Trail numbers correspond to (Table 3.4)



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Trail Addition Recommendations

Descriptions of proposed trail additions are presented below and summarized in Table 3.5. Locations of recommended trails are depicted on Map 3.5. Recommendations are described by each trail section individually, however, a few high priority trail recommendations are found below and in the main recommendation section of this element (Areas of the trail system that the City wishes to expedite).

1. Work to completely attach a system of trails around the City and Big Muskego Lake. Concentration on at least completing a full trail system along Janesville to Moorland/Durham to North Cape to Hwy 36 to Muskego Dam to Racine should be a priority. This will enable a true connected system around the City that would have many connector trails, which would include those to other neighboring City's.
2. Expedite the Durham to North Cape trail system and the gaps in the trail system along Janesville Road. The implementation of these segments will receive the most initial gain for the City since they already have many major connections to nearby neighborhoods and adjoining City's.

College Avenue

A paved recreation trail is proposed to be located within the right-of-way on the south side of College Avenue between Moorland Road on the east and Racine Avenue on the west. The trail (2.3 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

Martin Drive

A paved recreation trail is proposed to be located within the right-of-way on the south side of Martin Drive between Ranch Road and Hardtke Drive. The trail (0.1 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

Hardtke Drive

An on-street recreation trail is proposed to be located on Hardtke Drive between Martin Drive and Idle Isle Park (0.2 miles).

Lannon Drive

A paved recreation trail is proposed to be located within the right-of-way on the west side of Lannon Drive from Martin Drive to Janesville Road. The trail (0.9 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

Janesville Road

A paved recreation trail is proposed to be located within the right-of-way of both sides of Janesville Road from Moorland Road to Racine Avenue. Several segments of this trail currently exist on the north or south sides of Janesville Road. The trail connections (totaling approximately 3.6 miles) should be situated a minimum of three feet from the outside edge of the existing or proposed curb of this road.

Racine Avenue

A paved recreation trail should be located within the right-of-way on the west side of Racine Avenue extending from College Avenue on the north and link to the existing portion in front of the Muskego Centre on the south. This trail should also continue from the south end of the existing section at the ATC electrical transmission line trail intersection and extend southward to the City's south border. A trail should also be located on the east side of Racine Avenue from College Avenue to Woods Road. The trails (totaling 12.7 miles to cover both east and west sides) should be situated a minimum of three feet from the outside edge of the existing or proposed curb of this road in urban sections and a minimum of nine feet from the edge of the shoulder on rural sections.

Durham Drive

A paved recreation trail is proposed to be located within the right-of-way on the west side of Durham Drive from McShane Road to North Cape Road. The trail (1.7 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

Table 3.4 Proposed Trail Additions

Number on Map 3.5	Proposed Trail	Trail Segment	Length (miles)	Planned Side of Roadway	Surface
1	College Avenue	Moorland Rd. to Racine Ave.	2.3	South	Asphalt
2	Hardtke Drive	Martin Dr. to Idle Isle Park	0.2	East	Asphalt
3	Martin Drive	Ranch Dr. to Hardtke Dr.	0.1	South	Asphalt
4	Lannon Drive	Martin Dr. to Janesville Rd.	0.9	East	Asphalt
5	Janesville Road	Moorland Rd. to Racine Ave.	3.6	Both	Asphalt
6	Racine Avenue	College Ave. to the Muskego Centre and ATC trail intersection to Muskego Dam Rd.	12.7	Both - College to Woods; West - Woods to Racine Co.	Asphalt
7	Durham Road	Woods Rd. to North Cape Rd.	1.7	West	Asphalt
8	Woods Road	Eastern City boundary to Racine Ave.	4.6	North	Asphalt
9	ATC ROW (Janesville Rd.)	Muskego Park to Western City boundary	1.7	--	Crushed Limestone
10	North Cape Rd.	Durham Dr. to Loomis Rd.	2.1	West	Asphalt
11	WE ROW (Loomis Rd.)	Muskego Dam Rd. to Racine Co.	1.0	--	Crushed Limestone
12	Muskego Dam	Loomis Rd. to Racine Ave.	2.0	North	Crushed Limestone
13	Crowbar Dr.	Janesville ATC trail to Kelsey Dr.	2.2	East	Crushed Limestone
14	Kelsey Dr.	Racine Ave. to Crowbar Dr.	1.2	North	Crushed Limestone
15	Bay Lane Dr.	Janesville Rd. to Woods Rd.	1.0	East	Asphalt
16	Northwest Rural Connection	Racine Ave & Tans Dr. to Waste Mgt. Landfill site	3.3	--	--
17	Southwest Rural Connection	Engel Conservation Area to Denoon Park	2.5	--	--
18	Big Muskego West Rural Connection	Racine Ave. & Parker Rd. to Muskego Dam Rd.	3.0	--	--
19	Big Muskego East Rural Connection	Muskego Dam to Holz Dr. & Durham Dr.	5.0	--	--
Total			51.1		

Woods Road

A paved recreation trail is recommended within the Woods Road right-of-way on the north side of the road. This trail would extend from the City’s eastern border westward to Racine Avenue. Portions of this trail have been completed. The proposed trail additions (4.3 miles total) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

American Transmission Corporation (ATC) Right-of-way

A recreation trail extension of crushed limestone traffic bond is proposed within the ATC electrical transmission line right-of-way adjacent to Janesville Road on the City’s west side. This trail (1.7 miles) would extend from the west end of the existing ATC trail near Muskego Park to the City’s western boundary. This utility corridor currently has a dirt trail used by horseback riders.

North Cape Road

A paved recreation trail is proposed to be located within the right-of-way on the west side of North Cape Road extending from Durham drive southward to Loomis Road. The trail (2.1 miles) should be situated a minimum of three feet from the outside edge of the existing or proposed curb of this road in urban sections and a minimum of nine feet from the edge of the shoulder on rural sections.

Loomis Road WE Energies Right-of-way

A recreation trail extension constructed of crushed limestone traffic bond is proposed within the WE Energies electrical transmission line ROW adjacent to Loomis Road on the south side of the City. This trail (1.0 miles) would extend from the existing portion southwest to the City’s southern boundary where it would link to the trail in Racine County. A bridge will be constructed to cross Muskego Canal.

Muskego Dam Road

A recreation trail constructed of traffic bond is proposed to be located within the right-of-way on the north side of Muskego Dam Road from Loomis Road westward to Racine Avenue. This trail may either follow Muskego Dam Road entirely, or extend directly west from the intersection at Kelsey Drive to Racine Avenue. The trail (approximately 2 miles) should be separated from the outside edge of the shoulder of the rural roadway by a minimum of nine feet.

Crowbar Drive

A recreation trail is proposed to be located within the right-of-way on the east side of Crowbar Drive from the intersection with the ATC electrical transmission line ROW trail southward to Kelsey Drive. This trail, constructed of crushed limestone traffic bond, is expected to be open to horseback riders. The trail (2.2 miles) should be separated from the outside edge of the shoulder of this rural roadway by a minimum of nine feet.

Future Transportation Facilities

LEGEND

Adopted Ultimate Right of Way Width

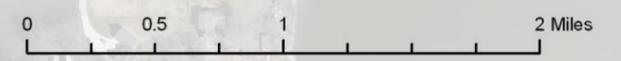
=====	210' ULTIMATE	=====	60' PROPOSED
=====	120' ULTIMATE	-----	66' ULTIMATE
●●●●●	100' PROPOSED	=====	60' ULTIMATE
=====	100' ULTIMATE	=====	Private
=====	80' ULTIMATE	☼	GATEWAY

Future Facility Notes

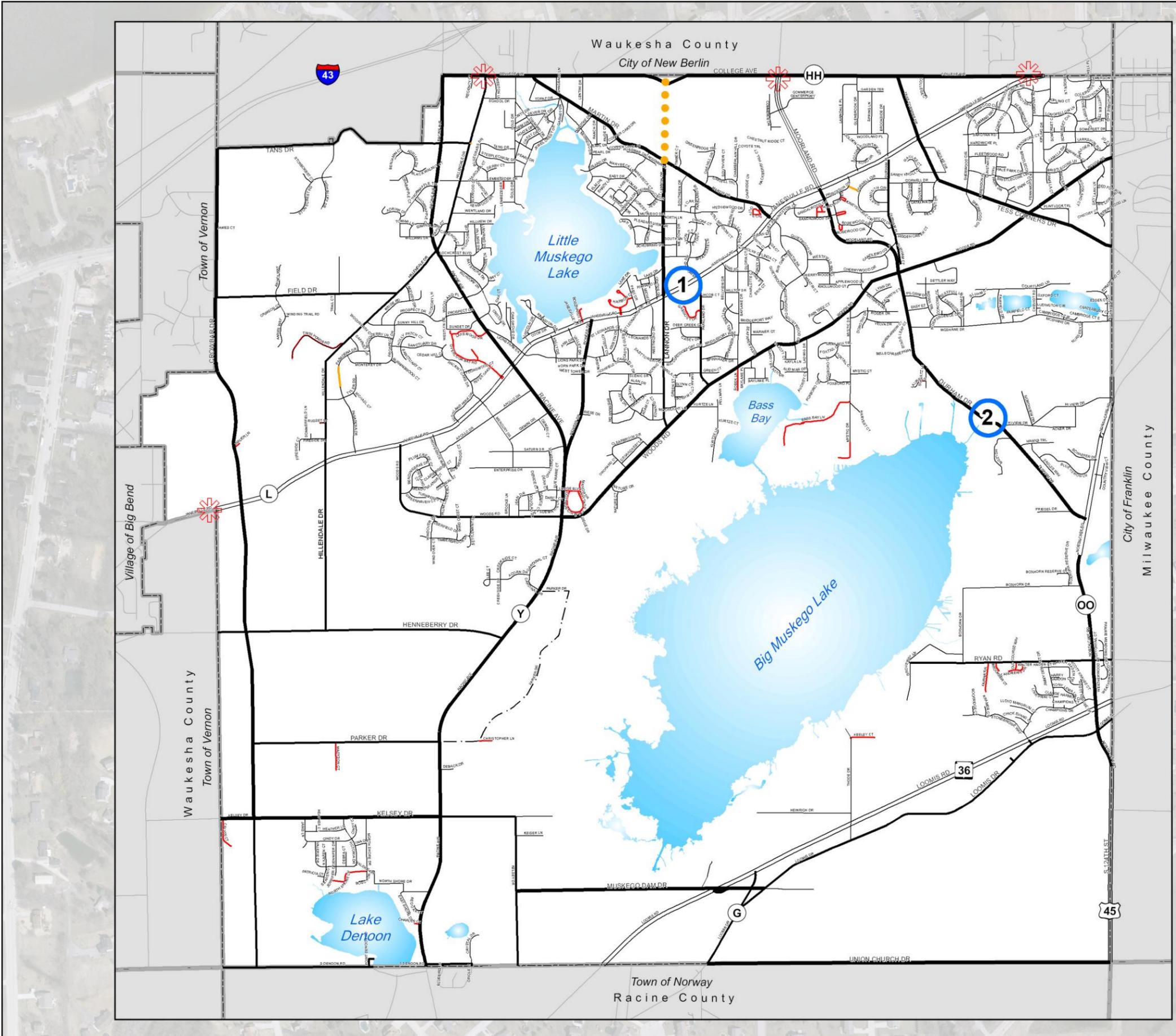
- 1** Waukesha County will reconstruct Janeville Road from Moorland Road to Racine Avenue to 4-lanes between 2011-2012.
- 2** The City of Muskego has budgeted to reconstruct Durham Drive from McShane Drive to North Cape Road (within the existing 2 lanes) between 2010-11.

General Facility Notes

1. Maintain a road improvement program that utilizes capital budget monies for improvements and/or new construction of City roadways and trails. The road program can be changed yearly, but should show improvements desired out to a 5-year period (At least showing tentative improvements). Further, the details on when roads and trails received maintenance, were constructed or reconstructed, or were resurfaced should be maintained by the City via a table or GIS in order for proper future road program budgeting decisions to be made.
2. Budget, at the same time of the yearly road program, to enhance and continually maintain the main gateways to the City so that they are attractively designed (The main gateways of the City are Racine Avenue north, Janesville Road east and west, and Moorland Road north).



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Kelsey Drive

A recreation trail is proposed to be located within the right-of-way on the north side of Kelsey Drive from Racine Avenue to Crowbar Drive. This trail, constructed of crushed limestone traffic bond, is also expected to be open to horseback riders. The trail (1.2 miles) should be separated from the outside edge of the right-of-way of this rural roadway by a minimum of three feet.

Bay Lane Drive

A paved recreation trail is recommended within the right-of-way on Bay Lane Drive. This trail would extend from Janesville Road southward to Woods Road and facilitate pedestrian traffic to Bay Lane Middle School. The trail (1.0 miles) should be separated from the outside edge of the curb of this urban roadway by a minimum of three feet.

Northwest Rural Connections

A 3.3-mile rural trail connection is recommended from Tans Drive and Racine Avenue to an area near Field Drive and Crowbar Road. The trail is proposed to then follow the Crowbar right-of-way south, and resume through the Waste Management site to Janesville Road. This rural connection and those described below may not necessarily follow the exact routes as depicted in Map 3.2.

Southwest Rural Connection

A 3.5-mile rural trail connection is recommended from the Engel Conservation Area to Denoon Park. A portion of this trail will follow Henneberry Drive and a spur will also connect eastward to Racine Avenue along Parker Road.

Big Muskego West Rural Connection

A 3-mile rural trail connection is recommended from north intersection of Racine Avenue and Parker Road to Muskego Dam Road near the Big Muskego Lake outlet channel. This trail will run through portions of the Big Muskego Lake Wildlife Area.

Big Muskego East Rural Connection

A five-mile rural trail connection is recommended from Muskego Dam Road near the Big Muskego Lake outlet channel extending counterclockwise around the lake to Durham Drive near Holz Drive.

2008 Survey

A section in the 2008 Comprehensive Planning Survey was in relation to transportation issues. Recommendations for this element in relation to the 2020 Land Use Plan are based upon the main responses from the survey discussed below.

The survey directed questioning as to the public's thoughts on the interconnection and promotion of recreation trails and the perceived problem transportation areas in Muskego.

The survey returned that a majority (65%) of respondents desired that the City continue to interconnect corridors of bike and pedestrian paths throughout Muskego. Of those agreeing to interconnect path corridors, the most predominant responses stressed by respondents to construct sooner rather than later are found below.

- Durham Drive from McShane south
- Janesville Road from Racine Avenue east
- Along Janesville Road from County Park to Big Bend
- All along Janesville Road
- Around Big Muskego Lake
- Racine Avenue from Janesville Road north to I-43
- Racine Avenue from Janesville Road south to High School
- Racine Avenue from High School south to County border
- North Cape Road

- Field Drive
- Bay Lane Drive
- Connecting schools to neighborhoods
- Connect Denoon Middle School to Muskego High School
- Crowbar Road from Racine County line to Janesville (bike lane)
- All along Woods Road
- Around lakes in general
- Tess Corners Road from College to Woods
- Muskego Dam Drive
- Path connecting Candlewood/Quietwood subdivisions to Moorland Park/Moorland Road
- McShane Drive
- Lannon Drive
- Martin Drive
- Country Brook estates to Meadow Green West Subdivision

The questionnaire referred an inquiry to the community on perceived problem transportation areas within the City as well. The 2020 Committee is looking to formulate specific recommendations that might involve capital projects and knowing where vital traffic infrastructure improvements may be required was critical. The most common responses that were found are discussed below.

Roads

- Upgrade Durham Road
- Sidewalk or bike path along Racine Avenue and Janesville Road
- Re-open Durham at Janesville Road
- Difficult leaving Muskego Elementary on Janesville Road
- Trails on roads around High School – To get Cross Country runners safe

Intersections

- Signals at Janesville/Martin
- Signals at Janesville/Parkland
- Hwy 36/'OO' intersection needs turn arrows on signals
- Intersection upgrade Lannon/Janesville
- Intersection upgrade to Woods /Janesville
- Intersection upgrade to Racine /College
- Intersection upgrade to Field Drive / Hillendale Drive
- Intersection upgrade Racine /Saturn
- Intersection upgrade to Kelsey /Racine
- Signals at Woods/Moorland
- Intersection upgrade to Pioneer /Janesville
- Intersection upgrade to Tans /Racine

Enforcement

- Crowbar Road in front of Lake Denoon Middle School speed enforcement
- Hi-View Drive speed enforcement due to people crossing from Durham to North Cape
- Hwy 36 and Muskego Dam Road speed enforcement
- Woods Road speed enforcement
- Ryan Road speed enforcement
- Mystic Drive speed enforcement

- Speed limit reduction on Janesville Road west of Muskego Industrial Park

General

- No roundabouts
- Encourage roundabout

2020 Transportation Map

This Transportation element recommends several improvements in Muskego in order to provide for safe and accessible interconnected roadways and related transportation facilities. These future improvements consist of: 1. What future connecting roads may be needed to best support the system in the future; 2. What the adopted ultimate right-of-way widths are for the City; and, 3. What road construction improvements may be known that are needed before the 2020-planning year. The recommended future transportation facilities and needs, based on the facts/figures represented in this element above, are found in the attached 2020 Transportation Map (Map 3.5). Further details on these recommendations are found in the goals, objectives, and recommendations section below. Some main observations that came from the 2020 Planning regarding the transportation routes in the community are found herein:

1. There were concerns that certain roadways in the community may become too urbanized. The community wants to ensure that these roadways are reconstructed/maintained in a way that maintains the rural feel while preserving their safety, longevity, and quaintness. These concerns most immediately deal with 100-foot ultimate right-of-way width portions of Woods Road, Martin Drive, and Durham Drive. A key recommendation of this chapter is to investigate alternatives to maintaining a roadway's safety and longevity while ensuring the rural quaintness of Woods Road, Martin Drive, and Durham Drive if reconstruction to a 100-foot ultimate width should become a need in the 2020 planning period for these roads. The community understands that roadway reconstructions are required to support a City's growing population, but examining ways to maintain the City's rural to urban feel during any reconstruction or maintenance of a roadway is a must.

Chapter 4:

Utilities & Community Facilities

The Utilities and Community Facilities Element includes background information, goals, objectives, and recommendations to guide the future development of utilities and community facilities in Muskego. The chapter describes the location, use, and capacity of existing public utilities and community facilities that serve the City and includes an approximate timetable that forecasts the need to expand and rehabilitate or create new utilities and facilities.

The goal of this Utilities and Community Facilities Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Utilities and Community Facilities Goal: Provide efficient and cost effective services, utilities, and community facilities necessary to improve the quality of life of Muskego’s residents, business and property owners, and guests. Supply and coordinate the location of public utilities and facilities consistent with Muskego’s projected growth, resident expectations, and development patterns presented herein.

Existing Utilities and Community Facilities

Sanitary Sewer System

Muskego’s sanitary sewerage facilities are among the most important and complex public works infrastructure affecting health and welfare in the community. Sanitary sewage, if not properly conveyed, treated, and disposed of can spread disease among people and animals; contribute to surface and ground water pollution, reduce property values, and create severe aesthetic nuisances. The City of Muskego is dedicated to providing the community with the highest of sanitary services.

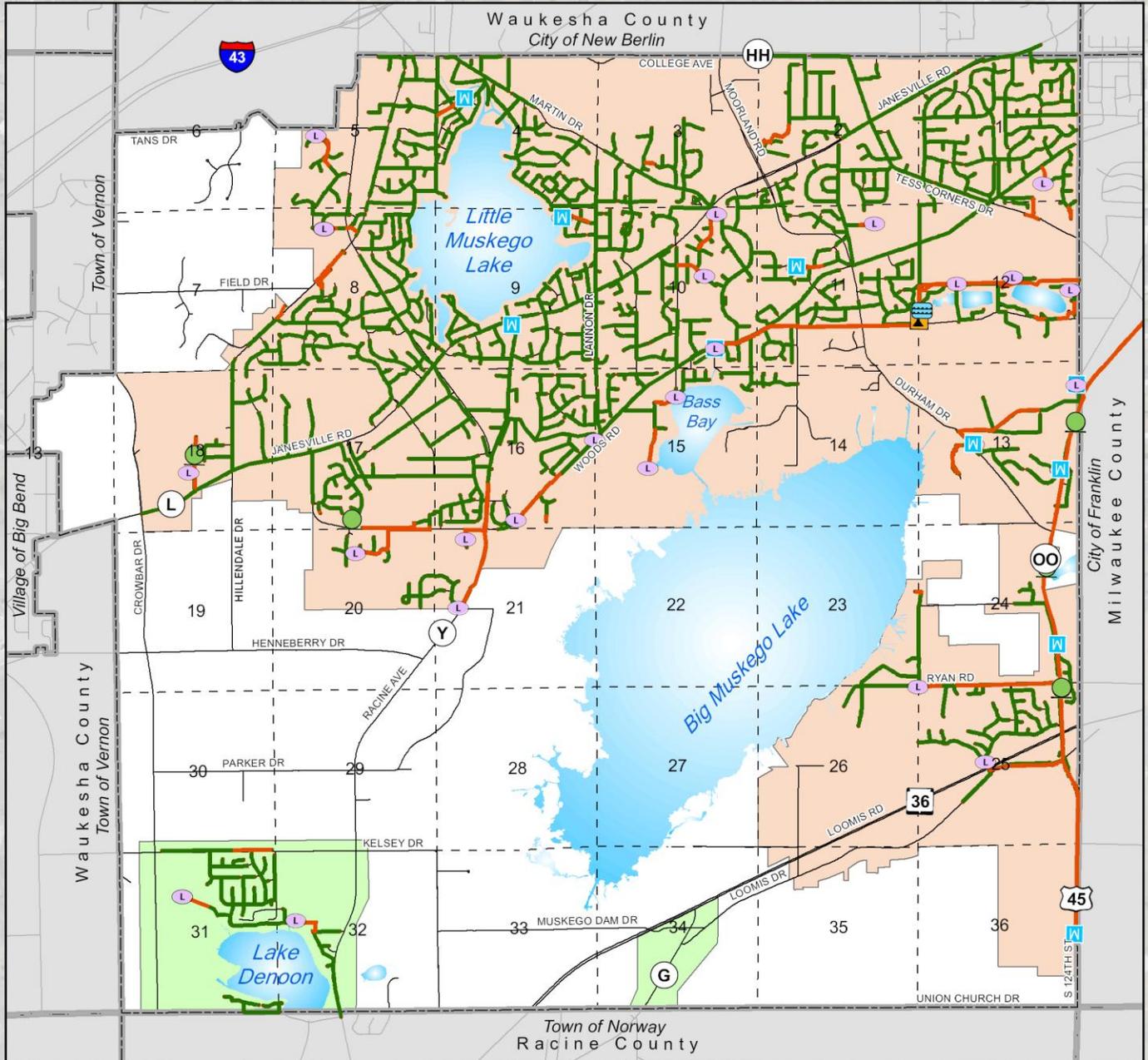
Existing Sanitary Sewer System

Currently the City is within two sewerage districts: The Milwaukee Metropolitan Sewer District (MMSD) and the Town of Norway Sanitary District (TNSD). Those parcels outside of the sewer district boundaries utilize private sanitary systems regulated by Waukesha County. However, it should be noted that some parcels within a sanitary district boundary may not receive public sanitary service and are on private service due to proximity to public service. MMSD and TNSD are discussed further below.

The Milwaukee Metropolitan Sewer District covers a majority of the Muskego community throughout the north, east, and southeast portions of the City. MMSD is a regional governmental agency providing wastewater treatment and flood management services for 28 municipalities in Southeastern Wisconsin serving over 1.1 million people in a 411 square mile planning area. MMSD has developed a 2020 Facilities Plan (2020 FP), which identifies the facilities, programs, operational improvements, and policies (FPOPs) required by the year 2020 to meet the existing regulatory framework and permitting requirements. The MMSD 2020 FP sets forth ongoing investments and facilities improvements to be made in order to provide a target level of protection (LOP) for sanitary sewer overflows (SSO) and adequate treatment under the projected 2020 population and land use conditions. In addition, the plan calls for measures to be undertaken by municipalities served by MMSD to prevent increases in infiltration and inflow (I/I) through the plan design year. The primary focus of the 2020 FP is to achieve the highest level of water quality improvement in the most cost-effective manner while meeting MMSD's regulatory requirements. The City of Muskego is actively involved in the 2020 MMSD Facilities Plan in

order to assure adequate sanitary services are planned for. Map 4.1 displays areas in the City currently served by MMSD and the existing MMSD sewer service boundary. The sewer service boundary dictates what areas the MMSD system can serve if adequate infrastructure reaches those points when developed in the future.

Map 4.1



LEGEND

Sanitary Sewer Services Areas

- Muskego
- Norway

Sanitary Sewer

- Force
- Gravity

Sanitary Structures

- Diversion Structure
- Lift Station
- Pump Station
- Storage Tank
- Surge Tank
- Wet Well



0 0.5 1 2 Miles

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The Town of Norway Sanitary District in Muskego is limited to parcels surrounding Lake Denoon in the southwest portion of Muskego. The City has an agreement setup with the TNSD of what areas in Muskego may receive sanitary service. No future facilities plan regarding Muskego exists for the TNSD. A recommendation of this element is that the City researches the future of this sanitary district to ensure that Muskego receives the best benefit possible. The district surrounds Lake Denoon and other important environmental areas making public sewer a benefit to the lands surrounding in order to avoid future contaminations. Map 4.1 shows the current sanitary district boundaries.

Muskego maintains a large network of sanitary facilities, which are constantly maintained and improved as new development and redevelopment occurs. Map 4.1 also displays the basic sanitary system network in place within the City. The City utilizes an annual Capital Improvement Program to ensure that proper maintenance and upgrades to the sanitary system take place. Further, the City works with individuals when new developments are proposed that require new infrastructure. The City makes certain that new infrastructure is properly sized and constructed to fit within the current sanitary facility system. At times, Muskego requires and finances upgrades to developer driven utility installations in order to guarantee future needs are met within the City network.

Future Sanitary Sewer System Needs

In order to plan for proper sanitary facilities, Muskego contracted the service of Ruekert and Mielke in 2007 to complete a *Sanitary Sewerage Facilities Plan* that provides the City with a sanitary sewerage system plan that will adequately serve the planned land use pattern of Muskego under full “build-out” land use condition scenarios. The Plan will aid the community in appropriately scheduling upgrades to current sanitary facilities while also aiding in constructing the appropriate facilities for new developments as the City expands the sewer system into the more rural areas. The plan provides inventory; analysis and forecasting; plan design; plan testing and evaluation; and plan selection and implementation. The main sanitary facility recommendations that were found to support the future land uses within the City are as follows:

- Install gravity main relays for the future Mill Valley development around Racine Avenue and Tans Drive with the eventual installation of a new lift station (Only If development requires by or around 2020 AND if the City Council allows).
- Develop a second connection to MMSD and upgrades to the Woods Road/Sandy Beach lift station (If development requires around 2020 or beyond).
- Establish sewer service to the south and southwest part of the city. This would include a series of lift stations and a possible upgrade to the Loomis Rd lift station (When development requires need).

Water Supply and Service

Muskego is lucky to have a vast water resource. While surrounding communities struggle to find a reliable source of good water for now and into the future, the City of Muskego is fortunate to be located over what is known as the Troy Bedrock Valley. This Troy Bedrock Valley was gouged through the bedrock by glaciers. The glaciers melted and deposited the sand and gravel that now provide a reliable supply of good quality water that is easily accessed. Muskego utilizes groundwater for its public and private water supplies and the water utility has wells scattered throughout the community. The utility continues to identify identified and secure new well locations as land develops around the community. This water source will be able to meet Muskego’s water needs far into the future for residents and businesses alike.

In order to plan for proper water facilities, Muskego contracted the service of Ruekert and Mielke in 2007 to complete a *Report on Water Supply Facilities*. The report purpose is to evaluate the current

Chapter 4: Utilities & Community Facilities

supply and storage facilities of the City Water Utility and to provide direction regarding future facilities required to maintain a safe and dependable supply of water for the City customers. Recommendations are made in the plan, and found herein, as to what facility upgrades will be needed to handle the projected 2020, 2035, and ultimate build-out Muskego water demands.

Existing Water System

The existing water system consists of ten well pumping stations, two elevated tanks, one booster pumping station, and over 62 miles of water main. There are also two partially completed wells (Wells No. 9 and No. 13) awaiting decisions on pumping station design prior to completion. Map 4.2 shows the current water facilities and descriptions as of 2007.

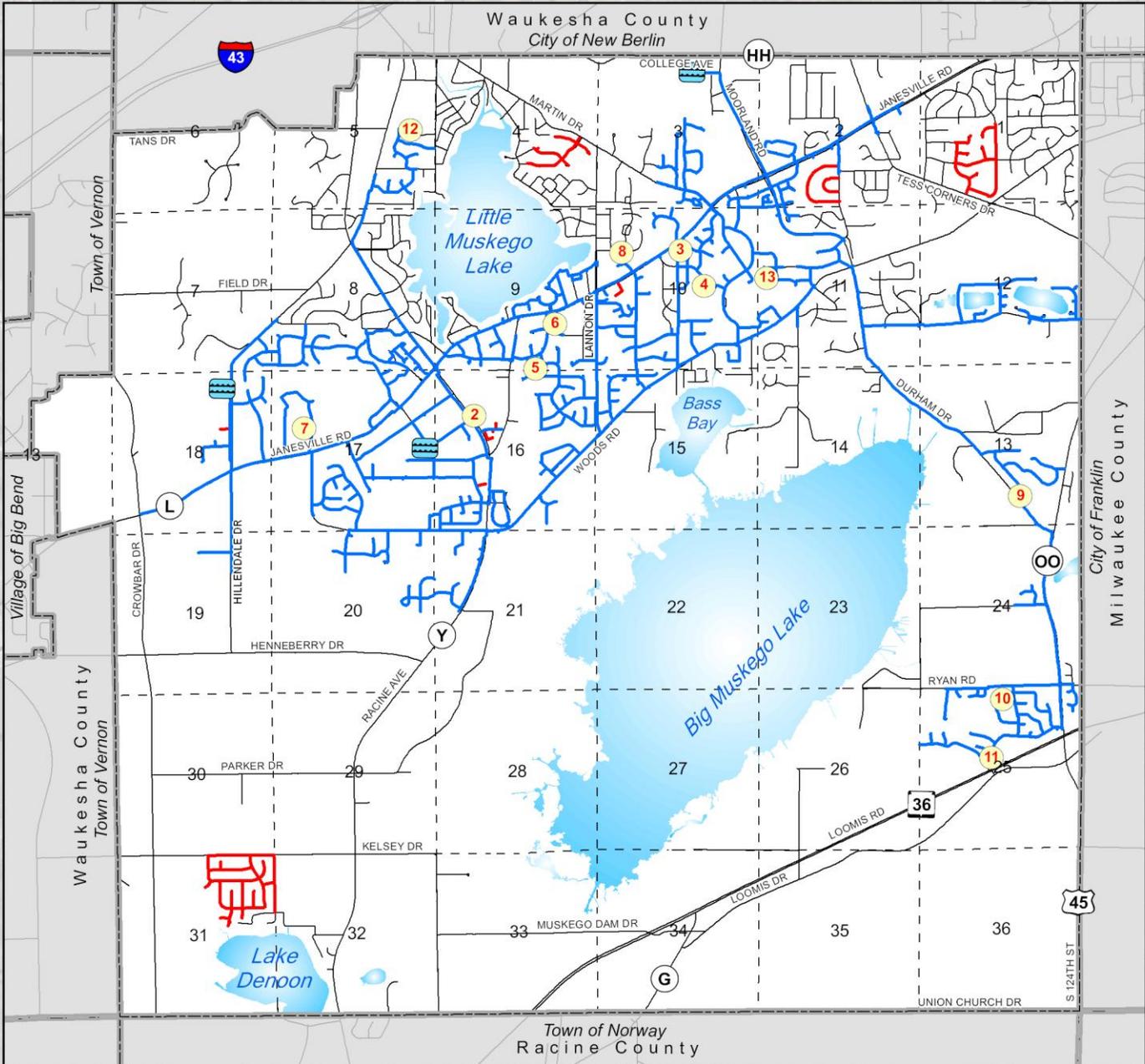
Future Water System Needs

Water supply requirements are generally determined based on projections of future population and land use. By defining the way a community is expected to grow or change, water consumption characteristics can then be applied to the changes and new water use patterns and facility adequacy can then be determined. The future water supply needs in Ruekert and Mielke's *Report on Water Supply Facilities* are based upon a compilation of previous water use patterns and trends for the City based on historic consumption data gathered from annual Public Service Commission (PSC) reports. Analysis of these trends allows predictions of future water use per capita, per customer and per acre developed. These are then applied to the proposed population and land use patterns to develop water demand projections. Supply and storage requirements are assessed for the current makeup of the water distribution system under existing demands and also under the projected years 2020, 2035, and ultimate water demands. The current and future water demands of the system are outlined based on land use development projections. These demands are then used to evaluate the adequacy of the existing water supply facilities and aid in the recommendations for future facilities. Map 4.3 displays the future water supply needs of the community based upon the results of the report. The main water supply facility recommendations that were found to support the future land uses within the City are as follows:

- Develop Well No. 13 within the Quietwood East Subdivision (2008).
- Build an elevated water storage facility along the Moorland corridor around the Muskego/New Berlin border (2008/2009)
- Abandon wells 5 and 12 due to water quality problems (by 2012).
- Develop Well No. 9 along Durham Road south of the Big Muskego Estates Subdivision (by 2012).
- Develop new booster station to serve Racine Avenue/Hillendale Drive and Mill Valley areas (If development requires by or around 2020 AND if the City Council allows).
- Build an elevated water storage facility in the Mill Valley Elementary School area along Racine Avenue and Tans Drive.
- Develop a future well (#14) east of Durham Drive and south of McShane Drive around Bluhm Park (If development requires by or around 2020).
- Develop ground level or buried storage in southeast part of City ((If development requires by or around 2020).
- Continue to identify possible well sites on new developments and bank these sites for future use. Particularly in the southwest and northwest areas of the City (Ongoing).
- Develop water main extensions to enhance system (Ongoing).

Overall, many recommendations resulted from the *Report on Water Supply Facilities*. Each are used in deriving the recommendations found in the Land Use element of this Comprehensive Plan.

Map 4.2



LEGEND

-  Public Water Mains
-  Private Water Mains
-  Well
-  Water Tower



0 0.5 1 2 Miles

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Chapter 4: Utilities & Community Facilities

Water Disaster Scenario

In the event the City of Muskego vast water resources were to diminish or become contaminated in the future, the community does have alternatives. Being a community adjacent and containing the watershed tributary to Lake Michigan, Muskego can petition the State of Wisconsin to tap into this freshwater resource. The Great Lakes Water Pact from 2008 allows this as a possibility. Muskego doesn't intend to need to go to this next step, but it is reassuring that possibilities do exist.

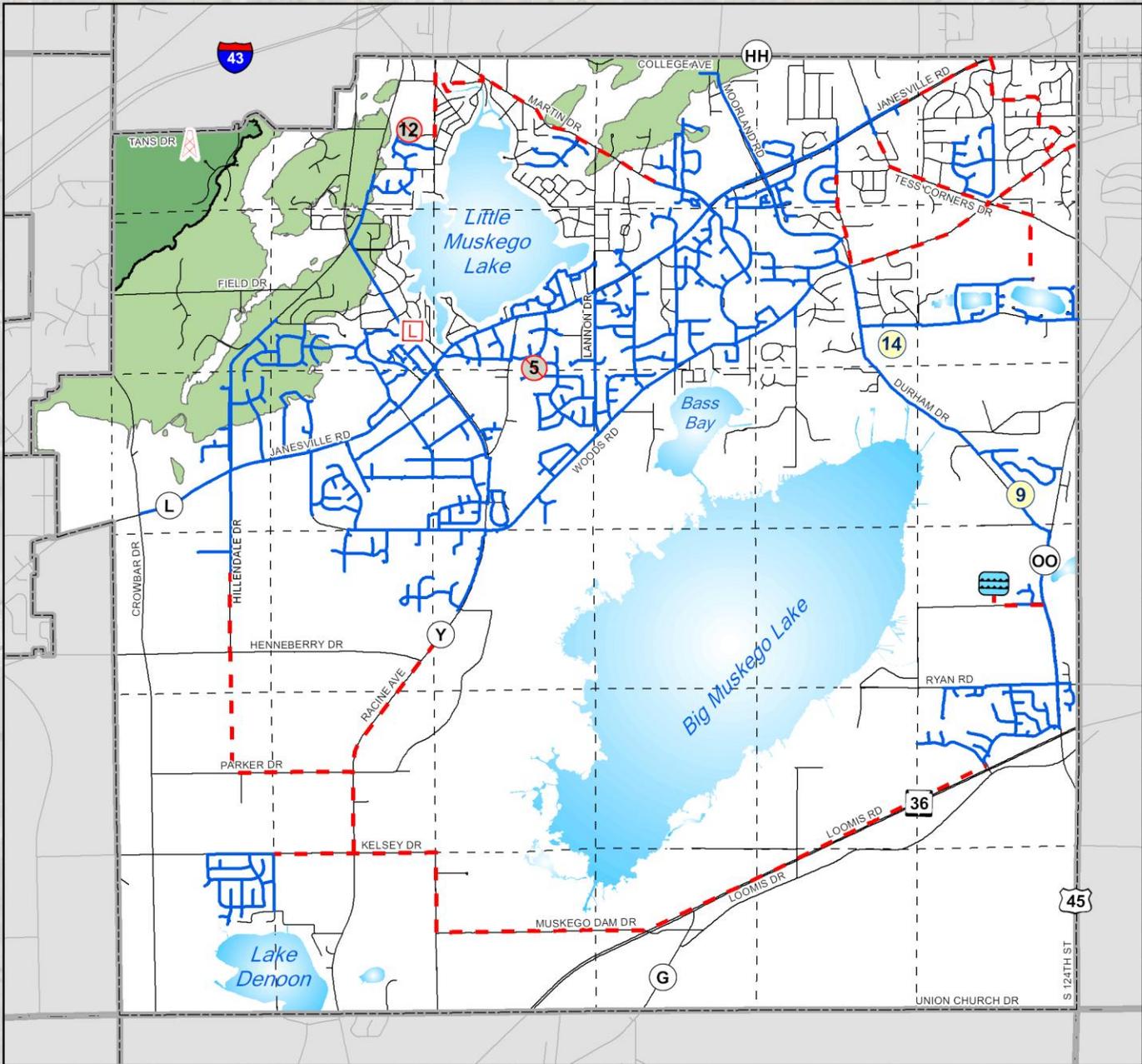
Wellhead Protection Ordinance

Since the residents of the City of Muskego depend exclusively on groundwater for a safe drinking water supply, it is recognized that certain land use practices and activities can seriously threaten or degrade groundwater quality. Thus, a wellhead protection zoning ordinance is adopted in the City to protect the City of Muskego's municipal water supply and well fields.

The regulations specified by the zoning district apply to all lands that lie within the five year Time of Travel (TOT) of each City of Muskego municipal well or 1,200 feet minimum, within the City of Muskego corporate limits, and have a well head protection area delineated in a Well Head Protection Plan accepted by the City. The zoning district specifically allows and prohibits various land uses within the protection area. Some of the prohibited uses are as follows: Animal waste storage facilities; Asphalt products manufacturing; Bulk fertilizer and pesticide storage facilities; Bus or truck terminals; Dry cleaning facilities; Electroplating; Exterminating shops; Garage and vehicular towing, Gas stations; Hazardous and toxic materials storage and use; Hazardous and toxic waste facilities; Junk yards or auto salvage yards; Landfills or waste disposal facilities; Non municipal spray wastewater facilities; Non municipal wastewater treatment facilities; Paint and coating; Public and municipal maintenance garages; Radioactive waste facilities; Salt Storage; Seepage and/or sludge spreading; Tire and battery services; Underground storage tanks; Vehicle repair establishments; including auto body repair; Waste Transfer Stations.

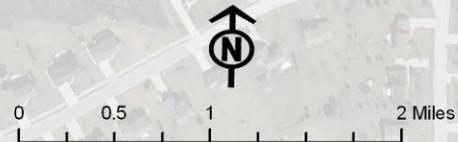
Future Water Facilities

Map 4.3



LEGEND

-  Existing Water Mains
-  Future Transmission Main Routes
-  Future Proposed Well Site
-  Future Abandoned Well
-  Future Potential Storage Site
-  Future Booster Station
-  Future Tower
- Boosted Areas**
-  864' Contour
-  964' Contour



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Watersheds

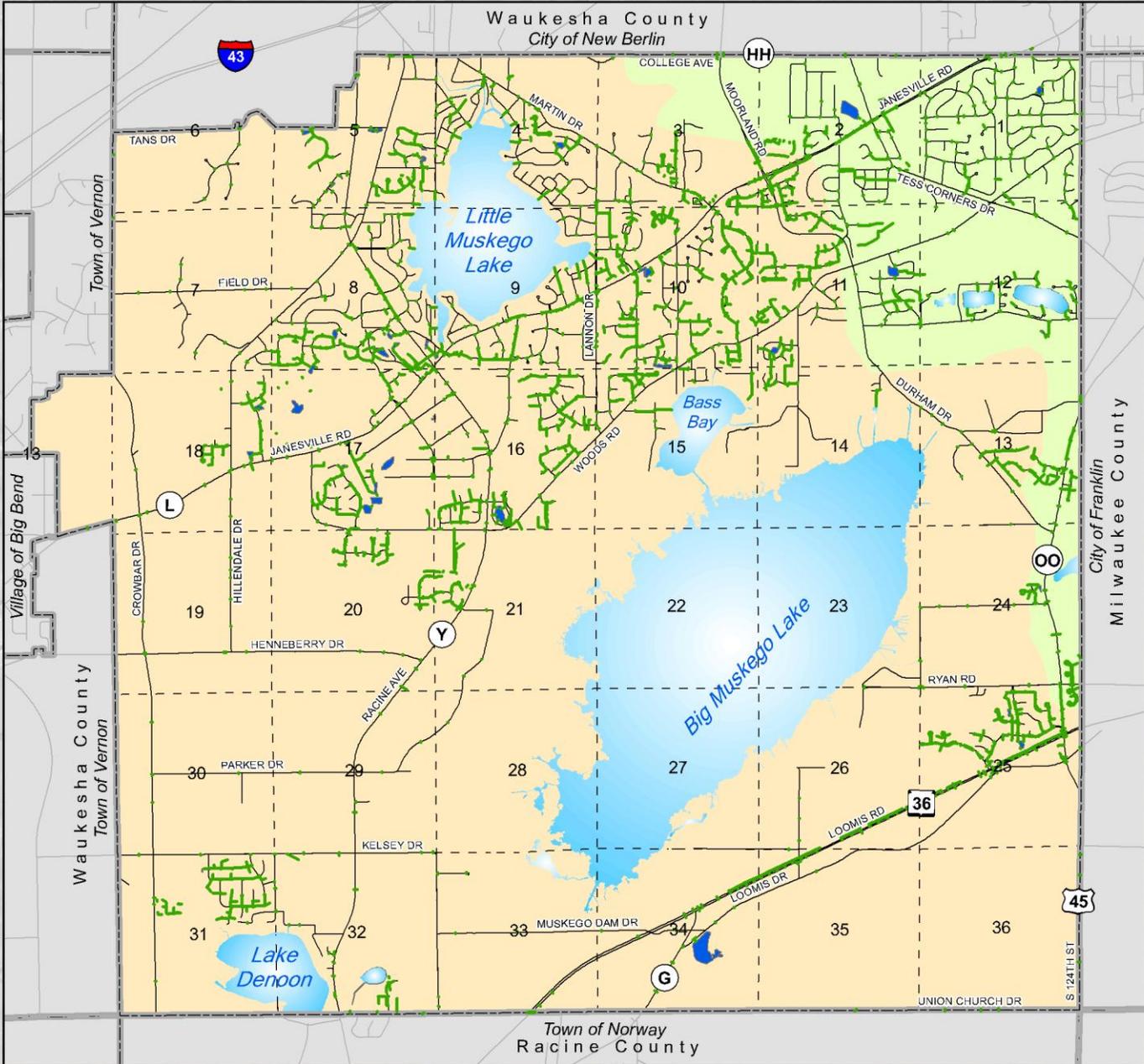
Muskego is located along a sub-continental divide and is broken up into two distinct watersheds, the Illinois Fox watershed (west of the divide) and the Root River watershed (east of the divide). Map 4.4 shows where the divide and the watersheds are in relation to the City boundaries and lakes. Waters to the east of the divide flow towards Lake Michigan and the Atlantic Ocean Basin. Lands to the west of the divide flow towards the Gulf of Mexico. The City's four major lakes drain through the Illinois Fox watershed into the Gulf of Mexico via the Fox River, Illinois River, and Mississippi River. Tess Corners Creek is in the Root River watershed that drains into the Atlantic via the Great Lakes.

Stormwater Drainage

Stormwater drainage is critical in Muskego due to the many environmental features that can be affected by uncontrolled runoff. Storm sewers serve older parts of the City while newer parts of the City rely more on natural and manmade drainage ways. Map 4.4 depicts the City's current manmade stormwater facilities in place. The map also displays where stormwater facilities may displace stormwater per the watersheds in the community.

Stormwater detention and retention facilities are more common in newer developments, as a majority of these developments require retention facilities that meet the City's Chapter 34 Stormwater Management Ordinance. The purpose of the Chapter 34 ordinance is to set forth storm water requirements and criteria which will prevent and control water pollution, diminish the threats to public health, safety, welfare, and aquatic life due to runoff of storm water from development or redevelopment.

Map 4.4



LEGEND

-  Stormwater Mains
-  Stormwater Ponds
-  Middle Fox River - Illinois Watershed
-  Root River Watershed



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Planning Department



Chapter 4: Utilities & Community Facilities

It is the general intent of the City of Muskego that the Chapter 34 Stormwater ordinance achieve its purpose through:

- Regulating long-term, post-construction storm water discharges from land development activities
- Controlling the quantity, peak flow rates, and quality of storm water discharges from land development activities
- Providing services to maintain and enhance the quality of life within the community. To this end the City of Muskego will manage storm water to protect, maintain and enhance the natural environment; diversity of fish and wildlife; human life; property; and recreational use of waterways within the City of Muskego.
- This chapter implements the Milwaukee Metropolitan Sewerage District Chapter 13 rules on release rates for development creating more than a minimum amount of new impervious surface, as amended from time to time, to reduce the probability of increased regional floods as the metropolitan area approaches full build out forecast for 2050.

A recommendation of this chapter is to continue to require that stormwater management must be constructed for developments and land divisions per the City's Chapter 34 Stormwater Management Ordinance.

Solid Waste Disposal and Recycling Facilities

Veolia Environmental Services provides residential garbage and recycling services. Residential garbage is collected weekly, and recyclables, bi-weekly. Private haulers provide commercial waste services.

Community Facilities (See Map 4.5)

City Hall

The City Hall Complex, last renovated in the fall of 2001, is located at W182 S8200 Racine Avenue, just south of Janesville Road. All departments within City Government are located in this complex, with the exception of Public Works and Utilities, the Library, Parks Garage, and the Police Department.

The Economic Development Element of this *Plan* elaborates further, but it should be noted that a recommendation of this *Plan* is to always attempt to keep the City facilities together in order to maintain the efficiencies of City government. When future facilities look to renovate/expand/move, a cost benefit analysis should be completed to ensure that the need isn't better suited where the majority of the facilities currently are or if the moving all the facilities may not be a better fit.

City Government

The City of Muskego has a full-time mayoral form of government. The Mayor serves three-year terms as the City's Chief Executive, and oversees the Community's day-to-day operations. The Mayor is responsible for ensuring that all City ordinances and State laws are executed consistently and fairly. The Mayor presides at meetings of the Common Council and ratifies all Council actions.

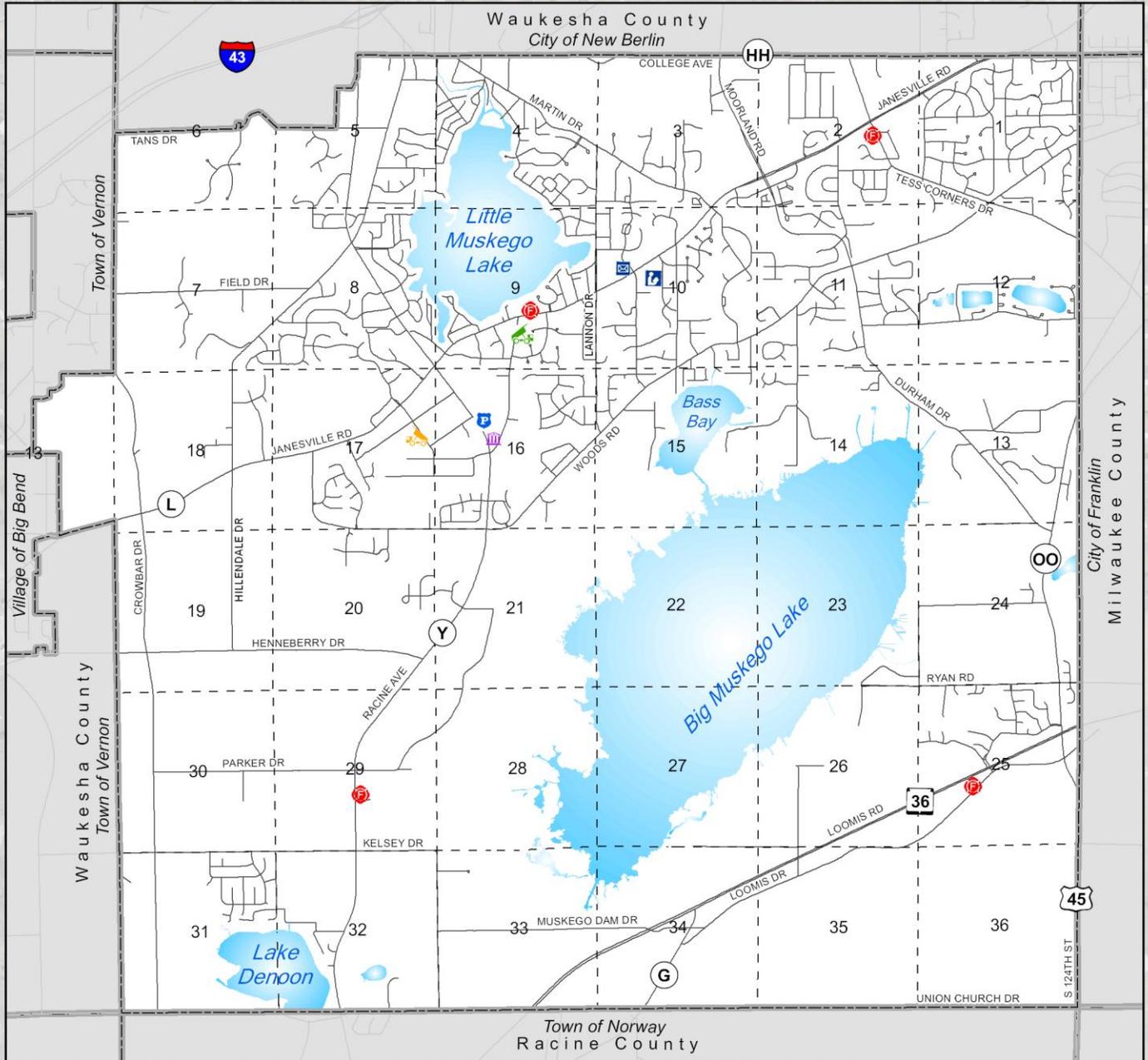
The Common Council consists of seven (7) elected officials from seven (7) aldermanic districts. The Alderman serve two-year terms and are elected on a separate cycle to ensure adequate leadership (three alderman are up for election one year and four are up for election the next year). The Common Council meets the 2nd and 4th Tuesdays of each month within the Muskego Room at City Hall.

In addition to the Council, the City has the following City Boards, Committees, and Commissions:

- Committee of the Whole

- Planning Commission
- Police and Fire Commission
- Public Utilities Committee
- Public Works Committee
- Finance Committee
- CDA - Community Development Authority
- Mayor's Task Force on Economic Development
- Park and Recreation Board
- Conservation Commission
- Library Board
- Board of Appeals
- Teen Advisory Board
- Ad Hoc Senior Committee
- Little Muskego Lake Rehabilitation District
- Big Muskego Lake Protection District
- SEPI Landfill Committee

Map 4.5



LEGEND

- Police Station
- Fire
- Library
- Post Office
- City Hall
- Public Works Garage
- Parks Garage



0 0.5 1 2 Miles

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Planning Department



City Staff and Departments

The City of Muskego employs 128 people on a full-time basis and 11 on a part-time basis in 13 departments. A department head oversees each individual department's operations and a City Administrator oversees operations of all City Hall employees.

The following departments make up the City of Muskego structure:

Administration: The Administration office houses the offices of the Mayor and City Administrator. The guidance and oversight of all other departments within the City is derived through the administration office. The Administration office can be reached at (262) 679-5675.

Assessor: The City Assessor is responsible for discovering, listing, and applying values to all taxable property, both real and personal, in the City of Muskego. The Assessor values property as of January 1 of each year. This value is in accordance with the highest and best use permitted under existing zoning and building codes. The Assessor's office can be reached at (262) 679-4143.

Clerk-Treasurer: The Clerk-Treasurer performs the City Clerk and Treasurer duties according to applicable ordinances and statutes, supervises related clerical and administrative support staff, administers Common Council policies, and provides administrative guidance and support to the Common Council and department heads. The Clerk-Treasurer office attends, records, and transcribes minutes of Common Council, Committee of the Whole, Big Muskego Lake/Bass Bay Protection and Rehabilitation District, and Board of Review Meetings; prepares Council resolutions and ordinances; conducts all elections and voter registration; issues all licenses; collects all taxes, assessments and other fees; prepares for the tax levy, tax rate, statement of assessments and statement of taxes. The Clerk-Treasurer also maintains selected City records, processes contracts, leases and agreements, claims and lawsuits, administers oaths, and serves as a liaison between the public and the governing body. The Clerk-Treasurer can be reached at (262) 679-4100.

Community Development Department Building Inspection: The Community Development promotes and maintains the careful and sustainable development & use of land in the City of Muskego. To accomplish this, the Department is involved in both short and long-range planning. This effort includes reviewing and documenting development, engineering & capital infrastructure planning, economic development, land/geographic information systems, inspections, zoning/code enforcement & compliance, conservation and natural resources, and disseminating this information to the public. The Community Development Department is comprised of the service areas below and all areas can be reached at (262) 679-4136 or (262) 679-4145:

- The *Planning Services Division* is responsible for all land-use planning functions of the City. The Division's purpose is to facilitate the most appropriate use of land within the City.
- The *Building/Inspection Services Division* oversees the City's built environment, ensuring that each structure in the city is built and maintained according to State safety standards. Find links herein to the information you need to know when building a new structure.
- The *Engineering Services Division* duties fall under the following categories: Development Review, Construction & Field Services, Utilities, Streets & Transportation, and Storm Water Management. Engineering staff works on reviewing plans for new and existing developments.
- The Conservation Services Division employs the City Conservation Coordinator in order to oversee the City of Muskego's urban forestry, lake management, and conservation efforts.
- Economic Development: Muskego Economic Development promotes Muskego, Wisconsin as a vibrant business location to new businesses and works to provide opportunities to retain current businesses.

Finance Department: The City's Finance Department is responsible for the City's financial administration, including all accounting and payroll functions, sewer and water utility billings and refuse/recycling billings. The Department compiles the City's operating and capital budgets, and prepares the City's financial reports. The Finance Department can be reached at (262) 679-5646

Parks and Recreation: The Parks and Recreation Department is responsible for maintaining the City's parkland and open spaces. In addition, the department maintains all City recreation equipment, designs recreation programs, and coordinates all recreational activities. Activities are offered for all ages, lifestyles, and tastes. The Recreation Department is located in City Hall, and can be reached at (262) 679-4108. Program information is available from the 24-hour recording line, (262) 679-5645. The Parks' garage is located at W180 S7732 Pioneer Drive.

Future expansion of the City parks garage along Pioneer Drive has been identified by the department to take place sometime during the planning period of this *Plan*. The department anticipates adding onto the garage structure towards Pioneer Drive with additional garage and office space. Having the full parks staff offices at this location is a possibility. A study for this need is recommended by this Plan as City growth dictates or before the year 2013.

Police Department: The Police Department is responsible for the protection of lives and property in the City. The Police Department has over 35 sworn officers and 11 civilian personnel. The Police Department participates in numerous crime prevention and community outreach programs yearly. Officers undergo regular training and supplementary courses. The Police Department is located across from City Hall and can be reached at 911 (Emergency only) or (262) 679-4130 for non-emergencies.

Public Utilities Department: The Public Utilities Department is responsible for the operation and maintenance of the City's sewer and water utilities. The Public Utilities Department is located at the City Garage, W189 S8235 Mercury Drive, Muskego WI 53150. The phone number is (262) 679-4128.

Public Works Department: The Public Works Department is responsible for the maintenance of City streets and bridges, which includes snow removal and ice control, storm sewers, and City right of ways. The Public Works Department is located in the City Garage, W189 S8235 Mercury Drive, Muskego WI 53150. The phone number is (262) 679-4128.

Future cold storage needs are identified by the department for 2009 - 2013. The department anticipates building the cold storage, on the current occupied land or on an adjacent parcel, in conjunction with the Police Department, which has similar needs.

Library Services: The Muskego Public Library, located at S73 W16663 Janesville Road, was built in 2000. It is a member of the Waukesha County Federated Library System. The collection includes over 91,000 books, magazines, newspapers, pamphlets, books on cassette, videotapes, and other audio-visual media. They also feature eBook readers, downloadable books, and 30 public-access computers. Both telephone and in-person reference services are offered, as well as interlibrary loan and access to WISCAT, the statewide database. Membership in the Waukesha County Federated Library System gives Muskego Library patrons access to 16 public libraries in Waukesha County. Course schedules, tax forms, and a photocopy machine are also available. Children's services include school story hour and summer programming. The Muskego Public Library is open Monday- Thursday 9 am – 9 pm, and Friday-Saturday 9 am - 5 pm. The Library can be reached at (262) 971-2100.

Post Office

The City of Muskego Post office is located at S74w17000 Janesville Rd operating Monday thru Saturday. The current office is within a small strip mall within Muskego's downtown. The post office recently signed a long-term lease and looks to stay in the current location due to the central proximity in the City.

Fire Protection and Emergency Services

Fire service in Muskego is delivered by one volunteer fire company that also provides emergency service functions for the entire jurisdiction. Overall, Muskego has an authorized strength of approximately 120+ personnel. Stations are located at W1835 S8150 Racine Avenue, S76 W17850 Janesville Road, W144 S6731 Tess Corners Drive, and S100 W13444 Loomis Drive (See Map 4.5).

A Fire Study was completed for the City by TriData in April 2007. The study incorporated response time studies for fire and emergency medical services (See Figures 4.1 and 4.2). Overall, the fire and emergency service responses for the City were found to be in good order.

Tornado Warning Siren System

The City of Muskego has a citywide weather siren warning system. The eleven sirens are located at strategic sites throughout the City to alert citizens of a tornado warning. The sirens were located to ensure adequate coverage. Each siren site was selected in consideration for the overall coverage of the City, the population, the resident sound decibel safety level, installation access, service access, site power, topography, and sound coverage obstructions. Each siren is mounted on a 45-foot high wooden pole and connected to electrical service, either overhead or underground, as the site permits. The system is activated by the Police Department dispatch center. Map 4.6 shows the locations of the sirens in the City.

Figure 4.1

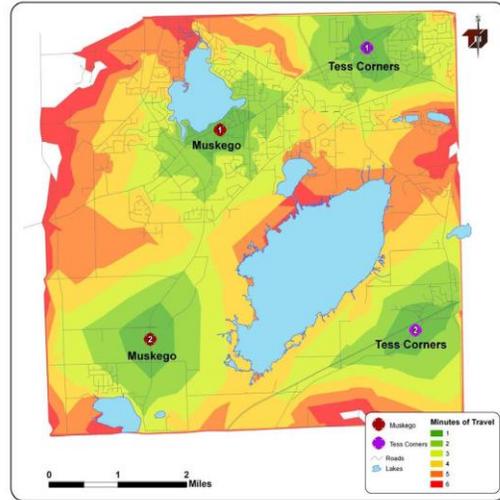
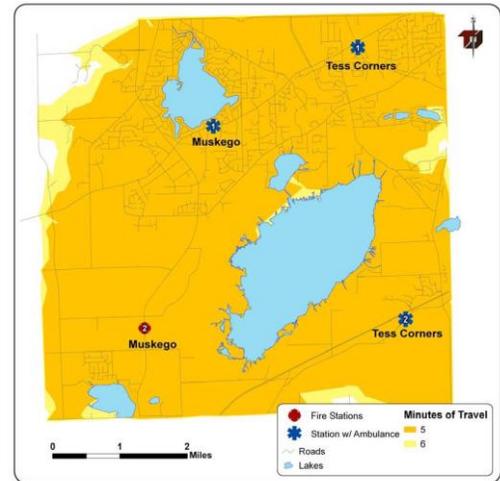
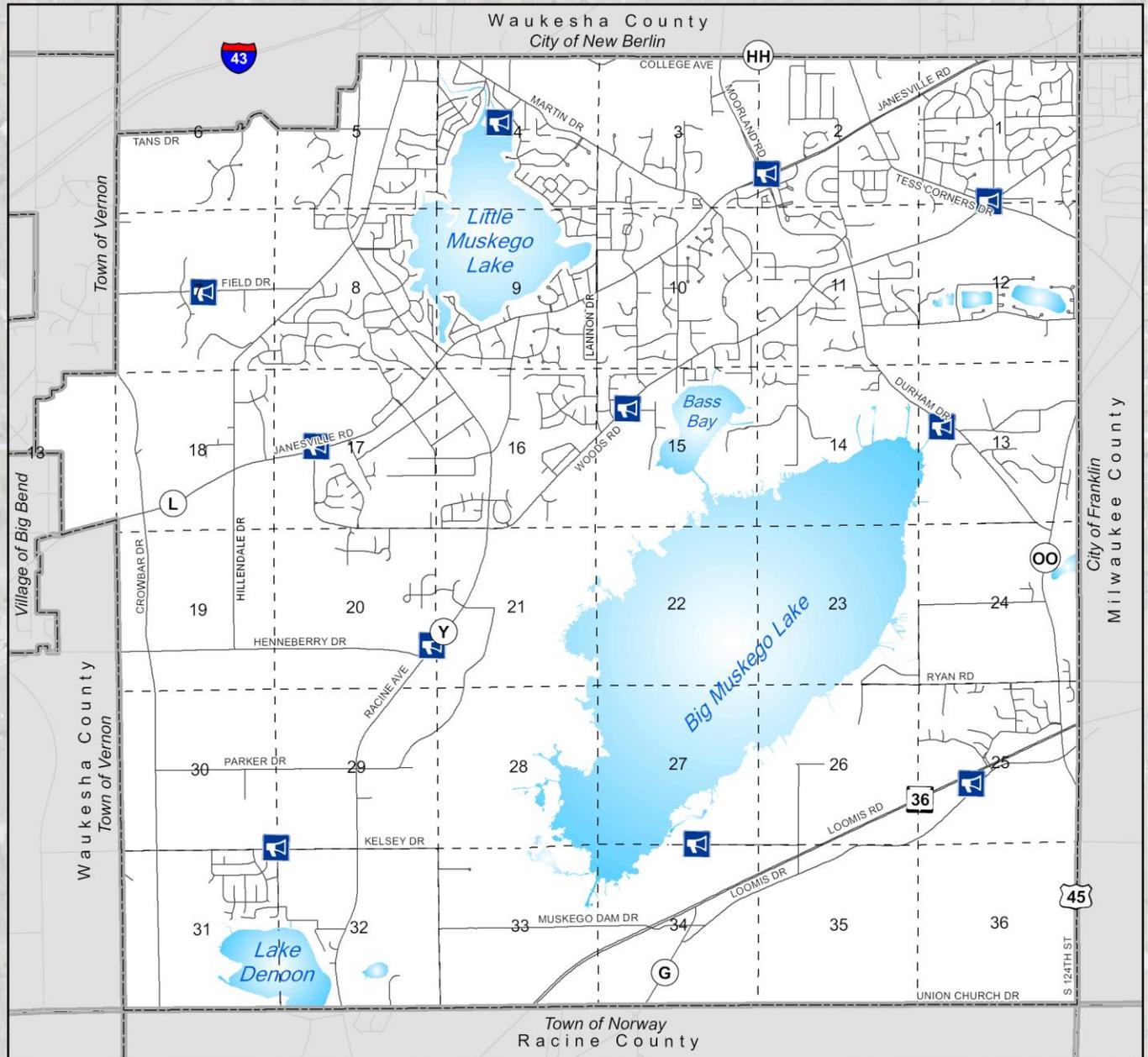


Figure 4.2



Weather Emergency Sirens

Map 4.6



LEGEND

 Weather Emergency Siren



0 0.5 1 2 Miles

Created by City of Muskego
Planning Department



Law Enforcement

The Muskego Police Department is located across from City Hall at W183 S8150 Racine Avenue. The Department is comprised of over 35 sworn law enforcement officers, which include: One (1) Chief of Police, two (2) Captains, (5) Lieutenants, three (3) Patrol Sergeants, one (1) Detective, one (1) Community Resource Officer, three (3) School Liaison Officers, and twenty-four (24) Patrol Officers. Aside from the sworn staff, the Muskego Police Department employs eleven (11) non-sworn support staff, including the Administrative Assistant and telecommunicators/clerical/court personnel. The Department staffs each duty shift with a minimum staffing requirement of four uniformed officers to serve the thirty-six (36) square mile City.

Muskego Police are actively involved in the community providing many different programs including the following:

Community Resource Officer: The Community Resource Officer provides community outreach, crime prevention and safety programs that are offered to the community including: Neighborhood Watch, Business Watch, Crime and Community Information, Home & Business Security Surveys, Child Identification Program, Stranger Awareness, Bicycle Safety and Registration, Crime Stoppers Liaison, and Community Group Liaison.

Neighborhood Watch Program: The Program is designed to educate and coordinate the citizens in crime deterrence and detection. In a Neighborhood Watch Program, persons are shown: 1. Proper security measures and devices, and 2. How to be effective reporters of suspicious persons, vehicles, and activities. Recognizing suspicious activity is the key to crime prevention. Neighborhood Watch is simply neighbors looking out for each other.

Drug Abuse Resistance Education: D.A.R.E. is a collaborative effort by D.A.R.E. certified law enforcement officers, educators, students, parents, and the community. This educational program takes place in the classroom and is designed to prevent or reduce drug abuse, violence, and gang involvement among youth.

Law Enforcement Explorer: In the spring of 2003, the Muskego Police Department decided to sponsor a Law Enforcement Explorer Post. Exploring is a subsidiary program of the Boy Scouts of America. It is open to young men and women ages 14 to 20 who have an interest in particular fields such as law enforcement. The intent of law enforcement exploring is to educate and involve youth in police operations, to interest them in law enforcement functions whether they enter police work or not. Through involvement, the explorer program establishes an awareness of the complexities of police service.

Citizen's Academy: The Citizen's Academy is a special outreach program for Muskego residents and workers. The course will provide an in-depth look at Police Department operations in keeping with a commitment to Community Policing. Topics covered include criminal investigation, the patrol function and techniques, traffic crash investigations, records and communications, arrest, search and seizure and many others. Instruction consists of lectures, demonstrations, tours and active student participation. The course closely follows the actual training police officers undergo.

The Muskego Police Department is currently very limited in space and the future growth of the City appears to warrant an expansion or rebuild of the Police facilities before the planning period of this *Plan* (Year 2020). More than likely, the current land constraints will not allow an expansion of the current facility, but a full rebuild would be required. A recommendation is set forth that that the Police facility needs be monitored annually and that a feasibility study be completed to determine the best needs and location for a future facility. As stated earlier in this chapter, a recommendation of this *Plan* is to always

attempt to keep the City facilities together in order to maintain the efficiencies of City government. When future facilities look to renovate/expand/move, a cost benefit analysis should be completed to ensure that the need isn't better suited where the majority of the facilities currently are or if the moving all the facilities may not be a better fit.

Emergency Management

The City of Muskego has an adopted Emergency Management ordinance in affect (Chapter 6) along with a supporting Municipal Emergency Operations Plan (MEOP). The ordinance and MEOP were approved in 1999 in order to provide procedures to respond to various types of emergencies or disasters that affect the community. The MEOP sets up an organization team to assess the disaster, organize, and then implement a response to the disaster. The current MEOP is out of date in regards to the roles, responsibilities and contacts of the Municipal Emergency Management Team (MEMT). A recommendation of this Plan is to have the Emergency Management ordinance and the MEOP revised immediately. Further, that the MEMT meet yearly to: 1. Discuss any changes required to the MEOP; and, 2. Re-educate and discuss the roles of each member of the MEMT.

School System

The City of Muskego boasts a well-educated population with most residents having at least a high school diploma (92.2%). This rate is higher than the Milwaukee metropolitan area (84.5%), the State of Wisconsin (78.6%), and the nation (75.2%). Those with Bachelor's degrees or higher comprise 27% of Muskego's population. According to the 2000 census 4,903 residents aged three years or over are enrolled in school within Muskego. Of that number, 3,622 are enrolled in public schools, and another 1,281 are enrolled in one of the two private schools in the City.

The value of the public school system in Muskego considered one of the main attractions to residents in the City. Muskego is within the Muskego-Norway Public School District, which contains all of Muskego and extends into portions of the City of New Berlin and the Town of Norway (See Map 4.7 and 7.4). The district consists of five elementary schools, two middle schools, and one high school as listed herein:

- Mill Valley Elementary School – W191 S8445 Hillendale Drive
- Muskego Elementary School – S75 W17476 Janesville Road
- Tess Corners Elementary School – W147 S6800 Durham Drive
- Country Meadows Elementary School - S75 W16399 Hilltop Drive
- Lakeview Elementary School – 26335 Fries Lane, Town of Norway
- Bay Lane Middle School - S75 W16399 Hilltop Drive
- Lake Denoon Middle School – W216 S10586 Crowbar Drive
- Muskego High School – W183 S8750 Racine Avenue

All of the schools within the district are located in the City of Muskego with the exception Lakeview Elementary School, which is in the Town of Norway. The district administrative offices are located along Woods Road next to the high school.

Year 2007-2008 enrollment in the District was 4,852 students, an increase of 1 student in the past year. District enrollment has remained fairly constant over the past three years.

The Muskego-Norway School Board is actively planning for population growth and expansion within the district while always monitoring the current growth trends of students in the area. During the course of 2008, the Board setup a School Facilities Team to serve in an advisory capacity with the following tasks:

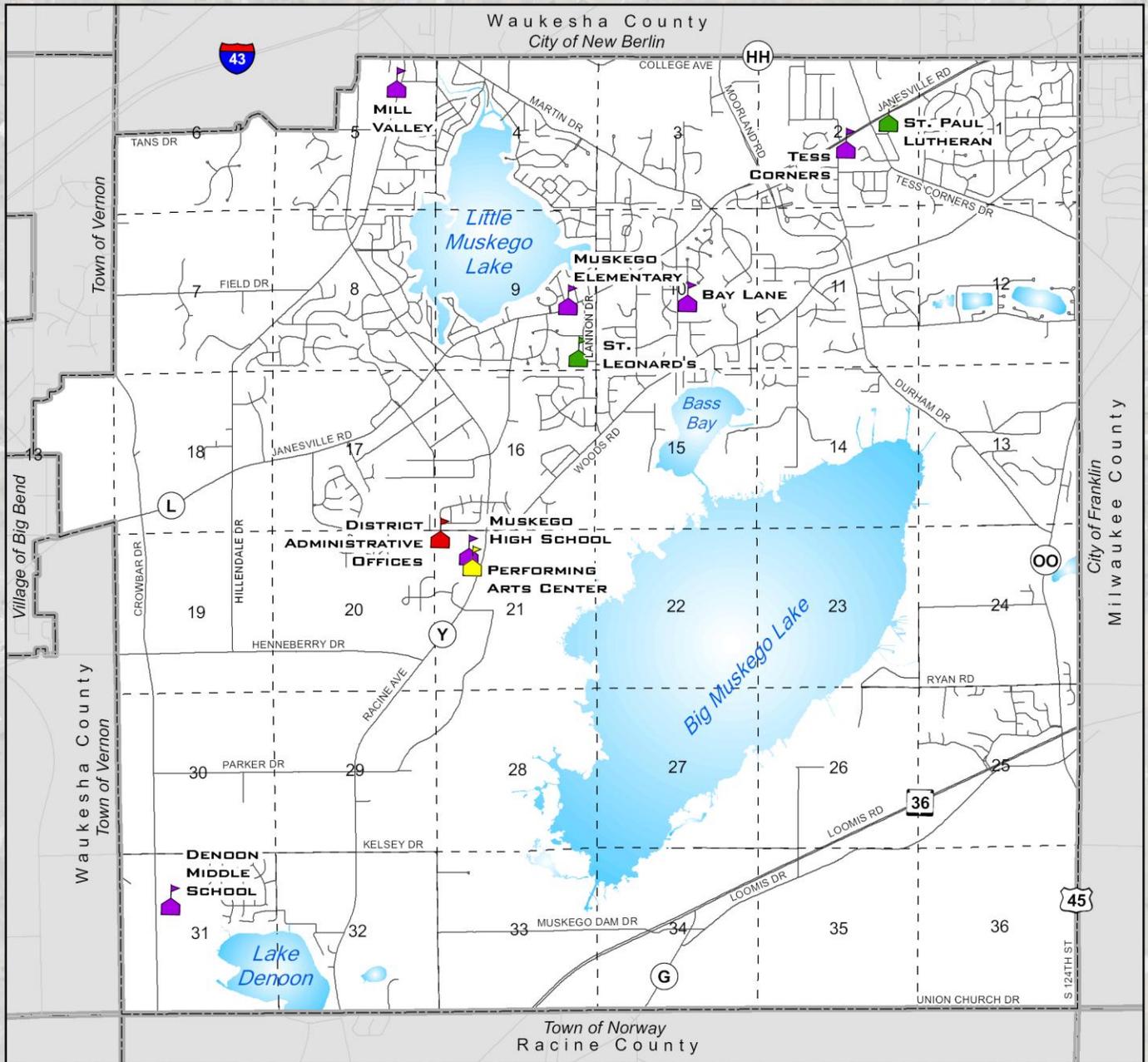
- Analyze findings of an Architectural Report that focused on the district’s five elementary schools and Bay Lane Middle School
- Analyze growth projected for the community
- Examine the financial context for the system that impacts both short-term and long-term planning
- Analyze stakeholder feedback on programmatic and facility needs
- Review district strategic plan, national/regional standards, current research and best practice, and innovative models from other districts and communities for facilities implications
- Prepare findings and recommendations for the MNSD Board

The Facilities Study Team made the following recommendations:

- Refrain from making major improvements to Muskego Elementary and Tess Corners facilities at their current locations due to significant site constraints, the physical limitations of the buildings, potential changes in city zoning, and the widening of Janesville Road.
- “Right-size” district facilities in capacity and number through new and renovated construction. This effort, done well, would optimize both learning and stewardship of community resources by improving adequate buildings, replacing inadequate buildings on existing district sites, or combining the two ideas.
- Consider redistricting of elementary attendance zones, at a minimum, to maximize equitable access to district resources if a change in the number or capacity of schools is considered.
- Ensure that elementary schools are built, renovated and/or sited in such a way as to allow for long-term future growth.
- Restore the Bay Lane school site fully to middle school programming, as this is the purpose it was originally designed to serve.
- Discuss the impact on multi-age programming in the district, currently unique to Muskego Elementary, if any facility changes for this school are considered.
- Address the facility issues at each of the six district schools under review and use the tiered findings of the FST as a guide for attending to these by priority.
- Partner with local municipalities as continued planning and analysis occurs.

Within the 2020 planning period, the School Board is assessing current elementary and middle school facility needs taking specific measures to meet those identified current and future needs. The City and the School District will continue to meet in order to plan for growth and facilities needs. School District future needs directly influence the growth and future density recommendations found within the Land Use Element of this *Plan*.

Map 4.7



LEGEND

-  Public School
-  Private Schools
-  Performing Arts Center
-  District Administrative Offices



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Planning Department



Performing Arts Center

It should be noted that the Muskego High School also includes a Performing Arts Center where many local and national events take place. Plays, concerts, traveling shows, and City meetings all utilize this gorgeous facility.

Child Care Facilities

The City is home to many licensed childcare facilities with many offering services for children age 6 weeks to 10+ years. As of 2007, there were 13 facilities distributed all over Muskego in many of the more densely populated areas. Capacities of the daycares in the City range from 8 to as many as 95 children. The total capacity of all the licensed daycares found in 2007 was approximately 559. Map 4.8 displays the general locations of the daycares within the City.

Health Care Facilities

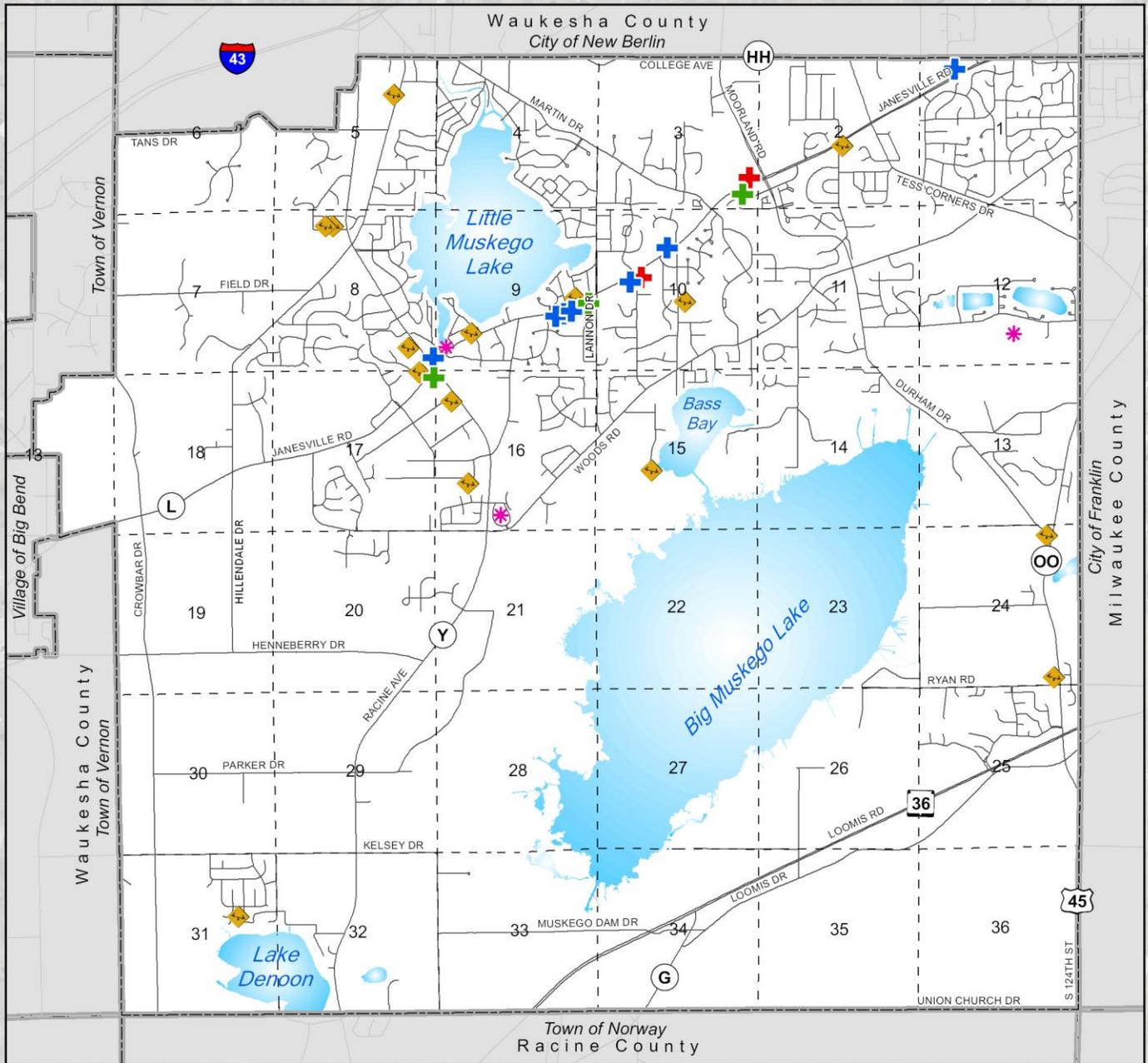
Muskego is home to numerous private practice medical offices offering a variety of services. Over 15 such offices offer chiropractic, dentistry, optometry, orthodontic, pharmaceutical, and physical therapy care (Map 4.8). Further, Muskego is also home to two medical health centers.

ProHealth Care operates a medical center at S69 W15636 Janesville Road and St. Luke's Muskego Health Care Center – Lakeshore Medical Clinic operates at S74 W16775 Janesville Road. Both facilities offer similar services such as the following: Internal Medicine, Pediatric & Adolescent Medicine, Allergy & Immunology, Cardiology, Orthopedic, Podiatry, Ear, Nose & Throat, Hearing Services, General Surgery, Urology, Obstetrics and Gynecology, Behavioral Medicine, Urgent Care.

Assisted Living Care Facilities

Many opportunities for adult care needs exist within the City. Map 4.8 displays where five of these specific care facilities exist. Pro Health Care – Regency Senior Community is located on a 32 acre campus at W181 S8540 Lodge Boulevard offering senior living, supportive living, assisted living, attended care, a guest residence program, and a private lake with walking trails. Tudor Oaks Retirement Community is located at S77 W12929 McShane Drive along 110 acres. Tudor Oaks offers independent apartment homes, supportive services, 24-hour skilled nursing care with attached CBRF, and rehabilitative therapy. Muskego Health Care Center is located at S77 W18690 Janesville Road providing skilled nursing care. Lastly, At Home Living Care LLC is found at S74 W17065 Janesville Road offering at home caregivers, transportation and errand services.

Map 4.8



LEGEND

- Childcare Facilities
- Assisted Living Facilities
- Healthcare Facilities**
 - Clinic
 - Pharmacy
 - Specialty Healthcare (Chiropractic, Dental, Optometrist)



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Parks and Recreation Facilities (City and Other)

There are 36 city-owned sites covering 373 acres, including the lake access sites, for park and recreation purposes. The parks range in size from one to 53 acres, and offer a wide range of facilities. Chief among the parks are Bluhm Park (50 acres), Veteran's Park (34 acres), and Denoon Park (53 acres). Numerous smaller parks serve individual neighborhoods, and provide public access to the lakes.

The Parks and Recreation Department also provides numerous structured and unstructured recreation activities to Muskego residents and non-residents. These activities are either provided directly by the department, or provided by private entities through contract. Team sports offered include baseball, basketball, flag football, volleyball, soccer and track and field. Individual activities range from golf and tennis lessons, to swim instruction, to weight training and gymnastics. Special interest activities include arts and crafts, field trips, and civic festivals. For seniors, the Department offers several tours throughout the year, as well as senior nutrition and driving programs, craft and social groups.

City of Muskego Park and Open Space Sites

Table 4.1 summarizes the following data for each site and identifies a site number that corresponds to their locations on Map 4.9.

Big Muskego Lake Access (Durham Drive): This eight-acre site located on the northern shore of Big Muskego Lake in the east-central portion of the City provides the only public-owned access to Big Muskego Lake/Bass Bay. The site provides a launching ramp, and a portable rest room. The site includes wetlands and primary environmental corridor along the lake's shore. There is an associated one-acre site 600 feet to the southwest on Durham Drive that provides additional parking. Collectively, there is off street parking available for 42 vehicles, including 32 car/trailer spaces.

Big Muskego Lake Access (Boxhorn Drive): This 2.2-acre boat access site is leased by the City of Muskego from Boxhorn Gun Club. There are four launching lanes, two docks, a portable restroom, and a lighted parking lot with 25 car/trailer spaces.

Bluhm Farm Park: This 50-acre community park is located in the northeastern portion of the City. Existing facilities include a basketball goal, four softball/baseball diamonds, an area for football/rugby, playground equipment, picnic areas, an open shelter and indoor rest rooms. The playground equipment provided on the site accommodates both the 2-5 and 5-12 year age groups. The site is linked to the City-managed recreation trail along the electrical transmission line right-of-way. A 1.7-acre prairie area was planted during the summer of 2002. Off street parking is available for 80 vehicles. The park contains managed conservation lands including seventeen acres of woodlands, two acres of prairie, and two acres of wetlands.

City Hall: There is approximately eight acres of open space on the grounds of City Hall. This is a passive use area but is also used for parking vehicles during the Muskego Community Festival. The paved lot provides parking for 109 vehicles.

Denoon Park: This 63-acre community park is located in the southwestern portion of the City on the northwestern shore of Lake Denoon. The site has two basketball goals, one baseball/softball diamond, picnicking, playground equipment, soccer fields, snowmobile trails, a walking trail, a shelter, portable rest rooms, and lake launching access. The playground equipment provided on the site accommodates the 2-5 year age group and the 5-12 year age group. Lake Denoon Middle School utilizes the park for outdoor physical education classes. Off street parking is provided for 52 vehicles. A 3.2-acre prairie was planted within the park in 2002. Wetlands and woodlands within the primary environmental corridor associated with Lake Denoon can also be found at this site. Lake Denoon provides habitat for the Black Tern, a rare bird species.

Freedom Square: This 0.9-acre park provides a basketball court and a tennis court.

Horn Field: This 22.5-acre neighborhood park located in the north-central portion of the City provides a regulation baseball field, play equipment, rest rooms, and a preschool classroom. Off street parking is available for 44 vehicles. Playground equipment provided on the site accommodates the 2-5 year age group. The site, which contains some wetlands within an isolated natural resource area, is linked to the recreation trail that follows the electrical transmission line right-of-way. Horn Field is contiguous to the Old Muskego Settlement Centre.

Idle Isle Park: This 6.4-acre community park contains boat launching ramps (Little Muskego Lake Access Site No. 18), a swimming beach, a fishing pier, picnicking, an open air shelter with storage, and indoor rest rooms. Playground equipment provided on the site accommodates both the 2-5 year and 5-12 year age groups. Off street parking is available for 44 vehicles. Overflow parking is available at nearby Park Arthur on Martin Drive accommodating 11 car-trailer units and 15 automobiles. A local water ski club provides a water ski show at Idle Isle one evening weekly during the summer.

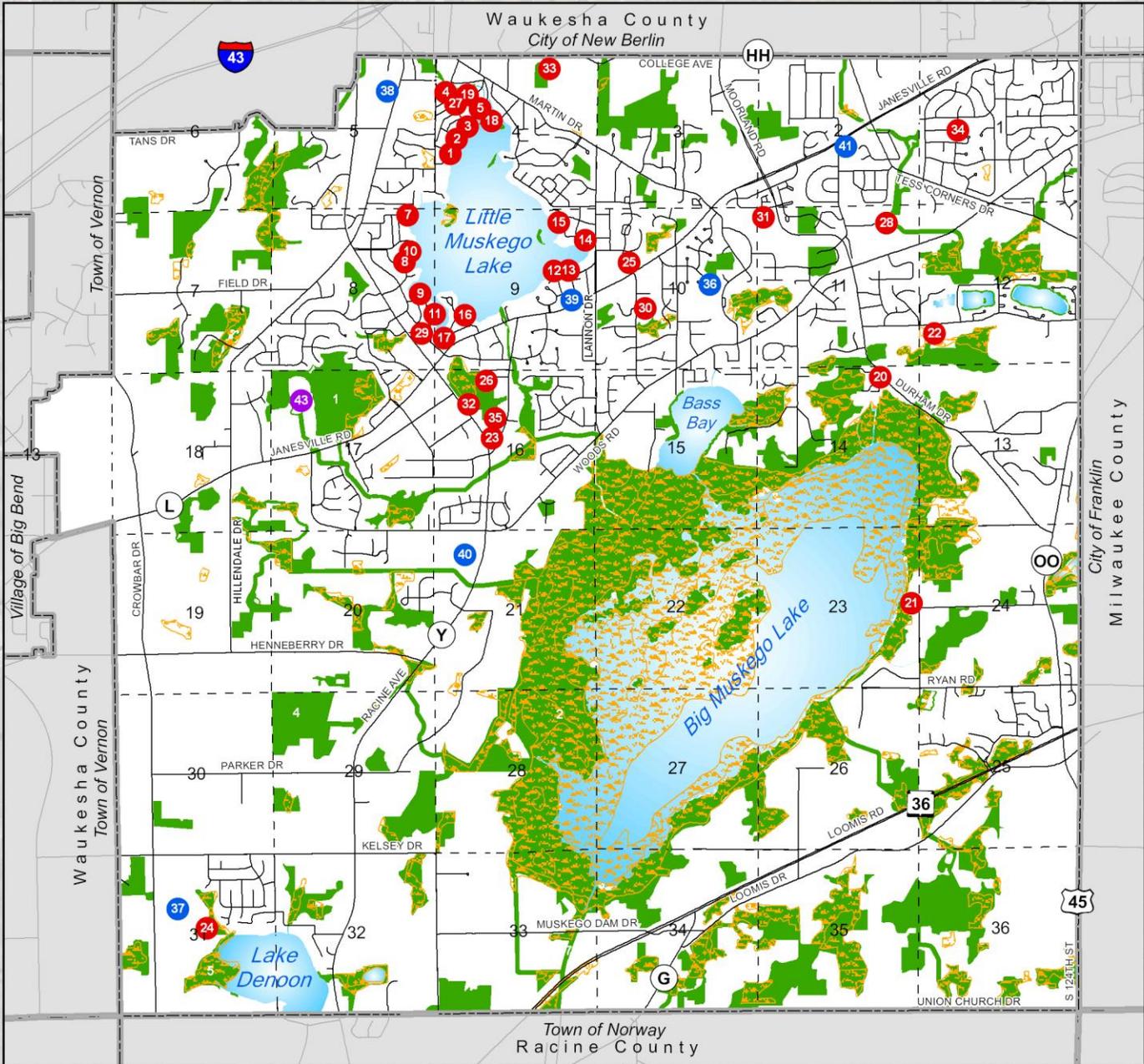
Jensen Park: This 3.7-acre neighborhood park is located north of Little Muskego Lake in the northwestern portion of the City. Existing facilities include a baseball/softball diamond, rest rooms, and classroom space. Off street parking is available for 28 vehicles. Playground equipment provided on the site accommodates both the 2-5 year and 5-12 year age groups.

Kurth Park: This 18-acre neighborhood park is located in the northeastern portion of the City. The park provides a pedestrian trail, play equipment, two tennis courts, one basketball hoop, rest rooms, a baseball/softball diamond, and soccer fields. Playground equipment provided on the site is designed to accommodate the 2-5 year age group and the 5-12 year age groups. Tess Corners Creek and its associated secondary environmental corridor, border the northeastern edge of the park. A prairie area of approximately one acre was planted between the trail and the creek in fall of 2001. Off street parking is available for 96 vehicles.

Lee Hubka Park: This 0.7-acre park was formerly considered an annex of Jensen Park across Silver Drive to its south. Located adjacent to Jewel Creek, a Little Muskego Lake tributary, Lee Hubka Park is the site of Little Muskego Lake Access Site No. 4. The park also provides picnic tables and two basketball courts.

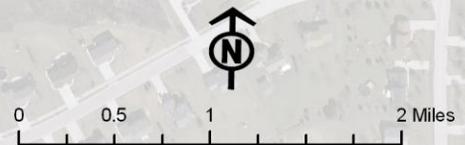
Lions Park: Lions Park is a 3.8-acre neighborhood park located in the north central portion of the City. The park provides two basketball goals, an open play field area and rest rooms. Playground equipment provided on the site accommodates both the 2-5 year and 5-12 year age groups. Off street parking is available for 10 vehicles.

Map 4.9



LEGEND

- # City of Muskego Sites
- # County, State, or Other Public Sites
- # Muskego-Norway School District Sites
- Environmentally Significant Lands
- Wetlands



Note: Park and Open Space site numbers correspond to (Table 4.1)

Created by City of Muskego
Planning Department



Chapter 4: Utilities & Community Facilities

Jensen Park: This 3.7-acre neighborhood park is located north of Little Muskego Lake in the northwestern portion of the City. Existing facilities include a baseball/softball diamond, rest rooms, and classroom space. Off street parking is available for 28 vehicles. Playground equipment provided on the site accommodates both the 2-5 year and 5-12 year age groups.

Kurth Park: This 18-acre neighborhood park is located in the northeastern portion of the City. The park provides a pedestrian trail, play equipment, two tennis courts, one basketball hoop, rest rooms, a baseball/softball diamond, and soccer fields. Playground equipment provided on the site is designed to accommodate the 2-5 year age group and the 5-12 year age groups. Tess Corners Creek and its associated secondary environmental corridor, border the northeastern edge of the park. A prairie area of approximately one acre was planted between the trail and the creek in fall of 2001. Off street parking is available for 96 vehicles.

Lee Hubka Park: This 0.7-acre park was formerly considered an annex of Jensen Park across Silver Drive to its south. Located adjacent to Jewel Creek, a Little Muskego Lake tributary, Lee Hubka Park is the site of Little Muskego Lake Access Site No. 4. The park also provides picnic tables and two basketball courts.

Lions Park: Lions Park is a 3.8-acre neighborhood park located in the north central portion of the City. The park provides two basketball goals, an open play field area and rest rooms. Playground equipment provided on the site accommodates both the 2-5 year and 5-12 year age groups. Off street parking is available for 10 vehicles.

Little Muskego Lake Access Sites: The City of Muskego provides 18 sites with access to Little Muskego Lake that collectively comprise 11 acres. The following lists these and indicates any facilities in addition to the provision of lake access: No. 1, Pearl Drive, providing a dock, No. 2, Emerald Drive, also providing a dock and picnic tables, No. 3, Diamond Drive, No. 4, Hubka Park, providing access to Jewel Creek (Little Muskego Lake tributary), as well as picnic tables and two basketball courts, No. 5, Ruby Drive, No. 7, Hillview Drive, which provides a boat launch, No. 8, Shore Drive, providing a dock, No. 9, Oak Court, which provides a boat launch, No. 10, Lochcrest Boulevard, providing a dock, No. 11, Oak Grove, which provides a dock, No. 12, Park Drive, which provides a dock and picnic tables, No. 13, Michi Drive, which provides a dock, No. 14, Schubring Drive, No. 15, Pleasant View Drive, providing a boat launch, No. 16, Kingston Drive, which provides a dock, No. 17, Lincoln Drive providing snowmobile access, No. 18, Idle Isle Park (described above), and No. 19, Silver Drive, providing access to Jewel Creek (Little Muskego Lake tributary).

Manchester Hill Park: Formerly called Parkland Plaza, and renamed to honor long-standing Parks and Recreation Board member Rich Manchester, this 15.2-acre park is located in the north central part of the City. Facilities include a soccer field, shelter, picnic area, and portable toilets. A pond on the park's south end provides ice-skating during the winter months. Playground equipment provided on the site accommodates both the 2-5 year and 5-12 year age groups. Off street parking is available for 42 vehicles. The park contains a small wooded area, a wetland, and a prairie planting on the pond perimeter.

Moorland Park: This 37-acre park in the center of the City has a skateboard park, portable toilets and off-street parking for 75 vehicles. Two regulation soccer fields are planned for this site.

Old Muskego Settlement Centre: This 6.8-acre site, used by the Muskego Historical Society, has several replica and historic structures that have been relocated from the surrounding area including the Old Muskego Town Hall. Muskego Historical Days is held here in July, and tours are conducted during the

Muskego Community Festival. The Old Muskego Town Hall structure is utilized for recreation programming.

Park Arthur: This 61-acre undeveloped park site, located on the far north central part of the City, contains open agricultural land, and areas of woodlands and wetlands within an isolated natural resource area. The site will be developed into a community park.

Schmidt Park: This 6.6-acre park located in the northeastern part of the City has two tennis courts, an open play field area, one basketball court, and playground equipment for the 2-5 year and 5-12 year age groups.

Veterans Memorial Park: Formerly referred to as Leisure Park, this 8.9-acre open space area between City Hall and the Old Settlement Centre is the site of the annual Muskego Community Festival. The site contains a shelter, restrooms, and playground equipment for the 2-5 year and 5-12 year age groups. Paved walking paths in the park connect to a boardwalk nature trail that winds through a 4.2-acre woodland area named “Betty’s Woods” in memorial of Betty Czarapata who raised awareness of managing invasive plant species in the community. This trail connects to the Old Muskego Settlement Center. The open turf area is occasionally used for soccer practice and recreation classes.

A future permanent site to the Muskego Community Festival as an alternative to Veteran Memorial Park may need to be investigated as the festival has space constraints.

Table 4.1 Continued.....

Number on Map	Park or Open Space	Acres	Park Type	Baseball	Basketball	Boat Launch	Camping	X-Country Skiing	Football	Hike/Walk Trail	Hist. Significance	Horseback Riding	Ice Skating	Lake Access/Fishing	Meeting/Classrooms	Natural/Conservation Area	Picnicking	Playground (2-5 yr.)	Playground (5-12 yr.)	Pond	Recreation Trail	Restrooms	Running Track	Shelter	Skateboarding	Snowmobile Trail/Access	Soccer Fields	Softball/Baseball	Swimming	Tennis Courts	Volleyball		
31	Moorland Park	36.9.0	Special Use							X	X				X	X					X	X											
32	Old Muskego Settlement Centre	6.8	Open space							X	X				X	X																	
33	Park Arthur	61.1	Undeveloped															X	X														
34	Schmidt Park	6.6	Neighborhood		1					X							X	X	X														
35	Veterans Memorial Park	8.9	Neighborhood							X							X	X	X														
	City of Muskego Totals	327.1	~	2	13	7	0	0	1	7	1	1	1	21	3	11	7	10	9	1	3	12	0	4	1	5	4	7	1	7	0		
	School Sites																																
36	Bay Lane/Country Meadows School	5	School		7													X	X			X											
37	Lake Denoon Middle School	40	School		1													X	X			X											
389	Mill Valley Elementary School	5	School		2													X	X			X											
39	Muskego Elementary School	1.5	School		2													X	X			X											
40	Muskego High School	45	School						1									X	X			X											
41	Tess Corners Elementary School	3.5	School		2													X	X			X											
	School Site Totals	100	~	0	14	0	0	0	1	0	0	0	0	0	0	0	0	4	4	1	0	6	1	0	0	0	4	9	1	12	0		
	Waukesha County Sites																																
43	Muskego Park	209	Regional							X	X						X	X			X												
	Total (All Park Sites)	636	~	2	27	7	1	1	2	8	1	1	1	23	2	22	7	9	13	3	3	19	1	5	1	5	8	16	3	20	1		

Chapter 4: Utilities & Community Facilities

Publicly Owned School Sites

The Muskego-Norway School District has six schools located within the City. These sites also encompass open area and provide outdoor recreational activities available to the community at times outside of school uses.

Bay Lane Middle School/Country Meadows Elementary School: This school has five acres of open space that provide seven basketball goals, four baseball/softball diamonds, soccer facilities, a walking trail, and playground equipment for the 5-12 year age group.

Lake Denoon Middle School: This school has approximately 40 acres of open space with a basketball goal, ponds, and a potential sledding hill. Other outdoor facilities are available at the neighboring Denoon Park.

Mill Valley Elementary School: This school has a five-acre open area that provides playground equipment for the 2-5 year, and 5-12 year age groups, a basketball court, and three baseball/softball diamonds. One of these diamonds has lighting for night games.

Muskego Elementary School: This school has a 1.5-acre open area that provides two basketball goals and playground equipment for the 5-12 year age group.

Muskego High School: A 45-acre athletic complex provides a running track/football field stadium, two softball diamonds, two baseball fields, three soccer fields, two football practice fields, twelve tennis courts, rest rooms, and a paved pedestrian path. There is also an indoor pool used for aquatic recreation programs.

Tess Corners Elementary School: This school has a 3.5-acre open area that provides two basketball goals, an open turf ball field area, and playground equipment for the 5-12 -year age group.

Waukesha County Park Site

There is one county park, Muskego Park, located in the near northwestern part of the City. This 209-acre park provides picnicking, camping, play fields, swimming beach, and a tennis court. Portions of the hiking trails in this park provide opportunities for cross-country skiing and horseback riding. A 73-acre area of hardwood forest and wetland is designated as a State Natural Area.

Private Recreation

Private recreational sites also exist in Muskego. These sites offer lake access, boat launches, and trapshooting. Two public golf courses, an 11-acre par 3 golf course and a 243-acre 18-hole country club await the golf enthusiast. Muskego is also served by two bowling centers.

Conservation Facilities

The City of Muskego owns 22 conservation sites that collectively cover 357 acres. Of this total, 114 acres lie within the City of Muskego park sites. Categorized by cover types, these lands collectively cover 92 acres of upland woods, 49.5 acres of prairie, 123 acres of wetlands, 40 acres of wet woods, one acre of wet prairie, and 51 acres of other surfaces. The Engel Conservation Area opened in July of 2006. The 145-acre site is the newest conservation site in the city and was developed for passive recreational use and outdoor education.

City of Muskego Conservation Sites

The following section briefly describes the size, location and cover types of City-owned conservation sites. More detailed descriptions of vegetative cover types for City conservation lands is found in

Management Plan for City of Muskego Conservation Lands. This management lays out specific land management recommendations in five-year increments. Table 4.2 summarizes the following data for each site and identifies a site number that corresponds to their locations on Maps 4.11.

Big Muskego Lake Access (Durham Drive): This eight-acre site located on the northern shore of Big Muskego Lake in the east-central portion of the City provides the only publicly owned boating access to Big Muskego Lake/Bass Bay. The site includes wetlands and primary environmental corridor along the lake's shore. Big Muskego Lake and the surrounding marsh contain habitat for two endangered bird species, the Forster's Tern and the Common Tern, and one threatened bird species, the Osprey. The marsh is classified as a natural area of local significance in the 1997 Southeastern Wisconsin Regional Planning Commission document: *A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin.*

Blattner Conservation Site: A seven-acre parcel of land containing open grown oak and hickory trees and an isolated wetland was dedicated to the City in the platting of Boxhorn Reserve Subdivision. This area was historically an oak savanna and could be restored through vegetation management.

Bluhm Park: This 50-acre community park is located in the northeastern portion of the City. In addition to active recreation areas, the site encompasses seventeen acres of oak woodlands, 2 acres of prairie (planted during the summer of 2002) and 2 acres of wetlands/wet prairie. The woodlands are classified as an isolated natural resource area.

Candlewood Creek Subdivision Outlots: Four separate outlot parcels adjacent to an unnamed tributary to Bass Bay were dedicated to the City upon the platting of Candlewood Creek subdivision. Approximately one third of the land cover is wetland.

Denoon Park: This 63-acre community park is located in the southwestern portion of the City on the northwestern shore of Lake Denoon. The park encompasses approximately seven acres of wetlands and nine acres of upland woods. Four acres of mesic (moderate moisture) prairie with scattered bur oaks have been planted within the park in an effort to recreate the oak savanna land cover type. Wetlands and woodlands within the primary environmental corridor associated with Lake Denoon can also be found at this site. Lake Denoon provides habitat for the Black Tern, a rare bird species.

Engel Conservation Area: This 153-acre conservation site is developed for passive recreational use and outdoor education. There are 22 acres of upland woodlands, 93 acres of wetlands (including 22 acres of wet woodlands), and 31 acres of upland prairie plantings within the property. A 67-acre area on the northern half of the property was enrolled into the Natural Resources Conservation Service (NRCS) Wetlands Reserve Program. Wetland restoration began in fall of 2006. The Engel Conservation Area has off street parking for approximately 26 vehicles and a portable restroom facility. The approximate four miles of hiking trails that traverse the site have interpretive signage for self-guided nature walks. Long-term developments may include a nature center/interpretive building with classrooms and restroom facilities.

Guernsey Meadows: This eight-acre open space located in the north-central part of the City contains woodlands of mixed hardwood species within an isolated natural resource area. An old field of 1.5 acres was converted to prairie vegetation and planted with bur oaks as an effort to recreate an oak savanna.

Holz Island: This one-acre island located near the eastern shore of Little Muskego Lake is entirely forested with a mixture of hardwood trees. It is identified as being within a primary environmental corridor.

Horn Field/Old Muskego Historical Center: This 30-acre neighborhood park located in the north-central portion of the City contains an isolated natural resource area with almost eight acres of woodlands and ten acres of wetlands. One acre of unused turf area was planted with prairie vegetation.

Janesville Road Wetland: This seven-acre City-owned parcel north of Janesville Road contains a 1.9-acre wetland within an isolated natural resource area. The north end of the site has a retention pond built in conjunction with a residential development.

Kelsey Drive Retention Pond: This nine-acre open space has a one-acre retention pond on the south end. In Fall 2005, four acres of prairie was planted around the pond's perimeter. Future plans will plant the remaining area to prairie.

Kurth Park: This 18-acre neighborhood park is located in the northeastern portion of the City. Tess Corners Creek and its associated secondary environmental corridor border the northeastern edge of the park. Prairie vegetation was established on one acre of this park to buffer the creek, improve aesthetics, and provide wildlife habitat.

Library: The Muskego Public Library has a one acre wetland area and a prairie planting that covers one third of an acre.

Luther Parker Cemetery: This cemetery, covering 0.6 acres, contains the burial sites of some of the earliest European settlers to this area including Luther Parker, who is credited as the Muskego area's first European settler. The site contains a remnant mesic prairie of rich diversity and is identified as a natural area of local significance in: *A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin* (SEWRPC, 1997).

Manchester Hill Park: This 15-acre park, located in the north central part of the City, has a 1.3-acre prairie planting surrounding a 1.5-acre pond. It also includes 3.4 acres of woodlands and 1.5 acres of wetlands within an isolated natural resource area.

Marlan Meadows Park: This 7.6-acre mixed hardwood forest site located in the north central part of the City is classified as an isolated natural resource area.

Moorland Park: This 36.8-acre park has 4.5 acres of wetlands.

Park Arthur: This 46-acre undeveloped area, located on the far north central part of the City, contains open agricultural land, and areas of woodlands and wetlands within an isolated natural resource area.

Quietwood East Wetlands: Wetlands encompassing 12.8 acres adjacent to an unnamed Bass Bay tributary stream were dedicated to the City upon the platting of Quietwood East subdivision.

Table 4.2 Muskego Conservation Lands

Number on Map	Site Name	Woodland Acres (Upland)	Wetland Acres	Prairie Acres (Upland)	Wet Woodlands	Wet Prairie	Wooded Prairie (Savanna)	Other	Total Acres
City Sites									
1	Big Muskego Lake Access		4.3		2.1			1.4	7.8
2	Blattner Conservation Site	2.5	1.2					3.4	7.1
3	Bluhm Park	16	2	1.8	0.3			1.4	21.5
4	Candlewood Outlots	0.6	2.8		0.1			6.4	9.9
5	Denoon Park	8.1	6.6	3.2	4.4			1.3	23.6
6	Engel Conservation Area	22	69.6	31.2	22.1	1		6.9	152.8
7	Guernsey Meadows	5.9		1.6				0.3	7.8
8	Holz Island	1.2						0	1.2
9	Horn Field/Historical Area	8.4	9.7	0.7	0.6			0.4	19.8
10	Janesville Road Wetland		1.9					4.7	6.6
11	Kelsey Conservation Site			4.3				5.1	9.4
12	Kurth Park			0.7				0	0.7
13	Library		0.9	0.3				0	1.2
14	Luther Parker Cemetery			0.5				0.1	0.6
15	Manchester Hill Park	2.2	2.1	1.3	0.3			0	5.9
16	Marlan Meadows	7.6						1	8.6
17	Moorland Park		4.5					15.3	19.8
18	Park Arthur	8.2	0.5		0.2			0	8.9
19	Quietwood East Wetlands		12.8					2.5	15.3
20	Ridges Conservation Site	4.3	12.2		9.8			0.3	26.6
21	Veterans Memorial Park	4.2		0.1	0.8			0	5.1
22	Woods Road Wetland			3.2				0.9	4.1
-	City Totals	92	123.2	49.5	40	1	0	51	356.7
County									
23	Muskego Park	116.9	18.2		5.4			7.8	148.3
-	State							0	
24	Big Muskego Lake Islands			2.5				0	2.5
25	Big Muskego Lake Wildlife Area	20.2	210.9	10.5	18.7			106.2	366.5
26	DOT site	32.1	69.1	36.2				0	137.4
-	State Totals	52.3	280	49.2	18.7	0	0	106.2	506.4
Other									
27	Big Muskego Estates Subdivision*	3	21.2	2.2				39.6	66
28	Chamberlain Hill Subdivision*	6	1.3	2.9				2.5	12.7
29	Martin Estates Subdivision*	14.1	8.9	2.9				0.4	26.3
30	Muskego Lakes Land Conservancy	1.3						0.2	1.5
31	Quietwood Creek Subdivision	4.6	20					0	24.6
32	Wind Lake Management District		67					10.4	77.4
	Other Totals	29	118.4	8	0	0	0	53.1	208.5
	Total (All)	290.2	539.8	106.7	64.1	1	0	218.1	1220

Ridges Subdivision Park: This 27-acre open space site located in the northwestern portion of the City encompasses some relatively high quality wetlands and mixed hardwoods within a secondary environmental corridor.

Veterans Memorial Park: This 8.9-acre park located north of City Hall includes 4.2 acres of woodlands and 0.8 acres of wet woodlands within an isolated natural resource area. The woodlot was recently named Betty's Woods to memorialize Betty Czarapata who spearheaded invasive species management projects in Muskego. A boardwalk trail with interpretive nature signage traverses Betty's Woods. A small patch of prairie was planted adjacent to Racine Avenue.

Woods Road Wetland: This 4.1-acre parcel adjacent to Woods Road in the west central part of the City has over three acres of wetlands.

County Conservation Lands

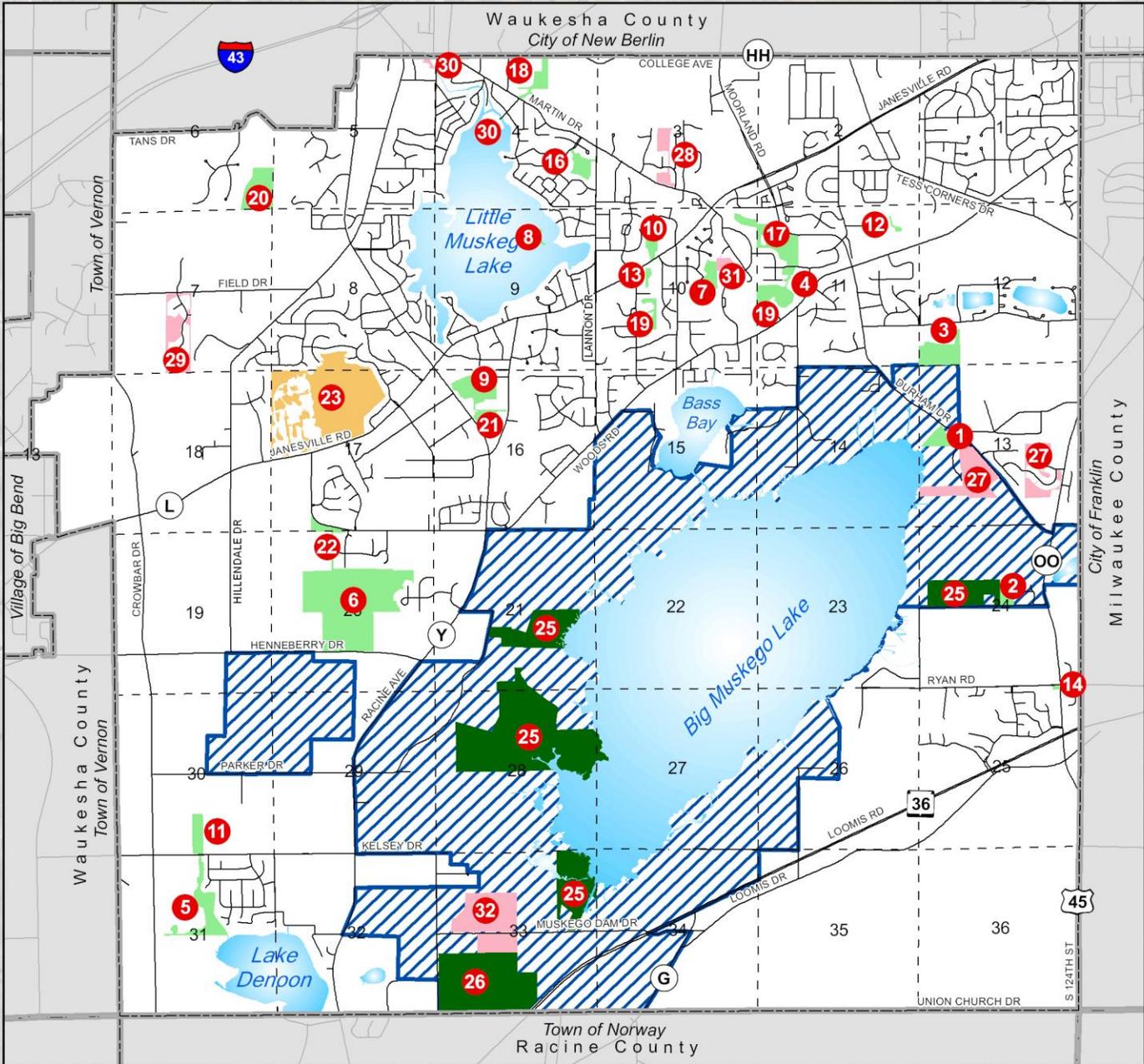
Waukesha County owns and manages Muskego Park, which contains 148 acres of lands with environmental significance. A 73-acre forested area within this park is designated as a State Natural Area. The forest has a diversity of hardwood species including the threatened Blue Ash as well as Kentucky Coffee tree, which is uncommon in Wisconsin. The endangered crow-spur sedge grows on the site as well as exceptionally diverse spring woodland flora. The area also provides habitat for the Cooper's hawk, an uncommon bird species.

State Conservation Lands

In 1999, the State of Wisconsin Department of Natural Resources (DNR) set a 3,800-acre project area boundary for establishing the Big Muskego Lake Wildlife Area. Since lands will be acquired only from willing sellers and with available funding, the realized size of the Big Muskego Lake Wildlife Area is expected to be smaller. The purpose of the area is to protect, enhance, and manage the aquatic and terrestrial resources of Big Muskego Lake and surrounding lands, as well as to provide public hunting, fishing, and compatible recreational and educational opportunities. The Big Muskego Lake and surrounding marsh area are classified as a natural area of local significance by SEWRPC and contain several critical species. As of December 2005, the DNR had purchased a total of 367 acres of land within the project boundary.

The Wisconsin Department of Transportation (DOT) has a wetland mitigation site within the City that covers 138 acres. This site has since been turned over to the WDNR for the wildlife area purposes. Locations of the DNR lands are illustrated on Map 4.10.

Map 4.10



LEGEND

-  County Conservation Site
-  City Conservation Site
-  Private Conservation Site
-  State Conservation Site
-  Big Muskego Lake Wildlife Area Project Boundary
-  # Site numbers correspond to (Table 4.2)



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Chapter 4: Utilities & Community Facilities

Other Conservation Lands

There are also 190 acres of lands within the community that are conserved through other various mechanisms. These include lands owned by subdivision homeowners associations, lake districts, and nonprofit conservation organizations. There are 111 acres of subdivision outlots with preservation restrictions or conservation easements placed upon them. (Note: This total does not include the many areas of wetlands within subdivisions that have preservation restrictions). Wind Lake Management District also owns 77 acres of land that consists of mostly wetlands. Table 4.2 identifies these privately owned conservation lands and Map 4. 11 depicts their locations.

2008 Survey

A section in the 2008 Comprehensive Planning Survey was in relation to parks, recreation, and conservation lands. Recommendations for this element in relation to the 2020 Land Use Plan are based upon the main responses from the survey discussed below.

The survey directed questioning as to the public's thoughts on the interconnection and promotion of recreation trails and the perceived problem transportation areas in Muskego.

The first question inquired if current park facilities and lands were sufficient in the respondent's minds. The majority of the respondents agreed (49%). The second question asked if there is areas in the City that people felt were underserved by parks. Further, if the respondent believed there were underserved areas, where those areas might be and what facilities may be needed. Only 15% of the people felt that there were areas underserved by parks. Of those 15%, the following re-occurring responses were mentioned:

- Southeast corner of Muskego
- East side of Muskego
- Parks and access enhancements to Big Muskego Lake
- Lighted softball/hardball diamonds
- Need sledding hill
- More recreational fields in general (softball, baseball, football, soccer, etc.)
- More paved biking trails (College and Martin)
- Need Dog park
- Community outdoor pool
- More facilities at Moorland Park
- Park near Martin/Janesville area
- Develop Park Arthur
- More basketball hoops at parks
- Enhancements and identification of lake access/view points
- Bluhm Park upgrades
- A community center or downtown park (open space, city center, playgrounds)
- More beaches or enhance Idle Isle beach
- Mountain bike trails
- Cross-country ski/ice skate areas
- Add outdoor pool/water park
- Bow range facility needed

The survey requested if respondents believed that current conservation land facilities were sufficient as well. While the highest response agreed (31%), many were neutral (29%) or shared no opinion (16%) indicating many new little about the City's conservation facilities. When asked if people believe the City should continue to pursue acquiring conservation lands, however, the respondent's overwhelming agreed (44%) to accomplish this task.

Electricity and Natural Gas

Electric power in the City of Muskego is supplied by WE Energies. WE Energies' balanced power generating systems, as well as its aggressive conservation activities, have kept electric rates below those of neighboring regions. WE Energies offers a variety of service options to meet the customer's energy needs, and a comprehensive rebate program to encourage conservation.

The Wisconsin Natural Gas Company, a subsidiary of WE Energies, provides gas service to all residents and businesses in Muskego. Utility services include assisting both new and relocating businesses in finding appropriate business sites and assorted technical assistance.

Telephone, Internet, and Television Service

AT&T (formerly SBC Communications, Inc.) provides local telephone service to the upper Midwest, including the City of Muskego. Residential customers can reach AT&T from 7am - 9pm Monday – Friday, and 8am – 5pm Saturday. Several companies provide long distance and cellular service throughout the City.

Many different companies, ranging from dial up connections, to DSL, to cable, provide Internet service to the City of Muskego. Many local and national companies offer dial-in connections for the Internet as well. DSL and cable connections offer constant connections with speeds exceeding those possible with dial-up connections, although prices may be more than for a dial-up provider. Time Warner offers cable Internet connection to the community through Road Runner. In addition, other providers may offer high-speed connections, depending on the user's location.

Time Warner Cable provides television services to the City, Subscribers can gain access to over 200 digital channels of news, movies, entertainment, sports, and special interest programs. Channel 14 and 25 are public access and government access channels.

Cemeteries

Luther Parker Cemetery

The City of Muskego owns and operates the historic Luther Parker Cemetery located on the southeast portion of Muskego along North Cape Road. This cemetery, covering 0.6 acres, contains the burial sites of some of the earliest European settlers to this area including Luther Parker, who is credited as the Muskego area's first European settler. The site contains a remnant mesic prairie of rich diversity and is identified as a natural area of local significance in: *A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin* (SEWRPC, 1997). The Luther Parker Cemetery has no saleable lots.

St. Paul's Cemetery

Another cemetery is found in the City owned by St. Paul's Lutheran Church. The St. Paul's Cemetery is located on the south side of Janesville Road just east of Tess Corners Drive. The cemetery was established in 1857 and is still active.

Jones Cemetery

The Jones cemetery is located on the south side of Janesville Road, opposite the old Muckey School. This inactive cemetery was established circa 1852, with the last burials in the 1860s. There were approximately 20 burials. This was a cemetery located on private property and has since been plowed under with a number of houses being built on the land. At the Waukesha County Museum there is information on the cemetery, including a list of a few people known to have been buried there.

Religious

The City of Muskego has ten places of worship, representing seven denominations, offering the residents of Muskego many opportunities for a rich spiritual life. Muskego's religious institutions help enrich the lives of their parishioners, while providing valuable service to the community. The institutions are found in Table 4.3 and Map 4.11 below. As new neighborhoods are planned, the city should identify locations

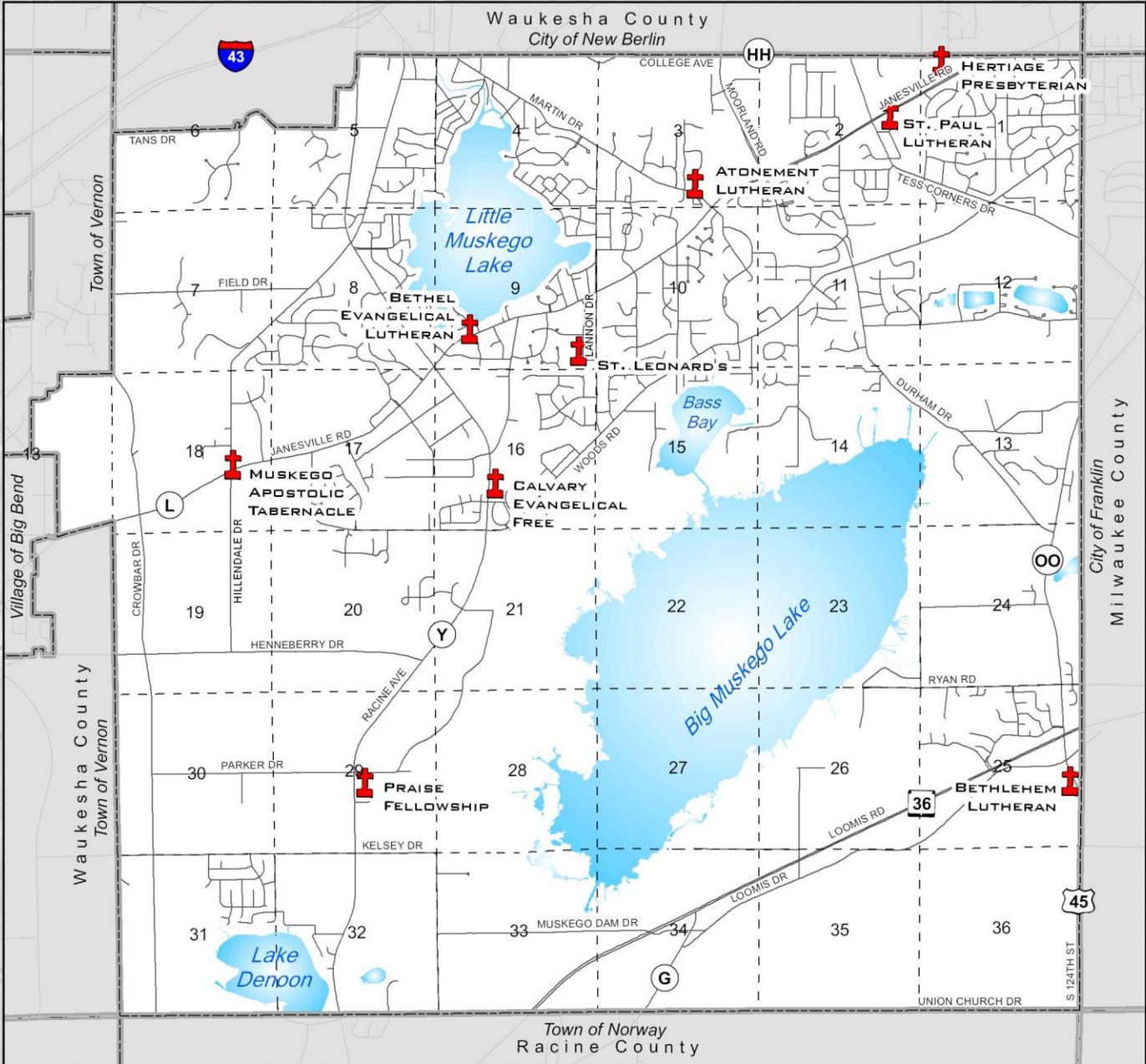
where additional religious facilities can be accommodated in a way, which will contribute to neighborhood strength.

Table 4.3 Religious Institutions

Name	Address
Atonement Lutheran Church	S70 W16244 Martin Drive
Muskego Apostolic Tabernacle	S83 W20778 Janesville Road
Bethel Lutheran Church	S77 W18426 Janesville Road
Praise Fellowship Church	W195 S9912 Racine Avenue
Bethlehem Lutheran Church	W124 S9995 North Cape Road
St. Leonard Catholic Church	W173 S7777 Westwood Drive
Calvary Evangelical Free Church	W182 S8470 Racine Avenue
St. Paul's Lutheran Church	S66 W14325 Janesville Road
Heritage Presbyterian Church	S63 W13761 College Avenue

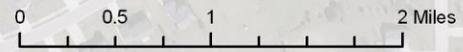
Religious Institutions

Map 4.11



LEGEND

 Religious Institutions



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Chapter 5:

Agricultural, Natural, & Cultural Resources

The comprehensive planning legislation requires this element to include goals, objectives, and recommendations for the conservation and promotion of effective management of agricultural, natural, historical, and cultural resources. The City of Muskego was built upon a rural atmosphere and it is the pride of the community that this strong rural character still exists in harmony with the urban uses. Many present steps have been taken to ensure that the agricultural, natural, historical, and cultural resources are preserved and this chapter defines ways to apply the preservation and enhancement of these resources further. The chapter addresses the future needs of Muskego for these vital resources while relating the inventories of the City's park and conservation sites and the *Vegetation and Ecological Conditions of the City of Muskego System: Opportunities for Restoration and Management Plan*. The City has an adopted Park and Conservation Plan, which deals with many of the topics presented below. The Park and Conservation Plan is adopted as part of the Comprehensive Plan and is updated on an earlier cycle (5-year) than this *Plan*.

The goal of this Agricultural, Natural, and Cultural Resource Facilities Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Agricultural, Natural, and Cultural Resource Goal: Preserve and protect the significant natural features identified in the Conservation Inventory in order to maintain Muskego's rural, scenic, and historic rural character; Assure future public enjoyment of these valuable areas. Preserve farming as a valuable way of life in Muskego and sustain productive farmland for continued agricultural use.

Agricultural Resource Inventory

Many notations of this *Plan* discuss the strong urban to rural character that is in balance within the City of Muskego. The desires of the community intend to keep this character intact now and into the future, thus the need to preserve and protect the rural nature of the terrain is key. Because of the City's location in relation to suburban Milwaukee County, a trend of urban growth has pushed its way into Muskego within the last decade. This push of growth as not gone unregulated by the City however, as the Comprehensive Plans have largely maintained higher density uses to the north and east regions away from many of the workable agricultural areas. Map 5.1 shows where much of the current workable agricultural lands currently are found in Muskego. The crops consist mainly of corn, soybeans, alfalfa, and dairy products. The map shows that there are approximately 7,411 acres of working agricultural lands as of 2007.

Farmland Preservation

Objectives of this chapter present strong cases for the sustainability of working agricultural lands in the City. The most recent Park and Conservation Plan begins to set a direction of farmland preservation and the recommendations found herein expound upon this preservation further. This *Plan* recommends the preservation of farmland to maintain the community's rural character. Planned development zoning can be an available option to preserve tracts of agricultural lands in much the same way that this zoning is used to preserve environmentally significant lands. Codes and policies can be modified to allow developers to dedicate farmlands, place deed restrictions or conservation easements upon significant tracts of agricultural lands in exchange for allowing clustered developments of smaller lot sizes than the base zoning would otherwise allow.

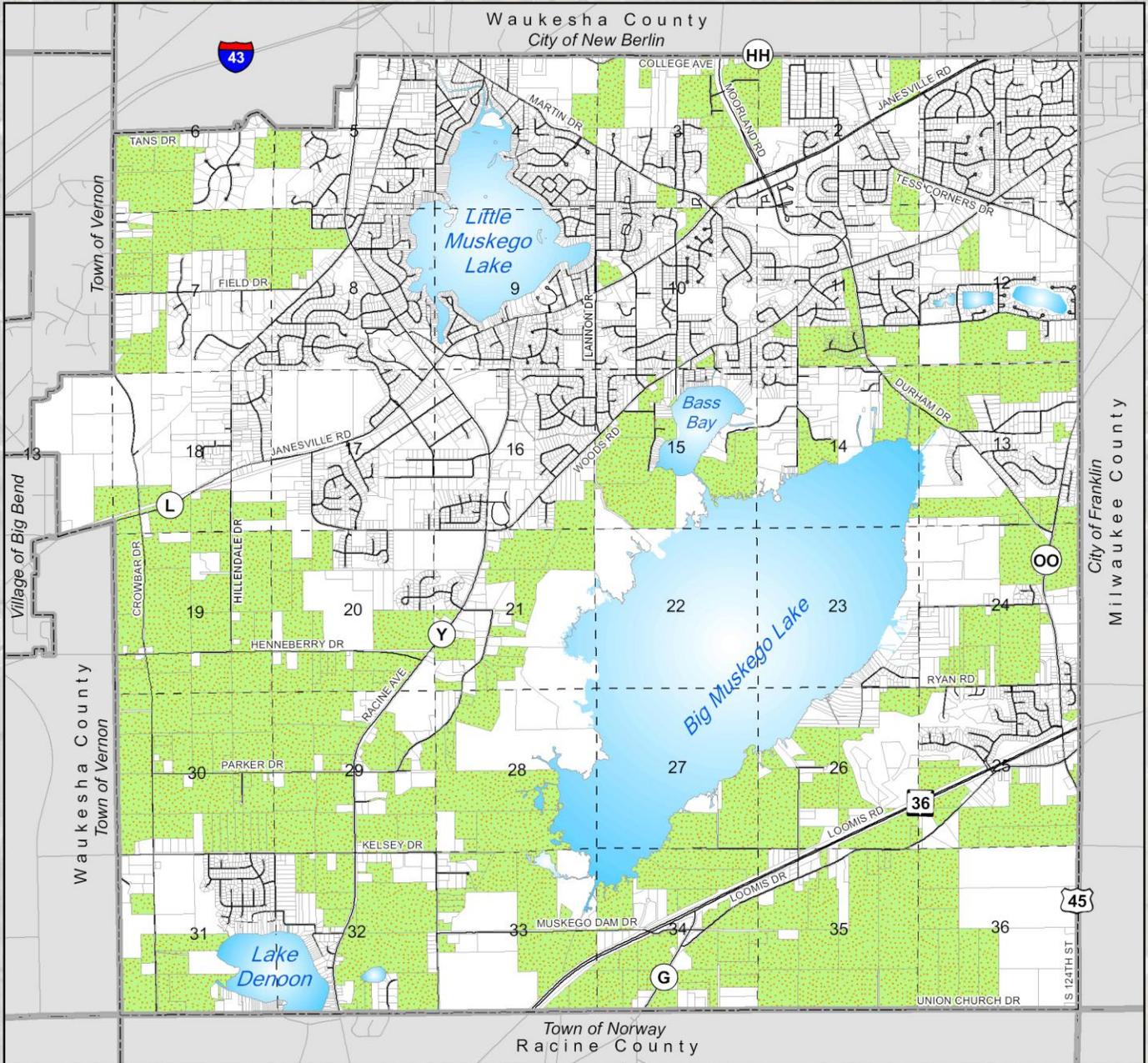
Preservation of farmland should receive the greatest consideration in areas where agriculture remains the primary land use (Mainly found in the western and southeastern portions of the City, a trend shown on Map 5.1). Farmland preservation should also be considered to buffer conserved environmentally significant lands from areas of more intensive land development.

Overall, the City of Muskego has found that truly preserving the rural atmosphere of the community is directly attributed to preserving the large tracts of workable farmlands. The City has found that rural development contributes to sprawl at a greater rate than urban development. For example, in a higher density development, streets and public services are compact and energy-efficient while still allowing land for farming; rural density development can be costly to serve and can be wasteful of energy while allowing farmland to disappear faster.

Rustic Structures

Muskego has implemented a rustic structure ordinance within the zoning code for the past decade in order to aid the preservation farm structures once found throughout the community in the past century. A rustic structure is defined by the code *as any permanent accessory structure or building which is distinctly set apart and unique from other structures and buildings due to its construction technique, materials, age, local historic significance or design, and characteristic of past agricultural practices or rural life, whether presently utilized or not for agricultural practice and which is structurally safe at the time*. The code allows landowners to apply to the City's Planning Commission and Conservation Commission for a conditional use grant to allow a structure to stay as long as the structure is kept up in a safe manner in perpetuity. Once given the rustic structure designation, the building is exempt from open space and square footage zoning regulations of the property. The City has four structures approved under this ordinance as of 2007 (See pictures and notation of location on Map 5.2).

Map 5.1



LEGEND

 Agricultural Workable Lands (7,411 Acres)



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Map 5.2



LEGEND

Rustic Structures

- ★ 1 W151 S10178 Thode Dr.
- ★ 2 & 3 W131 S8489 Durham Dr.
- ★ 4 W135 S8266 Durham Dr.



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Natural Resource Inventory

Environmentally Significant Lands

Southeastern Wisconsin Regional Planning Commission (SEWRPC) has identified and delineated areas in the region which contain concentrations of natural resource and resource-related amenities. Environmental corridors and isolated natural resource areas contain almost all of the remaining high-value wetlands, woodlands, wildlife habitat areas, major surface waters, and delineated floodlands and shorelands. Primary environmental corridors are generally larger contiguous areas of such lands, usually along major surface waters. Secondary environmental corridors are shorter, narrower contiguous areas of environmentally significant lands. Isolated natural resource areas are smaller concentrations of natural resource features. The protection and preservation of such areas in essentially natural, open uses is considered by SEWRPC to be critical to maintaining both the ecological balance and natural beauty of the region. Consideration of these environmentally significant lands is therefore important in the acquisition and development of conservation and park lands. The SEWRPC-identified environmentally significant lands within Muskego are shown on Map 5.3.

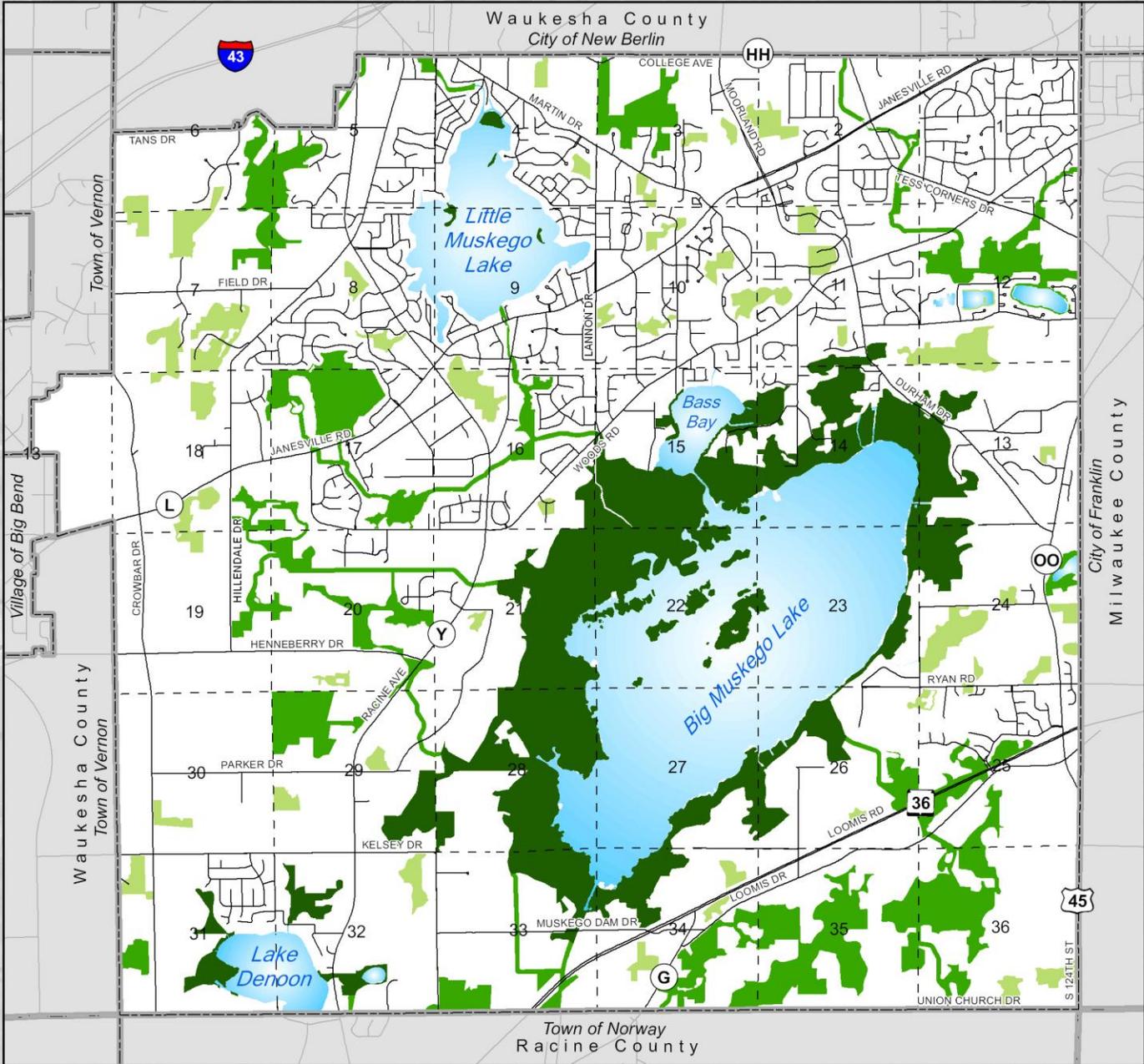
Conservation Priorities

Muskego's originally adopted Conservation Plan (2001) prioritized land areas in two fashions: 1. Low, Medium, or High Acquisition Areas, and; 2. Low, Medium, and High Management Areas. It was assumed that "management" prioritized lands would not likely be sought for outright acquisition and could be protected through working with developers to implement conservation planning techniques such as "conservation subdivisions." However, there were instances when the City has chosen not to acquire certain "acquisition" priority areas and these were protected in conservation subdivisions. Conversely, in another instance, the City has acquired land previously identified as "management" priorities. The Parks and Conservation Plan consolidated these categories into one conservation prioritization format so that either conservation strategy may be chosen. Map 5.4 shows the locations of lands that lie within the conservation priority designations described below.

The Parks and Conservation Plan and this Comprehensive Plan recommend that the City consider conservation of all prioritized areas. Lands may be preserved through land dedications, fee simple acquisition, conservation easements, preservation restrictions, or other means (other means as recommended below in this element). The Conservation Commission should review all land division and land development proposals that would affect conservation priority areas. With Planning Department staff guidance, the Conservation Commission should recommend a strategy to the Planning Commission and the Common Council to conserve such lands. It is further recommended that the City proactively seek to acquire some of the highest prioritized areas before any development proposals are brought forth. Implementation of the conservation-prioritized areas will provide a multitude of benefits to the community, including:

- Preservation of rural character
- Preservation of native plant communities
- Protection of wildlife habitat
- Creation of passive outdoor recreation opportunities
- Reduced vehicular traffic
- Reduced development sprawl and overall population density
- Reduced stormwater runoff and flooding
- Cleaner surface waters
- Groundwater recharge and Air pollution reduction

Map 5.3



LEGEND

Environmental Corridors

-  Primary
-  Secondary
-  Isolated Natural Resource



0 0.5 1 2 Miles

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Concern has always surrounded City acquisition and maintenance of open space and recreation lands and if the preservation of the open spaces will truly be in perpetuity. In order to assure more scrutiny in the event the City should choose to look at selling some of its existing open space or recreation lands for conversion of a land use, recommendations exist in this chapter on what the City should first determine before approving such a sale, dedication, or grant.

High Conservation Priority Areas

Lands classified as a “High Conservation Priority” are generally larger tracts of land with higher quality environmental features such as older growth forests or larger, contiguous wetland areas. Land areas that provide continuity between large tracts of high quality environmental features are also included. Strong consideration should be given to acquiring lands in this designation. Those lands not acquired should be protected through other conservation planning techniques.

Medium Conservation Priority Areas

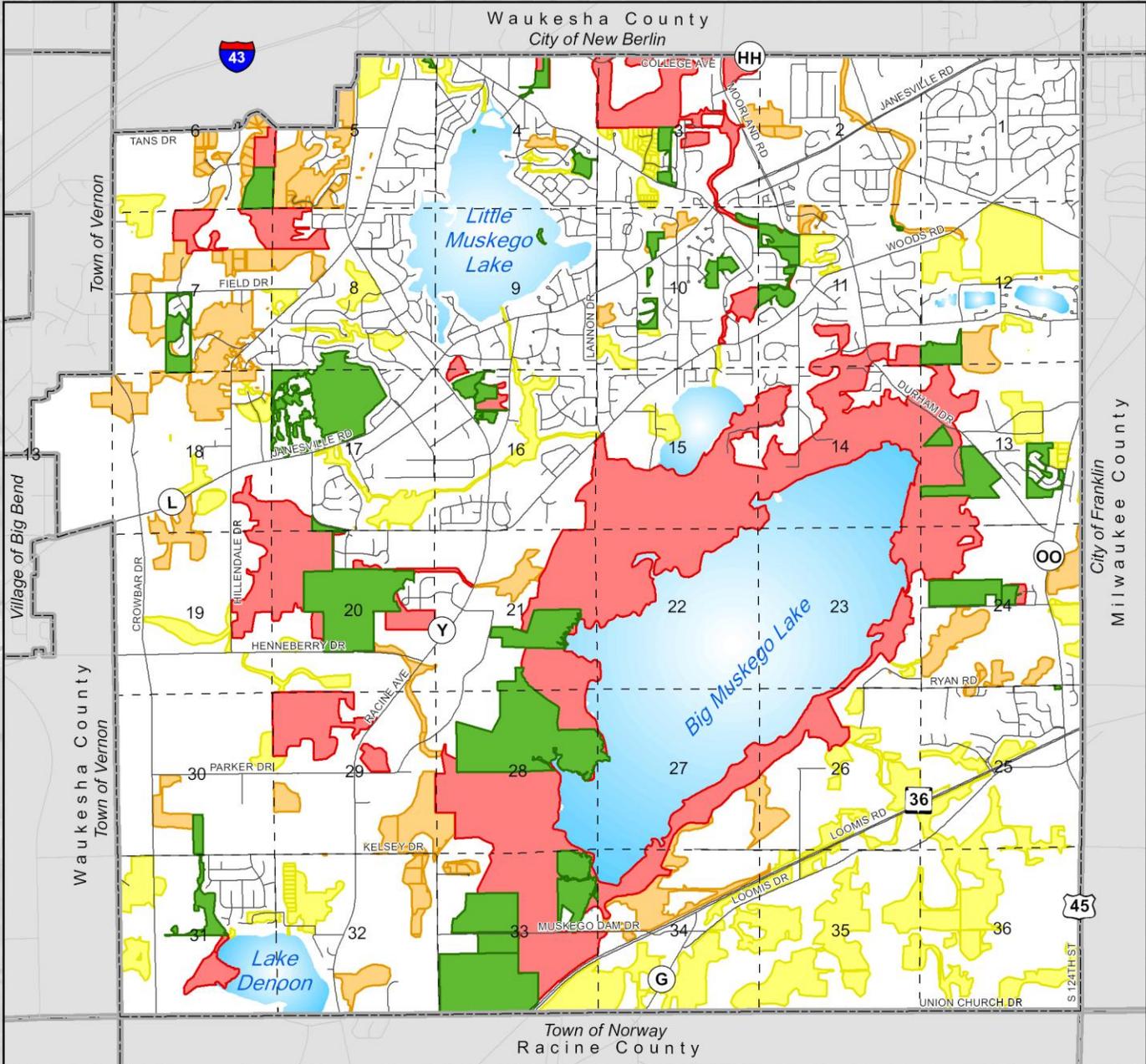
These lands are basically a continuum between high conservation priority areas and the low conservation priority areas described below. Tracts are moderately sized and/or the environmental features that they contain may be of somewhat lower quality than those designated as high priority.

Low Conservation Priority Areas

These land areas are generally smaller tracts of environmental features. This designation includes drained or degraded wetlands or lower quality woodlands. Also included are extensively fragmented, older-growth woodland areas that remain after previous subdivision or other development of land. In most cases, low conservation priority lands would be protected through means other than acquisition. For example, low quality wetlands that are protected through state and federal land use regulations.

Conservation Priorities

Map 5.4



LEGEND

-  High Conservation Priority
-  Medium Conservation Priority
-  Low Conservation Priority
-  Existing Conservation Sites



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Natural Areas And Critical Species Habitat Sites

SEWRPC also undertook the task of identifying all of the high quality natural areas and critical species habitats remaining in the seven-county region. This inventory, as well as a recommended plan for the management and protection of these areas, is detailed in SEWRPC Planning Report No. 42, A Regional Natural Areas and Critical Species

Table 5.1 Natural Areas and Critical Species Habitat Areas

Number from Map	Area Name	Classification Code	Ownership	Size	Description and Comments
1	Muskego Park Hardwoods State Natural Area	NA-1	Waukesha Co. and Private	73 Acres	Diverse hardwoods and spring flora. Endangered Crow-spur sedge and threatened blue ash grow here. Habitat for Coopers Hawk
2	Big Muskego Lake Marsh	NA-3	State of Wisconsin and Private	1061 Acres	Large cattail marsh with Forster's Tern (endangered), Common Tern (endangered), Great Egret (threatened), and Black Tern (rare)*
3	Luther Parker Cemetery	NA-3	City of Muskego	1 Acre	Pioneer cemetery with remnant mesic prairie
4	Parker Drive Woods**	none	Private	123 Acres	Large forested area recommended for State ownership by SEWRPC
5	Lake Denoon Wetland	CSH	Private	30 Acres	Habitat for Black Tern (rare)
6	Jewel Creek	CSH	Private and conservancy	1.3 Miles	Habitat for Redfin Shiner (threatened)
7	Muskego Canal	CSH	Private	2.4 Miles	Habitat for Lake Chubsucker (State-designated Special Concern)

* Subsequent to the formulation of A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin, Osprey (threatened) and Lake Chubsucker (State-designated Special Concern) were introduced to Big Muskego Lake in conjunction with a rehabilitation project.

** Although the site does not contain inventoried Natural Areas or Critical Species Habitat sites, acquisition is recommended by SEWRPC for reestablishment of a relatively large forest interior.

Source: SEWRPC, Wisconsin Department of Natural Resources, and the City of Muskego.

Habitat Protection and Management Plan for Southeastern Wisconsin (1997). Natural areas are defined as tracts of land or water so little modified by human activity, or sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the landscape before European settlement. Natural areas are classified into one of the following three categories: natural areas of statewide or greater significance (NA-1); natural areas of countywide or regional significance (NA-2); or natural areas of local significance (NA-3). Classification into one of these three categories is based upon consideration of the diversity of plant and animal species and community types present as well as size, uniqueness, extent of disturbances, and educational value. Critical species habitat sites (CSH) are identified by SEWRPC as areas that support rare, threatened, or endangered plant or animal species. These sites are separately identified when they lie outside of the natural areas described above. Preservation of natural areas and critical species habitat areas are an important consideration in the planning of parks and conservation lands. Inventoried natural areas and critical species habitat areas within the City of Muskego are summarized in Table 5.1 and depicted on Map 5.5.

Threatened and Endangered Species

The Wisconsin Natural Heritage Working List contains species known or suspected to be rare in the state and natural communities native to Wisconsin. It includes species legally designated as "Endangered" or "Threatened" as well as species in the advisory "Special Concern" category. The following are the species on record in the Natural Heritage Inventory database for the City of Muskego:

Table 5.2 Muskego Threatened and Endangered Species

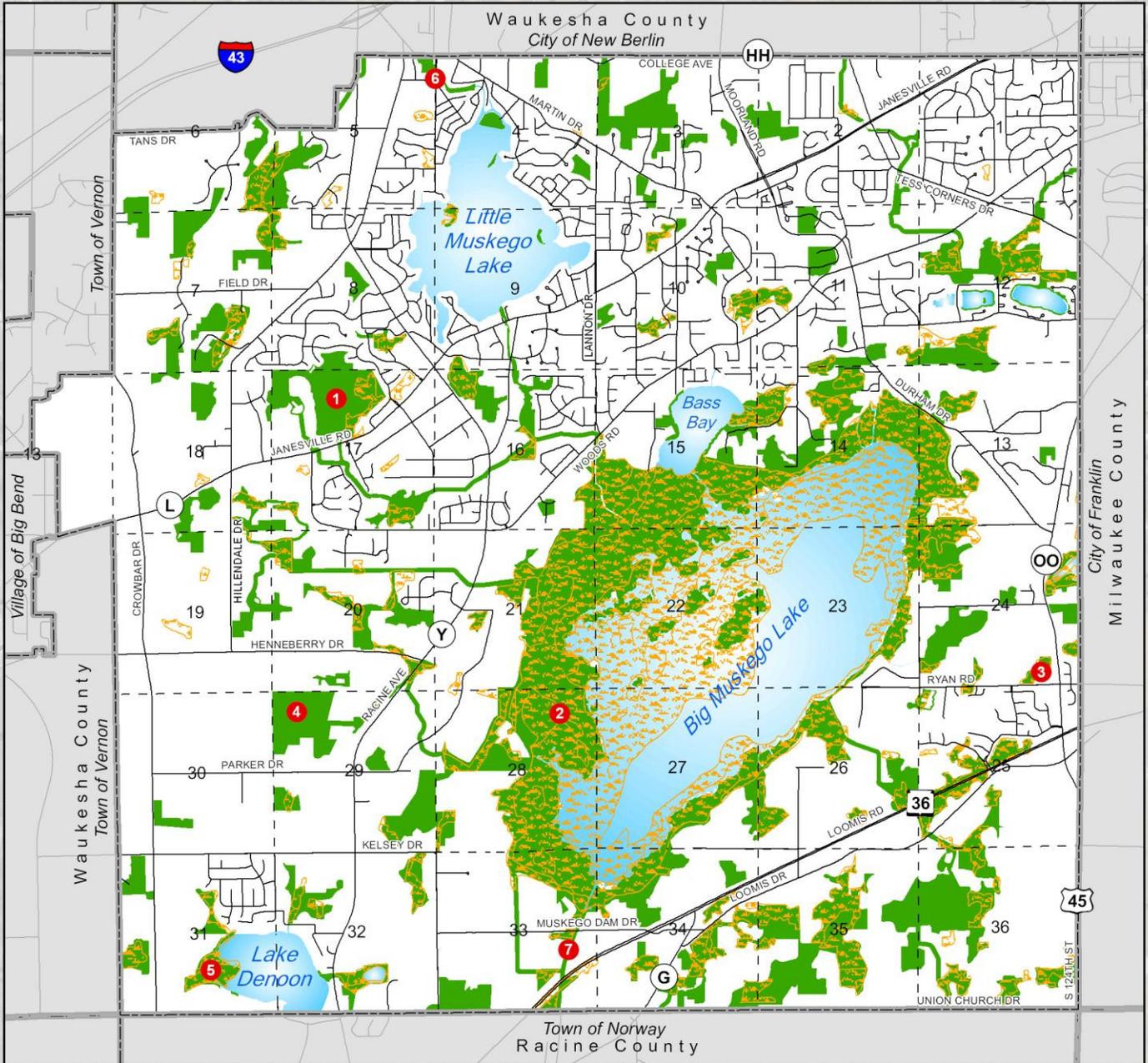
Common Name	Scientific Name	Category	WI Status
Great Egret	Ardea alba	Bird	THR
Osprey	Pandion haliaetus	Bird	THR
Caspian Tern	Sterna caspia*	Bird	END
Forster's Tern	Sterna forsteri	Bird	END
Common Tern	Sterna hirundo**	Bird	END
Black Tern	Chlidonias niger***	Bird	SC
Bald Eagle	Haliaeetus leucocephalus	Bird	SC
Blanding's Turtle	Emydoidea blandingii	Reptile	THR
Lake Chubsucker	Erimyzon sucetta	Fish	SC
Banded Killifish	Fundulus diaphanus	Fish	SC
Ravenfoot Sedge	Carex crus-corvi	Plant	END
Blue Ash	Fraxinus quadrangulata	Plant	THR
Kentucky Coffee-Tree	Gymnocladus dioicus	Plant	SC
Reflexed Trillium	Trillium recurvatum	Plant	SC

* Not listed on State's Natural Heritage Inventory but have been documented on Big Muskego Lake by City of Muskego and WDNR wildlife staff.

** Not listed on State's Natural Heritage Inventory but have been documented on Big Muskego Lake by SEWRPC

*** Not listed on State's Natural Heritage Inventory but have been documented on Big Muskego Lake by City of Muskego and WDNR wildlife staff.

Map 5.5



LEGEND

- # Natural Area or Critical Species Site
- Environmentally Significant Lands
- Wetlands



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Note: Natural Area or Critical Species site numbers correspond to (Table 5.1)

Wetlands

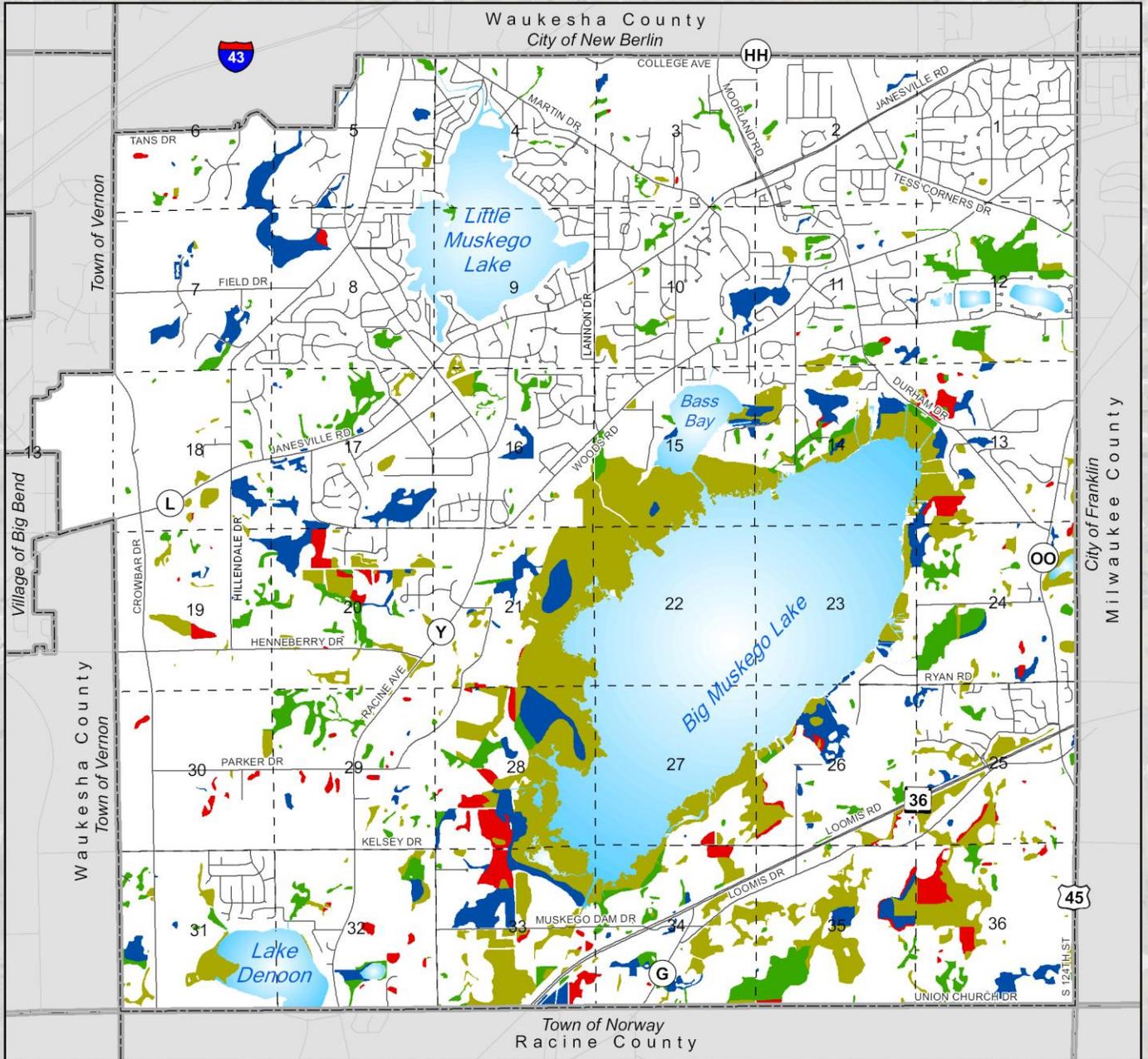
Wetlands in the City of Muskego vary from expansive marshes, such as the cattail marshlands around the shoreline of Big Muskego Lake, to narrow linear wetlands along stream margins and channelized ditches. In most locations, wetlands are moderately to severely deteriorated. Hydrological changes brought about by road construction, open ditch drainage of wetlands, and increased sediment, salt and nutrient loading from surrounding uplands, have caused a shift to vegetation types that tolerate disturbance. In many locations within the City of Muskego, the dominant vegetation types are comprised of Southeast Asian introduced non-native reed canary grass, monocultures of dense cattails, and extensive shrub thicket dominated by dogwood and willows. Reed canary grass invasion into fallowed, tilled and ditched agricultural fields is especially evident.

Along higher topographic margins of larger wetland areas and in areas that have not been subjected to major hydrologic changes, small pockets of sedge meadow and wet prairie remain. These are being invaded by woody growth in the absence of fire. Native plant species in these higher quality wetlands include lake sedge, tussock sedge, Canada blue-joint grass, prairie cord grass, and other graminoid species. Native forb dominated wetlands found in a few areas and along wetland margins include boneset, Joe-pye weed, great blue lobelia, Virginia mountain-mint, marsh-marigold, wood germander, hedge nettle, swamp milkweed, turtle head, New England aster, and blue vervain.

Most wetlands in the City have been significantly modified. The modifications include ditching, tiling, and alterations in the water level dynamics. These modified wetlands have dominant vegetation (i.e., reed canary grass, cattail, nettle) typically found in enriched wetland systems, such as those receiving nutrient loading from agricultural systems or from stormwater runoff, resulting in high nitrogen, phosphorus, and potassium levels. Because of the widespread nature of the disturbance, many wetlands in the City of Muskego are indicators of enriched wetland systems.

Determination of existing wetlands in the City of Muskego are initially based on the WDNR Wetland Inventory Maps (A representation of wetlands in the City, based on the inventory maps is found on Map 5.6). As development or disturbance of lands take place, the City mandates that the wetlands for a property be delineated and approved by the DNR. Further, the DNR determines the susceptibility of the wetlands and applies specific setbacks for structures and impervious surfaces to ensure no disturbances take place. The City also has a shoreland wetland zoning that further restricts certain land uses. The shoreland wetland zoning is mainly found around Big Muskego Lake and the western part of Lake Denoon.

Map 5.6



LEGEND

Wetland Communities

-  Flats/Unvegetated Wet Soil
-  Scrub/Shrub
-  Emergent/Wet Meadow
-  Forested



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Floodplains

Floodplains in the City are regulated by the City's Chapter 14 Floodplain Ordinance and are incorporated into the City's zoning map. The Federal Emergency Management Agency (FEMA) completed a comprehensive floodplain mapping update for Waukesha County in 2008. The City of Muskego adopted the new floodplain boundaries later that year. Map 5.7 shows the floodplain boundaries in the City of Muskego as of 2008. The City's floodplain ordinance regulates the disturbance and building in and around the floodplain and associated flood zones (i.e. floodway and flood fringe). As development takes place within the City, a land owner must demonstrate that the proposed development meets the Chapter 12 Floodplain Ordinance or appropriate engineering around the floodplain must occur.

Woodlands

Forested Communities (3)

Several types of woodland communities are found in the City of Muskego consisting of these found below. Map 5.8 shows the locations of each classified woodland in more detail.

- **Fence Rows**

Fence rows are associated with agricultural fields and typically are elevated above the surrounding fields. Fence rows consist of scattered native species such as oaks and hickories, with a dominance of black cherry, boxelder, and hawthorn. An understory of non-native woody species such as buckthorn, hawthorn, and non-native grasses are also associated with fence rows. Typical shrubs and forbs consist of native brambles, and non-natives such as honeysuckle, wild carrot, and dandelion.

- **Recently Developed Forested Systems in Degraded Conditions**

Recently developed forested systems are comprised of native early-invading species such as cottonwood, boxelder, green ash, black cherry, elm, and non-native white poplar. These areas typically occupy fallowed fields, former wetland soils that have been drained, spoil piles along ditches, and riparian margins, where successional tree species have invaded and create shade suppression of the native, soil-stabilizing vegetation. Often, the sub-canopy, which is usually closed, includes dense growths of European buckthorn and other shrubs that are semi- to completely shade-tolerant. The combined influence of shading by young trees and buckthorn (*Rhamnus cathartica*) have contributed to the decline of the native, soil-stabilizing vegetation. These are low-diversity and unstable systems.

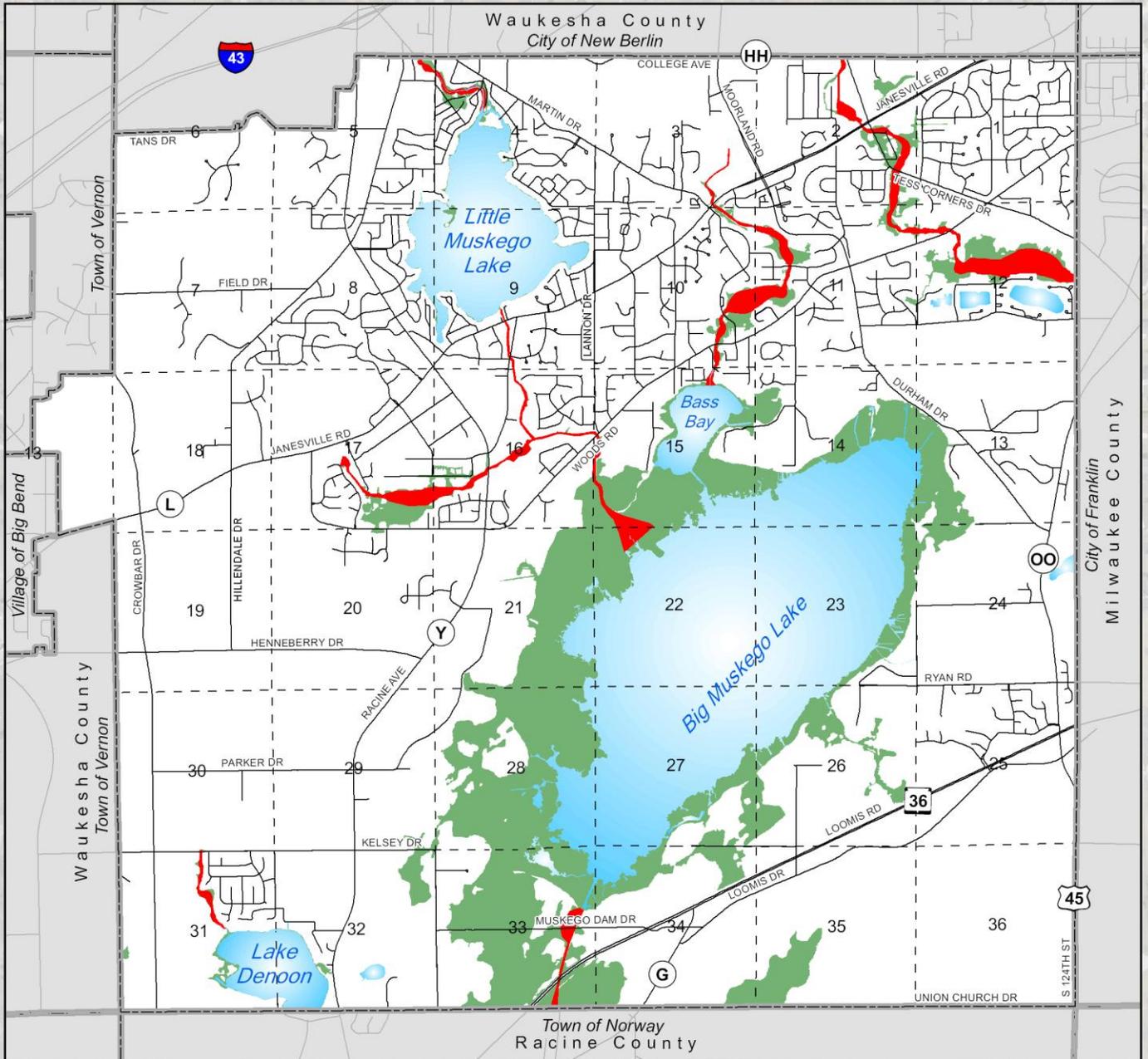
- **Black walnut/oak woods**

Black Walnut and Oak Woods are native trees that are found mostly in the northern part of Muskego on ridge tops where residential developments occur. Typical native woodland ground cover species are Pennsylvania sedge, Jack-in-the-pulpit, horse gentian, violets, false Solomon seal, wild geranium, white lettuce and starry campion. Of the wooded areas studied, this woodland community had the greatest percentage of native ground cover vegetation.

- **Oak/maple woods**

Several wooded areas are comprised of sugar (black) maple with scattered oak and basswood. In most instances the shrub/sapling layer is dominated by numerous young sugar maple with occasional black cherry, bitternut hickory and ironwood. Ground cover in summer was sparse with sedges, Jack-in-the-pulpit, Enchanter's night shade, and woodland knot weed the most frequently observed species. These woodlands can have a diverse spring flora.

Map 5.7



LEGEND

Floodplain Boundaries

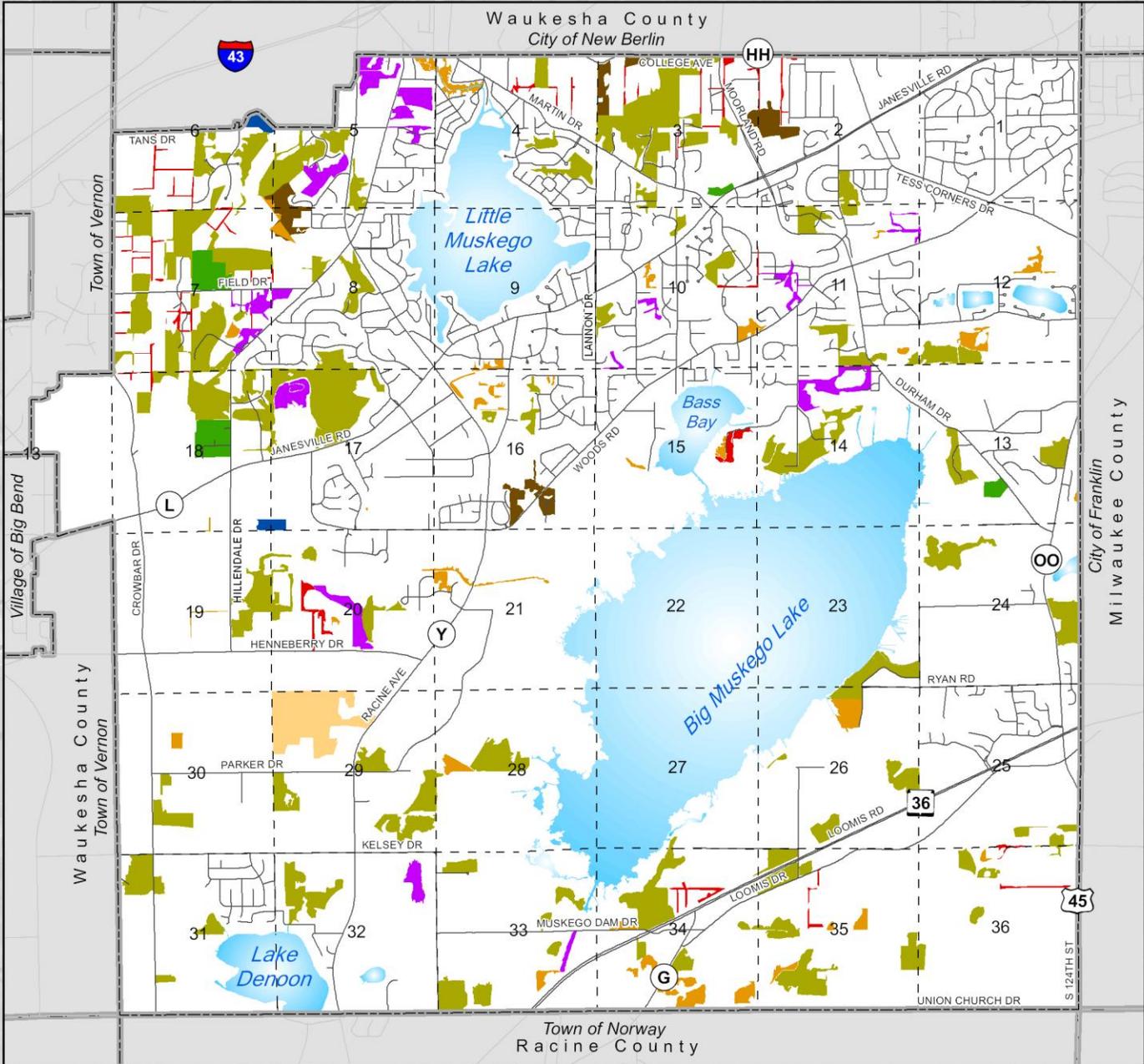
-  Floodway
-  Flood Fringe



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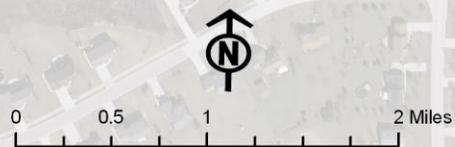
Map 5.8



LEGEND

Forested Communities

- | | | | |
|--|-----------------------------|--|------------------------|
| | Fence Row | | Black Walnut/Oak Woods |
| | Recently Developed Woodland | | Oak/Maple Woods |
| | Historic Oak Savanna | | Maple/Basswood |
| | Plantation/Orchard | | Unclassified |



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- **Historic Oak Savanna**

Oak savannas are dominated by bur oak, white oak (*Quercus alba*) and red oak with native and introduced forbs, grasses, and sedges are found in the City of Muskego. In many locations these occur on higher, drier ridge tops. Ground cover vegetation varies from shade-suppressed areas with an overstocked canopy, to areas of dense invasion by European buckthorn and Tartarian honeysuckle. Some areas have relatively diverse ground cover vegetation along the edges and in light gaps. However, oak savanna systems on slopes have experienced severe degradation, where substantial erosion of the topsoil has occurred. Topsoil loss is associated with the loss of long-lived seeds, roots, tubers, bulbs, and other plant stock from the soil. In many of the savanna sites, no or little ground cover vegetation is found and woody vegetation is entirely dominated by European buckthorn, native prickly ash and others. The deterioration of these oak savannas has followed a process of degradation documented by previous studies throughout the Upper Midwest (Apfelbaum and Haney, 1989). Documentation produced by the other studies and corroborated during this inventory suggests that the previously identified trends are occurring in the City of Muskego. These include a precipitous decline in breeding bird and native vascular plant species richness, severe erosion, and a decline in the opportunity for restoring these savanna systems with increasing time, due to erosion and loss of the soil seed bank.

- **Plantations/orchards**

Several pine plantations and orchards are located within the City. These are noted as a woodland land cover type, but are not mapped.

- **Maple/basswood woods**

This large mesic wooded tract consists of a sugar maple /basswood community with interspersed oak and ash. Low swale areas and wetland depressions are found in this woodland community.

Soils

Soil characteristics vary greatly within the community but generally fall into three soil associations (or types). The soils of the northwestern portion of the City are well drained soils derived from glacial till. Soils surrounding Big Muskego Lake are poorly drained to well drained soils formed in shallow glacial lakebeds. Soils in the remainder of the City are well drained to somewhat poorly drained and are derived from glacial till. Most soils in the City have a relatively high clay component and some have a high content of organic material. Many soils in the area have severe limitations for building structures and the installation and operation of on-site wastewater treatment systems. Soil characteristics and their suitability for development are discussed in greater detail in Southeastern Wisconsin Regional Planning Commission (SEWRPC) Planning Report No. 8, *Soils of Southeastern Wisconsin*, and in the Soil Conservation Service *Soils_Survey of Waukesha County, Wisconsin*. A map of the soils in the City is found on Map 5.9.

Surface Water

Muskego has four major water bodies within its civil boundaries (Seen on most maps in document). Big Muskego Lake is a shallow 2,260-acre lake that is fringed with wetlands and encompasses islands of cattail marsh. Bass Bay is a 100-acre connected embayment of Big Muskego Lake and has a deeper basin typical of other glacially formed kettle lakes in the region. Recent rehabilitation efforts have enhanced the water quality, plant diversity, and fish and wildlife habitat of both Bass Bay and Big Muskego Lake. Little Muskego Lake, which covers 506 acres, contains shallow areas as well as a deeper basin that reaches 65 feet in depth. Lake Denoon, which is partially located in the Town of Norway, is a kettle lake covering 162 acres with a maximum depth of 55 feet. Significant tributaries in the watercourses include Jewel Creek, which flows into Little Muskego Lake, Muskego Creek (also locally known as Pilak Creek), which flows from Little Muskego Lake to Big Muskego Lake, and Muskego Canal, which is the outlet of Big Muskego Lake. Tess Corners Creek is located in the northeast part of the City. Numerous smaller surface water bodies are distributed throughout the community.

Groundwater

Groundwater from the shallow sand and gravel aquifers and the underlying limestone/dolomite aquifer are the primary source of drinking water in Muskego. A small amount of water from the deeper sandstone aquifer is also utilized. The sand and gravel deposits that make up the shallow aquifer were deposited by the glaciers 10,000 to 15,000 years ago.

The Muskego Water Utility wells in the sand and gravel range from 94 to 322 feet deep. The limestone/dolomite wells range from 320 to 400 feet deep. The sandstone wells range from 1100 to 1400 feet deep. Water from the sand and gravel aquifers and the limestone/dolomite aquifer is generally good. Several of the sand and gravel wells have some natural iron that is treated with sodium silicate to keep it in suspension. The natural hardness of several wells may also require softening by the user. Because the deep sandstone wells are small producers and the water is costly to pump from these depths, these wells are seldom used. Much of Muskego is covered with 50 feet or more of clay. This clay provides excellent protection to the groundwater from surface contamination.

The City of Muskego has a Wellhead Protection Zoning District employed in the Municipal Code Chapter 17 Zoning Ordinance. Through the Wisconsin Legislative Act 410 (effective May 11, 1984), and as the residents of the City of Muskego depend exclusively on groundwater for a safe drinking water supply, it is recognized that certain land use practices and activities can seriously threaten or degrade groundwater quality. The intent of the zoning district is to protect the City of Muskego's municipal water supply and well fields. The regulations specified by the district apply to all lands that lie within the five year Time of Travel (TOT) of each City of Muskego municipal well or 1,200 feet minimum, within the City of Muskego corporate limits, and have a well head protection area delineated in a Well Head Protection Plan accepted by the City.

Watersheds

As discussed earlier in this document, Muskego is located along a sub-continental divide and is broken up into two distinct watersheds, the Illinois Fox watershed (west of the divide) and the Root River watershed (east of the divide). Map 4.4 from the Chapter 4 section on stormwater drainage shows where the divide and the watersheds are in relation to the City boundaries and lakes. Waters to the east of the divide flow towards Lake Michigan and the Atlantic Ocean Basin. Lands to the west of the divide flow towards the Gulf of Mexico. The City's four major lakes drain through the Illinois Fox watershed into the Gulf of Mexico via the Fox River, Illinois River, and Mississippi River. Tess Corners Creek is in the Root River watershed that drains into the Atlantic via the Great Lakes.

Topography

Muskego is located in what is commonly known as Wisconsin's Kettle Moraine. The topography of the region displays the Kettle Moraine character and is characterized by glacial features, which are the result of marginal deposits, and geologic activities, which occurred more than ten thousand years ago during the Pleistocene Epoch. As a result, local conditions vary from rolling hills to flat terrain.

As shown on Map 5.10, the elevations in the City range from 735 to 1021 feet. The lakes and flowages in the community are generally found at 770-790 feet.

Slopes

Slopes throughout the community are general in nature with only steeper terrains found in the northwest portions of the City. Map 5.10 also displays the locations of more extreme slopes in Muskego. Most of the grades decrease closer to the lakes and the overall gradient flows from high to low as you move from north to south across the City. The most extreme slopes in the City of Muskego are located in the northwest corner at greater than 12%. For the most part, general slopes of less than 12% are found throughout the community.

The City of Muskego ordinances regulate development where steep slopes exist at more than 12%. Steep slopes are environmentally sensitive where increased amounts of erosion and runoff can enter surrounding water bodies and flowages, which in turn can negatively affect water qualities. The City employs strict erosion control policies to minimize impacts of slope during land disturbance events.

Nonmetallic Mining Resources

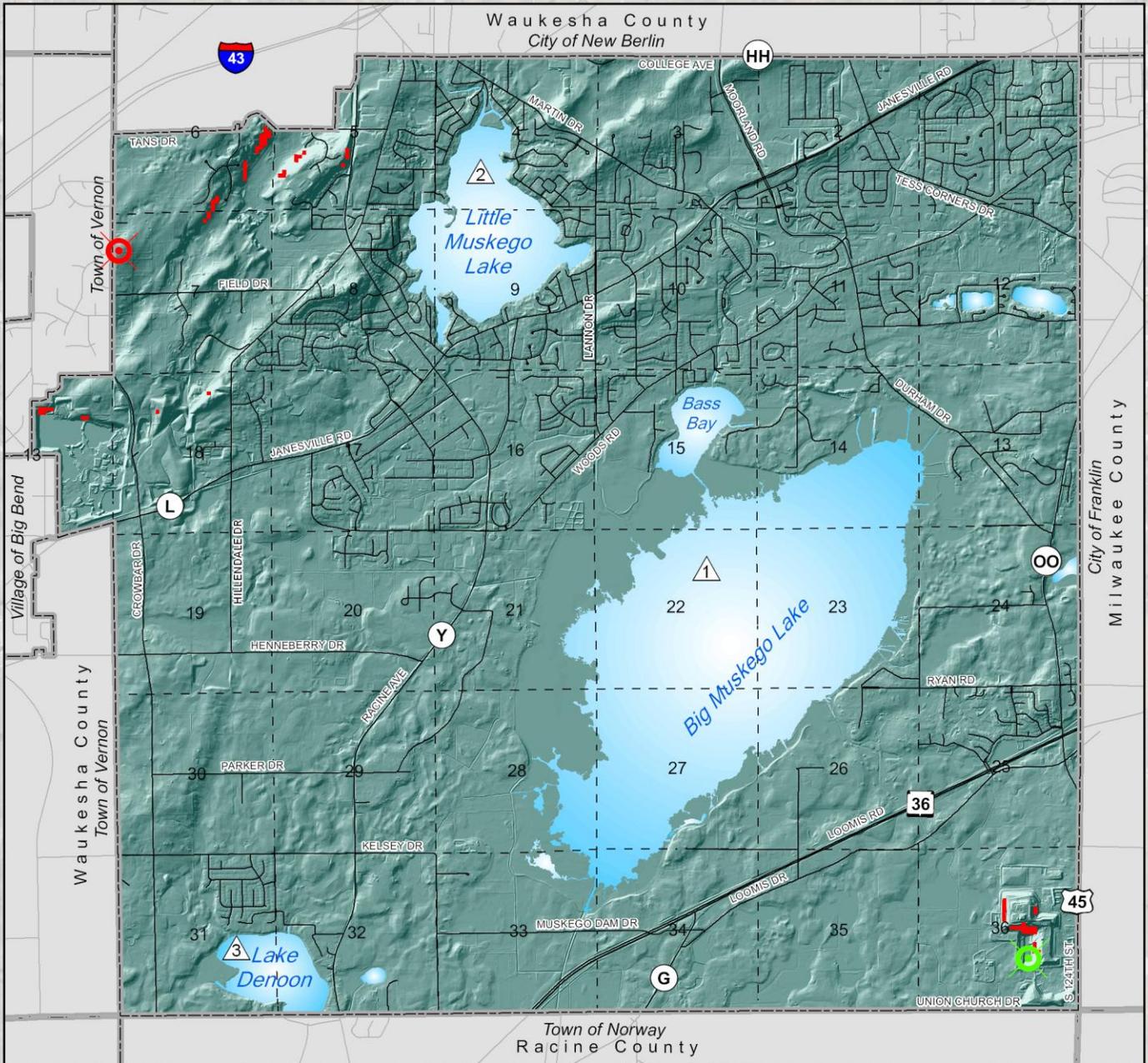
One nonmetallic mining operation exists within the City at this time. The site is operated by Payne and Dolan, Inc. located along the western border of the City on Crowbar Drive. The City has an adopted nonmetallic mining ordinance that requires a mining operation in the City to have an approved reclamation plan approved by the City's Planning Commission. The Commission requires yearly annual reviews in order to assure the operations of the plant are completed in an orderly fashion not harming the neighbors and uses that exist around it. Further, the WDNR requires any nonmetallic mining operation to submit yearly updates on the progress of a mining site towards their reclamation goals. As of 2007, the Payne and Dolan site was still mining 31 acres of their property and figured to have approximately 40-45 years of life left in the mining business.

The City doesn't anticipate other nonmetallic mining operations, however, the soils and geological makeup may allow for such resources in the distant future.

Air Quality

The City of Muskego is not known to be in violation of any air quality regulations. However, being situated in the suburban environment of southeast Wisconsin, the City must be cognizant of air quality standards and how development approvals may affect the air environment. As population grows, bringing more commercial and industrial developments, the City must be focused on the impact of emissions.

Map 5.10



LEGEND

- Lowest Elevation - 735.15'
- Slopes > 12%
- Highest Elevation - 1021.82'

Surface Water Elevations

- 771'
- 792'
- 780'



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Planning Department



Cultural Resources Inventory

Muskego has a rich and colorful cultural history that is centered on the lakes and agricultural lands. The settlement was originally home to the Potawatomi Tribe of Native Americans who referred to the area as Musk-kee-guac, or “Sunfish.” The presence of the lakes, large forests, and abundant game supported the large population of Native Americans. The first permanent European settlers to Muskego were Luther Parker and his family, who arrived from New Hampshire in 1836. Other settlers soon followed. Five separate settlements were established, including Yankee, English, Irish, German, and Norwegian immigrants. Agriculture was the backbone of the economy with produce being shipped to Milwaukee by wagon.

Preservation of historic and cultural resources is important to the life in Muskego fostering a sense of pride and providing an important context for social and cultural continuity between the past, present, and future. The rural terrain of Muskego is the most evident definition of the community’s culture. From the lakes and abundant wildlife habitats to the vast agricultural fields and rural areas, Muskego is a distinct destination. Implementing conservation techniques for all these resources from the past is a key component of this *Plan*.

Historic

Muskego did not contain any buildings or places on the National or State register as of 2008. The last structure that was part of the National Register was the Philadelphia Toboggan Co. Carousel #15 that was found in the old amusement park along Little Muskego Lake and Janesville Road during the early 1900s. The carousel was removed from the Register once it was removed from the park in the 1980s. The carousel was part of a larger amusement area along the southern shores of Little Muskego Lake known as Muskego Beach Amusement Park (1861-1967) and Dandelion Park (1968-1977), which also included a roller coaster known as the *Tailspin*. The wood roller coaster was in operation from 1929 to 1975, spanned 4200 feet and was 75 feet high.



The community does however have numerous sites and buildings listed on the Wisconsin Architecture and History Inventory. Architecture and History Inventory (AHI) is a collection of information on historic buildings, structures, sites, objects, and historic districts throughout the State of Wisconsin. The Inventory is housed at the Wisconsin Historical Society in Madison and is maintained by the Society's Division of Historic Preservation. The AHI is comprised of written text and photographs of each property, which document the property's architecture and history. Muskego has 60 listings on the inventory as of 2008 consisting of

historic farmsteads and many unique architectural structures defined by the era they were built in. Further info regarding the places listed can be found on the State's Historical Society Web page. The inventory maintains that inclusion conveys no special status or advantage and that consultation of the inventory may not be sufficient to satisfy requirements of local, state or federal historic preservation statutes.

The Muskego Historical Society has long been a part of the community supporting the preservation of Muskego's history. The Society has inventoried many of the City's significant historic buildings and places as well. The inventory and supporting information as defined by the Society is found herein:

- Old St Paul's Lutheran Church - Founded over 150 years ago. Tess Corners was a German settlement and to this day, life still centers around their church. Their historic original church or school still exists on the property as a little white clapboard building. The brick church formerly used as the church is an architectural tribute to former times.
- Muckey School (Hwy 24) - A log tavern/hotel, was built there by Peter and Catherine Muckey. It was first built there for travelers as a place of rest and food along the wilderness trail in 1841. Taverns were safe havens for wayfarers at that time. Eventually the land was donated by the Muckey family for the school.
- Sawmill and later Grist Mill on Creek (College Ave) – Within the Linnie Lac Area in the early 1840's. Hales Mill was owned by Hugh Wedge, which was on both sides of College Ave. It was the first sawmill in the area built for Dewitt and Thompson, the contractors. The New Berlin Historical Society has a marker there designating it as of historical interest.
- Boldt Farm on College Ave - Originally owned by the Loughney family and sold to the Boldt's. The home is in great condition and home of an innovative family, inventors and the then future owner of Boldt Butter and Eggs.
- Devil's Teapot (Bike trail marsh area off Racine Ave across from Culver's) - Known as the Devil's Teapot on the old Leonard farm. The tracks of the interurban train connecting Muskego with Big Bend were laid and the Devil's Teapot erupted, keeping the Milwaukee Electric Railway and Light Co. cars from running for approx. one year. The little pond swallowed trees, carloads of gravel, even railroad cars and the trestle that crossed it toppled and fell into the seemingly bottomless pit.
- Leander Point (North bank of Big Muskego Lake) - Burial ground of the Potawatomi Indians and last town in southern Wisconsin Counties to be a home for them until 1852, when removed by order of the General Government.
- Muskego Dam/Cesar's Dam - Site of the finding of the Potawatomi dugout canoe in 1892 and donated to the Milwaukee Public Library until the formation of the Historical Society in Muskego.
- Ellarson Home - Early settler in Muskego, approximately 1836, original log cabin was 2 blocks off Janesville Rd, just NE of the present park office.
- Luther Parker Cemetery - North of Hwy 36, on the south end of Little Muskego Lake, near Muskego Center. His young daughter, was the first white person to be buried in the town and this cemetery, approximately 1836.
- Bosch's Garage (Durham Hill)
- Charlie Fickau's Garage (Tess Corners Drive) - Well known blacksmith
- Bethlehem Lutheran Church (Durham Hill) - Established in 1904 and over 100 years old.
- Post-Kellner home (Located at W192 S7586 Racine Ave at the bottom of the hill) - Known as Post Hill, between Lochcrest and Richdorf Drives. The cream city brick farmhouse is a good example of the architecture of the times and the longevity of the building from the 1800's.

Archeological

The City has an affluent archeological history. As mentioned, the City was originally home to the Potawatomi Tribe of Native Americans who referred to the area as Musk-kee-guac, or “Sunfish.” In 1827, the first European settler arrived and established a trading post. The settler remained two years, trading with the Potawatomi Tribe. The Potawatomi ceded their lands in Wisconsin to the Federal Government in 1833. The Potawatomi Tribe remained in the area until the 1850s, making it one of the final areas inhabited by the Tribe. However, as late as the 1870s the Potawatomi continued to return to the lakes in the area to hunt and fish.

Archeological remnants of the past continue to be recognized today within Muskego. Burial mounds have been found and recorded by archeologists around Big Muskego Lake. Further, corn hills are still found in some Muskego forests as evidence of Potawatomi tribe gardens.

If evidence is known of a possible archeological site on a piece of land proposed to be developed, the City works with that landowner to first contact an archeologist for inventory and preservation procedures.

Recreational

Recreational resources, including the conservation and park/recreation assets, are discussed in depth within the Chapter 4 Utilities and Community Facilities portion of this Plan. The City’s Parks and Conservation sites provide excellent chances for residents and visitors to play, hike, and overlook wildlife. While the lakes offer further opportunities with recreational boating on Little Muskego Lake and Lake Denoon to an abundance of fishing and hunting on Big Muskego Lake. Muskego is cognizant of the scenic beauty that exists along the landscape and is working to preserve and protect these resources, while also making them available to the public through a way that will manage them in perpetuity.

Chapter 6:

Economic Development

This element contains a compilation of goals, objectives, and recommended programs to attract and retain businesses that are consistent with the overall land use and environmental objectives of the City of Muskego. As required by Wisconsin Statutes 66.1001.(2)(f), this chapter includes an assessment of new businesses and industries that are desired by the City and an assessment of the strengths and weaknesses with respect to attracting and retaining businesses and industries, and an inventory of environmentally contaminated sites.

Many of the objectives and recommendations of this chapter are a result of the adopted plans over the past decade (Specifically the Sustainable Economic Development Strategic Plan discussed in detail below) and the active involvement of City development committees (Plan Commission, Community Development Authority, and the Mayor's Task Force on Economic Development). This chapter expands to include the current state of Muskego in regards to economic development.

The business climate has grown substantially within Muskego over the past five years, however, there are still many opportunities for further growth. Currently, only 9% of the City's tax base is from commercial. This is approximately half the percentage found in other growing communities of Waukesha County and southeastern Wisconsin. While the foundation for economic growth is evident, the City also realizes that increasing the demand for new businesses is key to the future of Muskego. One of the reoccurring goals of this economic development element is to increase the commercial tax base to at least 16-18% by the year 2020. This goal is not out of reach, especially due to the strength and demand that exists in the community. This element begins to look at the many facets of Muskego's economic development opportunities and plans a course for a healthy and diverse economic future.

The City takes a proactive view of economic development. Not only will economic development aid in creating jobs and income in the community, it also can help create an overall better well being for the community's residents. This element works to incorporate all facets of economic development in order to know exactly what types of economic opportunities are available within the City, and even find what disparities might exist. The following chapter examines the City's labor force, economic base, and income levels. Additionally, a look into where the commercial and industrial land uses are located and where there is potential for growth is examined. Lastly, long-term objectives for sound investment strategies based on diversification of the economic base are evaluated.

The goal of this Economic Development Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Economic Development Existing Conditions

Employment Characteristics and Forecasts

The labor force is an important element for potential economic investors in a community. Many businesses research the skills, education and aptitudes of a community's population. The Comprehensive Planning Law requires this *Plan* to address employment makeup and forecasts in the governmental unit over the 20-year planning period.

Table 6.1 shows the employment status of Muskego residents from the year 2000. Only 2.5% of the labor force is shown to be unemployed with an even smaller percentage of women (1.7%). Muskego has

a high number of individuals in various areas of employment with almost 8 out of every 10 men in the labor force and 7 out of 10 women. The table shows that Muskego residents are committed to employment in some form. Only a select few persons are not participating in the labor force, but a large majority of these individuals are going to high school or college in preparation for future employment.

Table 6.1 Employment Status (16 years and older)

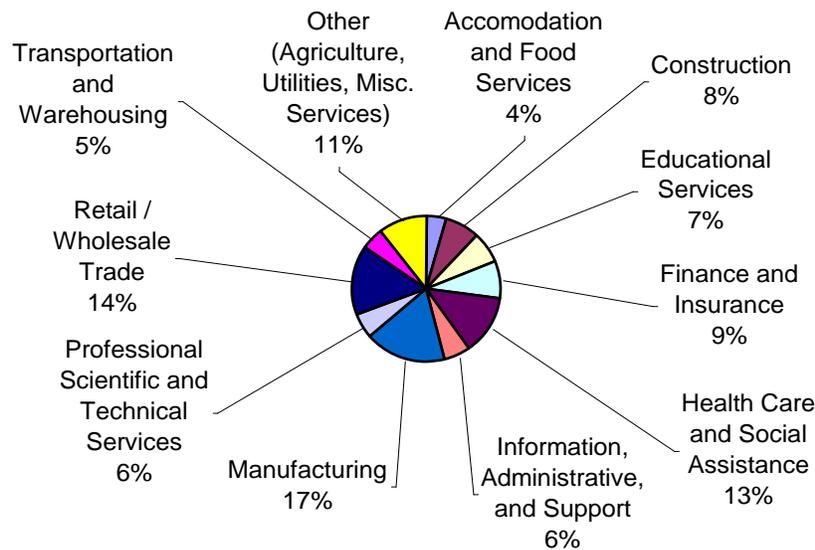
	Number			Percent		
	All	Male	Female	All	Male	Female
All	16,110	7,928	8,182	100	100	100
In labor force	12,263	6,469	5,794	76.1	81.6	70.8
Armed forces	26	18	8	0.2	0.2	0.1
Civilian labor force	12,237	6,451	5,786	76	81.4	70.7
Employed	11,835	6,192	5,643	73.5	78.1	69
Unemployed	402	259	143	2.5	3.3	1.7
Percent of civilian labor force	3.3	4	2.5	(X)	(X)	(X)
Not in labor force	3,847	1,459	2,388	23.9	18.4	29.2

Source: U.S. Census Bureau, Census 2000.

Most Muskego residents work outside the City, primarily in Milwaukee County, with some within Waukesha County (2000 Census shows that 62.5 % of the Muskego population takes 15-34 minutes for their average travel time to work). Figure 6.1 below illustrates the occupational structure of Muskego residents at the time of the 2000 census. A significant majority, 66.4 percent, are employed in “management, professional and related occupations,” or “sales and office occupations.”

The State of Wisconsin’s Department of Workforce Development’s “Occupations with Largest Growth 2004-2014” provides insight into the regional employment forecast for the Waukesha, Milwaukee, Racine, Kenosha, Walworth, Washington, and Ozaukee County area.

Table 6.2 lists the occupations experiencing the largest growth rates in the region. The table can be viewed in a variety of ways. To gauge the best understanding of where job growth is occurring it helps to see the occupations that have the largest percentage of growth (How they are currently sorted), but also to view the total number of estimated annual openings for each occupation. When reviewing the latter, we see that “Office and Administrative Support Occupations”, “Sales and Related Occupations”, “Food Preparation and Serving Related Occupations”, and “Production Occupations” have the most estimated openings annually in the coming years.

Figure 6.1 Employed Civilian Populations in Muskego

Source: U.S. Census, 2000

These growing occupations look to benefit Muskego, especially since Muskego is on the upswing with commercial/office growth. While much of Muskego's landscape has been consumed with higher density residential, it is now time for the commercial uses to flourish. Viewing the table by the anticipated percentage growth per occupation, the statistics show that, not surprisingly, many of the growing professions relate to the healthcare industry (This has been the norm the past five years). Muskego should also benefit from this aspect, as the City has become a destination for senior care and residency.

Another set of employment projections was prepared at the state level for comparison. Table 6.3 lists the projected growth statewide for all occupations.

As shown in the pie chart, much of the population of Muskego is employed in "retail/wholesale trade occupations," or "health care occupations." Both of these occupational categories are well positioned to absorb much of the job growth projected above in Table 6.2. One area that Muskego must be on the lookout for an expected decline is in relation to the manufacturing industry. Statewide projections see a continuing decline in the manufacturing profession, while Muskego holds a high interest in the amount of occupations dedicated to manufacturing in the City. Overall, Muskego anticipates the employment trends to grow at the same rates displayed in Tables 6.2 and 6.3. Recommendations and goals below are based on this notion of growth for employment.

Table 6.2 Occupations with the Largest Projected Growth in Milwaukee, Washington, Ozaukee, Waukesha, Walworth, Racine, and Kenosha Counties

Occupational Title	Estimated Employment				Estimated Average Annual Openings			Estimated Salary and Wages (2005)		
	2004	2014	Change	% Change	New Jobs	Replacements	Total	Average	Entry	Hourly Wage
Healthcare Support Occupations	28,720	37,380	8,660	30.2%	860	440	1,300	\$ 34,710.50	\$ 9.10	\$ 13.28
Computer and Mathematical Occupations	20,170	26,120	5,950	29.5%	590	260	850	\$ 58,598.00	\$ 17.92	\$ 33.30
Healthcare Practitioners and Technical Occupations	49,450	63,510	14,060	28.4%	1,410	920	2,330	\$ 62,162.00	\$ 15.60	\$ 37.03
Personal Care and Service Occupations	31,120	38,900	7,780	25.0%	780	700	1,480	\$ 20,857.00	\$ 6.97	\$ 11.56
Business and Financial Operations Occupations	40,070	49,150	8,080	22.7%	810	730	1,540	\$ 53,890.00	\$ 14.68	\$ 31.53
Community and Social Services Occupations	18,390	22,070	3,680	20.0%	370	340	710	\$ 38,385.50	\$ 11.71	\$ 21.83
Construction and Extraction Occupations	36,590	43,160	6,570	18.0%	660	720	1,380	\$ 44,233.50	\$ 13.52	\$ 25.14
Building and Grounds Cleaning and Maintenance Occupations	37,330	43,900	6,570	17.6%	660	740	1,400	\$ 22,325.00	\$ 7.30	\$ 12.45
Farming, Fishing, and Forestry Occupations	800	940	140	17.5%	13	23	33	\$ 22,659.00	\$ 6.66	\$ 13.01
Life, Physical, and Social Science Occupations	8,490	9,960	1,470	17.3%	150	210	360	\$ 54,592.00	\$ 15.48	\$ 31.63
Education, Training, and Library Occupations	52,050	60,780	8,730	16.8%	870	1,090	1,960	\$ 42,069.50	\$ 11.86	\$ 24.41
Legal Occupations	5,590	6,430	840	15.0%	80	70	150	\$ 72,061.00	\$ 17.04	\$ 43.45
Management Occupations	37,900	43,540	5,640	14.9%	560	710	1,270	\$ 89,529.00	\$ 22.32	\$ 53.41
Food Preparation and Serving Related Occupations	79,280	90,890	11,610	14.6%	1,160	3,150	4,310	\$ 17,939.00	\$ 5.95	\$ 9.96
Arts, Design, Entertainment, Sports, and Media Occupations	13,470	15,390	1,920	14.3%	190	260	450	\$ 39,067.00	\$ 10.00	\$ 23.18
Transportation and Material Moving Occupations	72,170	80,470	8,300	11.5%	830	1,590	2,420	\$ 27,829.00	\$ 7.84	\$ 16.15
Installation, Maintenance, and Repair Occupations	36,460	40,530	4,070	11.2%	400	830	1,230	\$ 39,013.50	\$ 11.73	\$ 22.27
Architecture and Engineering Occupations	18,740	20,720	1,980	10.6%	190	430	620	\$ 57,451.00	\$ 18.08	\$ 32.39
Protective Service Occupations	15,790	17,330	1,540	9.8%	160	450	610	\$ 37,506.00	\$ 9.51	\$ 22.30
Sales and Related Occupations	92,700	101,450	8,750	9.4%	870	3,050	3,920	\$ 35,186.50	\$ 7.24	\$ 21.76
Office and Administrative Support Occupations	174,010	183,320	9,310	5.4%	930	3,970	4,900	\$ 28,912.00	\$ 9.05	\$ 16.33
Production Occupations	124,160	128,410	4,250	3.4%	430	2,970	3,400	\$ 31,656.50	\$ 9.41	\$ 18.13
Total, All Occupations	994,430	1,124,310	129,880	13.1%	12,990	23,660	36,650	\$ 36,687.50	\$ 8.41	\$ 22.25

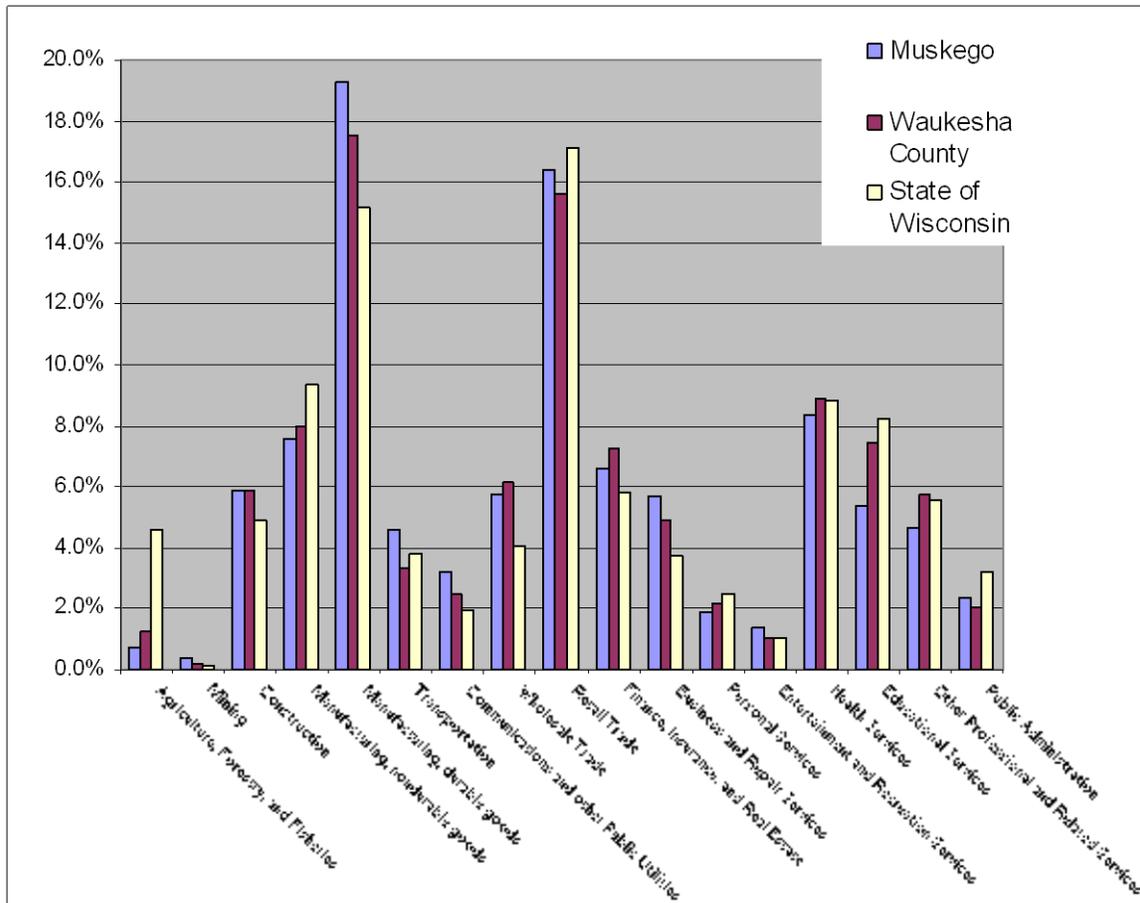
Figure 6.2 depicts 2000 employment by industry in Muskego, Waukesha County and the State of Wisconsin. While the categories are not strictly comparable, it is possible to see that the industries with the highest anticipated growth over the next ten years, such as the service, retail trade, and health industry, already account for a significant portion of total employment in the Muskego area. What is also obvious from the comparison is that the shrinking manufacturing sector again will have a considerable impact on Muskego's labor force.

Table 6.3 Statewide Occupational Projections by Occupation 2004-2014

Industry Title	2004	2014	Change	Percent Change
Total, All Occupations	3,032,810	3,380,410	347,600	11.5%
Natural Resources and Mining	3,870	3,700	-170	-4.4%
Construction	126,730	150,300	23,570	18.6%
Manufacturing	502,630	495,700	-6,930	-1.4%
Trade, Transportation, and Utilities	554,430	606,200	51,770	9.3%
Information	50,250	54,400	4,150	8.3%
Finance and Insurance	129,880	144,000	14,120	10.9%
Real Estate and Rental and Leasing	27,660	31,790	4,130	14.9%
Professional and Business Services	252,530	309,800	57,270	22.7%
Education and Health Services, Including State and Local Government	597,990	730,700	132,710	22.2%
Arts, Entertainment, and Recreation	34,470	38,000	3,530	10.2%
Accommodation and Food Services	216,120	250,800	34,680	16.0%
Other Services (Except Government)	141,600	155,500	13,900	9.8%
Government	179,450	187,300	7,850	4.4%
Self-Employed and Unpaid Family Workers, All Jobs	215,200	222,220	7,020	3.3%

Source: WI Dept. of Workforce
Development

Figure 6.2 Employment by Industry



Source: US Census Bureau 2000

Education

Muskego School System

The value of the public school system in Muskego considered one of the main attractions to residents in the City. Muskego is within the Muskego-Norway Public School District, which contains all of Muskego and extends into portions of the City of New Berlin and the Town of Norway (See Map 4.7 and 7.4). The district consists of five elementary schools, two middle schools, and one high school as discussed in the Community Facilities Chapter of this Plan. The school district operates at an exceptional level compared to other school districts in the State. Opportunities for every educational level are given from special needs to advanced placement courses. The district continues to have over 50% of the student body placed at an “exceptional” level on the State’s Standardized Tests.

The Muskego-Norway School Board is actively planning for population growth and expansion within the district while always monitoring the current growth trends of students in the area. The City and the School District will continue to meet in order to plan for growth and facilities needs. School District future needs directly influence the growth and future density recommendations found within the Land Use Element of this *Plan*.

Muskego Education Levels

The labor force in Muskego is well educated with over 93% of the population holding a high school diploma or higher. This rate is higher than the Milwaukee metropolitan area (84.5%), the State of

Wisconsin (78.6%), and the nation (75.2%). Those with Bachelor's degrees or higher comprise 27% of Muskego's population. According to the 2000 census 4,903 residents aged three years or over are enrolled in school within Muskego. Of that number, 3,622 are enrolled in public schools, and another 1,281 are enrolled in one of the two private schools in the City. Table 6.4 shows similar education levels in Muskego compared to those in Waukesha County. Muskego residents are more likely to hold a high school diploma or its equivalent, although it appears that Muskego residents are less likely to hold a bachelor's degree or higher than are residents across the County. The lower amount of individuals holding less than a bachelor's degree is largely due to the manufacturing and technical knowledge base the resident population and local industry is involved in.

Table 6.4 Educational Attainment (25 years & Older)

Educational Attainment (highest level)	Muskego	Percent of Total	Waukesha County	Percent of Total
Less than 5th grade	15	0.1%	651	0.3%
5th to 8th grade	322	2.3%	4,886	2.0%
9th to 12th grade, no diploma	767	5.4%	13,873	5.7%
High school graduate (incl. equivalency)	4,778	33.6%	66,651	27.6%
Some college credit, less than 1 year	1,311	9.2%	17,750	7.4%
1 or more years of college, no degree	2,309	16.3%	36,733	15.2%
Associate degree	1,145	8.1%	18,492	7.7%
Bachelor's degree	2,502	17.6%	57,050	23.6%
Master's degree	796	5.6%	17,577	7.3%
Professional degree	180	1.3%	5,746	2.4%
Doctorate degree	76	0.5%	1,890	0.8%
Total	14,201	100%	241,299	100%

Source: U.S. Census Bureau, Census 2000.

Income Levels

As shown in Table 6.5, income levels for Muskego residents are higher in Household Income and Family Income than the rest of Waukesha County. Also, the income levels are extremely higher than those of the rest of the State and the Nation. As Muskego's housing stock continues to become newer and of a higher quality, the incomes of Muskego residents have risen at over a 40% rate since 1990.

Table 6.5 Comparison of Family Income

	1990		
	Median Household Income	Median Family Income	Per Capita Income
City of Muskego	\$ 46,119.00	\$ 47,763.00	\$ 15,983.00
Waukesha County	\$ 44,565.00	\$ 49,096.00	\$ 18,148.00
State of Wisconsin	\$ 29,442.00	\$ 35,082.00	\$ 13,276.00
United States	\$ 30,056.00	\$ 35,225.00	\$ 14,420.00
2000 (Percent Change from 1990)			
	Median Household Income	Median Family Income	Per Capita Income
City of Muskego	\$66,024 (44.8%)	\$73,200 (54.6%)	\$25,746 (63.5%)
Waukesha County	\$62,839 (41.0%)	\$71,773 (46.2%)	\$29,164 (60.7%)
State of Wisconsin	\$43,791 (48.7%)	\$52,911 (50.8%)	\$21,271 (60.2%)
United States	\$41,994 (39.7%)	\$50,046 (42.1%)	\$21,587 (49.7%)

Source: U.S. Census Bureau, Census 2000.

Muskego Water

Muskego's vast water resource is mentioned in the Utility and Community Facilities element of this Plan, but is worth noting again in regards to Economic Development. While surrounding communities struggle to find a reliable source of good water for now and into the future, the City of Muskego is fortunate to be located over what is known as the Troy Bedrock Valley. This Troy Bedrock Valley was gouged through the bedrock by glaciers. The glaciers melted and deposited the sand and gravel that now provide a reliable supply of good quality water that is easily accessed. Muskego utilizes groundwater for its public and private water supplies and the water utility has wells scattered throughout the community. The utility continues to identify identified and secure new well locations as land develops around the community. This water source will be able to meet Muskego's water needs far into the future for residents and businesses alike.

Sustainable Economic Development Strategic Plan

Note: Most of the information in the section below regarding the Sustainable Economic Development Strategic Plan is verbatim from the existing plan. The strategies involved in the plan were to have a long planning life and are thus used in this Comprehensive Plan for the economic development element. Further, the recommendations found in the original economic development plan are found in the objectives and goals section of this element. One major recommendation of this Plan and element is to re-evaluate and possibly recreate the Sustainable Economic Development Strategic Plan by the year 2014 (10 year planning period).

Muskego adopted its first comprehensive economic development plan in early 2004. The plan is used as a strategy to balance Muskego's economic development objectives with the equally important goals of promoting sound environmental practice and protecting community aesthetics. The central theme of the plan is "sustainability." In other words, how do we allow economic development to happen without despoiling the pastoral atmosphere that is Muskego, or foreclosing on long-term economic and social vitality? Sustainability criteria, as defined in the plan, includes development that is fiscally pragmatic, market feasible, environmentally benign, and targeted toward emerging economic sectors within the region.

Another theme is regionalism. That is, how do we portray our community to others, and what role can we play in the regional economy? The plan offers a strategy to capitalize on regional economic trends while helping to advance the collective economy of southeastern Wisconsin.

Events that took place during the course of this plan revealed that the goal of broadening and diversifying the City's tax base was of paramount concern to many City residents. Without some amount of economic development, it was felt that local households would be left to shoulder the rising costs of local services by themselves (in the form of increased property taxes).

Strongly expressed, was the desire to see the community improve and expand its retail and service base—the types of goods and services that many residents now have to travel outside of the City for. Simple convenience, and the desire to keep local dollars circulating locally, were frequently cited reasons. Despite their desire to see the City expand its tax-base and retail economy, very few individuals expressed a desire to see the City pursue a highly aggressive brand of economic development resulting in numerous new development projects and a drastic change in community character.

Through this and previous planning efforts, the community has repeatedly expressed its desire to pursue economic development in a measured way; encouraging sensible amounts of new growth while preserving its natural features and open spaces. Preventing the community from being blanketed by standard suburban development was a sentiment shared by the majority who participated in the planning process.

The Plan seeks to protect the quality of the natural environment; the richness of the local culture; the security and stability of the community; and the quality of local public services. Economic development in Muskego must afford residents access to the qualities that make life varied, stimulated, and satisfying while being a thriving and vital community.

Strategic Plan Goals

The goals below were found in planning the Muskego Economic Development Plan. All recommendations and objectives for economic development in the City should directly relate back to realizing these goals.

- A. Diversify the tax base to relieve property tax burdens, and to provide more local shopping and employment opportunities.
- B. Establish a memorable community image that builds on the City's small town atmosphere and natural amenities.
- C. Improve the overall 'climate' for economic development through public outreach, business development programming, and through the actions and behaviors of city representatives.
- D. Protect and improve the quality of life by balancing sound fiscal and environmental management.

Economic Landscape: The County and Region

Despite the strides being made by technology-based businesses within the region and the structural economic shifts to service industries throughout the nation, southeastern Wisconsin continues to be dominated by traditional manufacturing. This, despite the fact that manufacturing is losing ground to other economic sectors as a percentage of regional economic activity. Most new jobs created within the region—an area that includes Milwaukee, Waukesha, Racine, and Kenosha counties—are the result of Milwaukee and Chicago firms relocating or establishing satellite operations within the I-94 corridor. Comparatively few have resulted from new business startups or relocations from outside the region.

Despite rapid job growth and population gains during the 1990s (mostly at the expense of Milwaukee County), the county continues to face many issues that will likely hamper future economic development efforts. These include: mounting transportation problems, workforce training issues, strains on the supply and quality of power, and a lack of a marketable county image. Other deficiencies exist in the areas of affordable housing, regional economic planning and positioning, and new product development and innovation. The lack of a major university presence in the community is a major factor affecting the latter. The entire region also continues to suffer from a serious mismatch, in both locations and skills, of available jobs and available workers. This is largely due to a lack of affordable housing near new job centers, a dearth of properly trained workers, and the lack of an integrated regional transit system.

According to a report issued in August of 2000 by the Wisconsin Policy Research Institute, (*“The Roaring Nineties: Wisconsin’s Regional Employment Growth”*) growth industries within the region include: business, social, and educational services; air transportation; wholesale trade; printing and publishing; and engineering and management services. With the exception of the manufacture of fabricated metal products and some durable goods production, traditional manufacturing is largely unrepresented among the area’s growth sectors (Wisconsin Policy Research Institute).

Economic Landscape: Muskego Economy

Currently, Muskego is positioned as a bedroom community serving larger employment centers within the region and, to a large extent, within Waukesha County. Nonetheless, projected growth in Muskego’s labor force over the next five years will present the City with an opportunity to integrate an active business sector with its residential core. Assessing Muskego against regional municipal competition (fifty-two cities in all) uncovered strong anticipated rates of employment growth in several key industries. In fact, of the seventeen industries for which employment data is available none were projected to decrease over the next five years. Specifically, Muskego is well positioned to absorb new growth in: Wholesale trade, Manufacturing, and Services.

Although the growth prospects appear enticing, it is important to point out that two of the three industries listed above are sectors in which residents exhibit a general tendency to commute elsewhere during the day. Therefore, unless employment opportunities are cultivated locally these workers will continue to leave the City for work and return at night (except wholesale trade). Short to medium-term growth in local employment opportunities should be targeted to those industries in which Muskego already has a competitive workforce; retaining these workers is paramount.

The service, manufacturing, wholesale trade and construction industries account for approximately 68 percent of the City of Muskego’s payroll base. Although these four industries comprise a large segment of the community’s job base, two important indicators stand out.

- Finance, insurance, and real estate sector payrolls are approximately 50 percent less than the county, region, and state norms. It is unlikely that this low figure is a result of lower wages but rather Muskego’s position as an exporter of these jobs. Because the employment count for this industry is consistent with the county, region, and state, we would expect the payroll distribution to be similar as well. When individuals do not work where they live, however, the outcome is reversed. As a result, an opportunity to capture these individuals by offering local space to match their needs may exist.
- Second, the proportion of payroll dollars attributable to the construction industry is nearly twice the rate of the county, region, and state. The number of employees in this industry when compared to other regions is consistent suggesting that the additional payroll is likely a result of businesses bringing in employees from outside Muskego. As a result, efforts should be

mobilized to continue to support and foster businesses of this nature because of their ability to bring outside dollars into the community.

Summary of Economic Trends Affecting Muskego

The City of Muskego is affected by a number of important market trends that impact the development of sustainable economic strategies and space construction. Although not exhaustive, the following three items are fundamental trends that the City should build upon to position itself for a sustainable market environment:

- **Growth in Service-Sector Employment:** Over the last decade, metropolitan Milwaukee employment and earnings growth has been lead by service-sector jobs. A large part of this growth has been the result of the business and health service sectors. In fact, the Wisconsin Policy Research Institute estimates that over 40 percent of the new service jobs created during the 1990s was in one of these two industries (approximately 26,000).
- **Importance of Small-Business:** One out of every two new jobs created during the 1990s was a result of small to medium sized business (under 100 employees). Although the location of larger corporate sites still remains an important economic development activity, the infrequency with which it occurs and the competition involved in their attraction makes the procurement of start-up businesses increasingly important. As a result, economic development efforts targeted at both smaller firms and new ventures is an important tool for the City of Muskego to utilize in diversifying and broadening its economic base.
- **Job-Commuting of Muskego Residents:** Based on an analysis of local business payrolls and employment activities of the workforce, it is clear that a large number of Muskego residents are employed elsewhere. These job-commuters tend to be in finance, insurance, real estate, services, and manufacturing. Immediate efforts aimed at enhancing Muskego's economic base should focus on retaining these workers locally. As the number of executives and managers residing in the City continues to increase over the next five years, Muskego's economic development strategy will have the opportunity to attract these types of firms from the surrounding Cities with which it is currently competing. Muskego generally competes with Wauwatosa, Waukesha, and Brookfield.

Target Industries for Recruitment

Given southeastern Wisconsin's dependence on service-sector employment as a primary source of job growth and the streamlining of manufacturing production, Muskego is positioned to take advantage of its concentration and expected growth in this employment pool. Generally, business service activity presents an opportunity for Muskego to plausibly expand its job base beyond the wholesale trade and construction sectors. Specifically, the following sub-sectors have been targeted for a combination of reasons, most of which include Muskego's workforce strengths and opportunities:

- Advertising
- Engineering
- Architectural
- Accounting and Auditing
- Management Consulting
- Environmental Consulting
- Business Consulting
- Computer and Data Processing

It is important to note that these specific sub-sectors are not an exhaustive list of businesses that Muskego should target, but rather a sampling of those that are expected to experience strong growth in the coming years and with which Muskego's workforce may fit. Business services is a broad category that includes a wide-range of particular industries that may be as applicable to Muskego's sustainable economic development strategy.

Business services support primary sectors and, therefore, depend on a healthy productive economy. Muskego's location as a gateway between the metropolitan complex and rural southeastern Wisconsin may present the City with a number of specific business service opportunities to support manufacturing and agricultural operations in the region. The plastics, production machinery, and forest product industries all require a broad range of business support services that may make Muskego an attractive location for firms serving these segments. Combining its location with its quality workforce, Muskego could position itself as a strong employment competitor to other communities in Waukesha County and the region.

Local Market Analysis Overview

The City of Muskego's lack of retail base is reflected in a number of ways. Approximately 10 percent of Muskego's tax-base is comprised of commercial real estate, far behind other regional communities who exhibit an average commercial base of 22 percent. In addition, of the thirty retail activities analyzed for retail spending per establishment, twenty-five were below expectations in Waukesha County and throughout southeastern Wisconsin; this is not a result of a lack of spending potential but local shopping alternatives. In fact, a model created by The Taurean Group uncovers a shopping center capture potential of \$20 million per year for eleven different tenant categories. The annual revenue-capture leaders include:

- Supermarket: \$5.5 to \$13.5 million
- Appliances and Electronics: \$2.1 million
- Apparel: \$2.1 million
- Sporting Goods: \$620,000 to \$1.1 million
- Liquor Store: \$565,000 to \$1 million
- Shoe Store: \$1.1 to \$1.7 million
- Restaurant: \$1.5 million (depending on fast-food versus family)
- Bookstore: \$1.1 million

These dollar figures are meant to serve as general guidelines as to the relative importance of each retail category. For example, a superior management team operating a new sporting goods store in downtown Muskego may draw from a larger trade area and, as a result, realize large annual revenue. The figures outlined above are adjusted for an *average* business and are not intended to provide precise targets that reflect all styles of business management operations. Of greater importance is the lack of shopping alternatives in these categories for local patrons and the capture potential of a new store based on local spending patterns of households. (Note: A complete market analysis is included in Appendix C of the original Economic Development Strategic Plan)

Economic Positioning and Site Selection

Regional Opportunity Analysis

1. Regional Corridors

As shown on previous Map 3.1, the City of Muskego is centrally located within a regional economy framed by Interstates 90, 94, and 43. The regional termini of these economic corridors include the cities of Milwaukee, Chicago, Rockford-Beloit-Janesville, and Madison. All of these cities and the communities in between may influence Muskego's economy and therefore should be considered part of the City's potential market area for employment and trade. Many firms otherwise attracted to these communities may also consider locating in Muskego because of its convenient location and its proximity to skilled labor, urban amenities, and sub-rural/lake-oriented lifestyles.

2. The Metropolitan Region

Located at the far southwestern edge the Milwaukee Metropolitan region, the City of Muskego presents a unique set of opportunities as well as obstacles for economic development. As mentioned earlier, the obstacles are mostly related to countywide and regional shortcomings such as the lack of public transit, the lack of a comprehensive economic strategy and marketing program, a weak community image, and a shortage of affordable housing. At the local level the latter two are particularly acute. Although the City does not have direct interstate frontage, access to the system as well as the network of state and county highways is quite good.

The extension of Moorland Road has helped facilitate north-south movements to the I-94 corridor. The City also has fairly good access to Mitchell International Airport and the Port of Milwaukee via Highway 36 and College Avenue.

Without immediate interstate access the City is not a logical location for regional shopping. As highlighted in the market study, however, there is considerable opportunity for local area shopping as well as destination employment and recreation. The fact that the City has two large lakes and miles of rolling countryside allows it to position itself as the premier lake oriented community in the eastern I-43 corridor—a role not unlike Oconomowoc's along I-94. Regional offices, conference/retreat/resort facilities, and niche retail are the types of businesses that could be drawn to the Muskego area.

Notwithstanding its professional class housing costs, the City's relative proximity to the agricultural interior of the state, and the major production economies of Beloit/Rockford/Janesville and Milwaukee, also makes it a potentially good location for logistics firms, distribution facilities, and value-added agriculture. Reasonably good access to the County Medical Center as well as downtown Milwaukee, Mitchell Field, the Mayfair area, and all of south-suburban Milwaukee also makes it a competitive location for professional business and medical services.

Muskego's primary points of entry are Moorland Road, Racine Avenue, and the east end of Janesville Road. The City must continue to protect its main gateways, and preserve the contrast between Muskego and its neighboring communities if it wishes to distinguish itself as a professional class community—a community that is an integral part of the region, yet physically set apart from the 'suburban desert' that has enveloped much of southern Waukesha County. This sense of contrast can be achieved through the preservation of open space and statement architecture at its main portals, creation of a recognizable and functional downtown, preservation of major landscape features, and protecting much of the surviving agrarian scenery.

Extensive quarrying and land filling in the City has resulted in a significant amount of landscape scarring and unnatural landforms. These areas present brownfield redevelopment opportunities that can potentially rehabilitate these areas and forestall development of undisturbed greenfield sites. These areas have excellent redevelopment potential for clean and quiet light industrial activities such as advanced manufacturing that can be obtrusive in natural and undeveloped areas, and for whom visibility is unnecessary and perhaps even undesirable. The ability to tap into redundant power supplies also makes these areas prime redevelopment sites for eco-friendly and power sensitive industries.

New Business Site Selection

Effective planning requires equal consideration of the type, fiscal impacts, and physical locations of new businesses. In other words, does the business fit with its proposed location, and what will be the impacts of that business on surrounding properties, the community's image, and the local transportation network? The siting of new businesses must therefore balance the needs of individual businesses for access, visibility, and proximity to markets; with the greater good of minimizing public service costs, avoiding land use conflicts, mitigating traffic impacts, and preserving community image and character.

A fundamental tenet of *sustainability* holds that new business development should occur in areas already served by existing utilities and in areas in easy reach of support services and/or markets. This ethic is biased toward the reuse of underutilized brownfield and grayfield sites, and infill projects in thinly developed areas, as opposed to new development on lands that are largely open and undisturbed.

Where development is allowed on previously undeveloped lands, it should be part of a master plan that prescribes complementary, interrelated, and interconnected land uses on surrounding properties. The mixing of certain retail and office uses with compact residential development provides opportunities to walk to work; and, in the case of retail development, a built-in market of potential customers. When combined with interconnected road networks, the mixing of land uses also helps alleviate the familiar problem of traffic overloading on suburban arterials.

Note: Many possible future business areas within Muskego are discussed within the Mayor's Task Force on Economic Development section of this element. The Mayor's Task Force on Economic Development reviewed all adopted plans, current/future land uses, and zoning over the past years in order to devise key action areas within the City. The key action areas are geographic zones where economic development activities may exist now or in the future. It is a recommendation of this plan to promote the appropriate types of development within the key action areas that were defined.

Downtown Redevelopment

Any downtown revitalization strategy must involve much more than superficial physical improvements to public areas. While these things can be initially important in signaling public commitment to the area, and raising developer interest, by themselves they can rarely support a sustained renewal effort. A comprehensive strategy requires a high level of property/business owner cooperation and buy-in; coordinated district-wide planning and programming; and occasionally, direct public intervention in the real estate market. Such intervention often involves the acquisition of key properties and the implementation of special financing districts. Through the formation of the City's Community Development Authority (CDA), Mayor's Task Force on Economic Development, and TID No.'s 8 and 9, Muskego has completed some of the initial steps to redevelop downtown and the greater Janesville Road area. Planned improvements to Janesville Road—to include a landscaped boulevard—also set the stage for the redevelopment effort.

Economic Development Strategy

Policy Guidelines

The public participation events and interviews conducted in the development of the strategic plan revealed that the goal of broadening and diversifying the City’s tax base was of paramount concern to many City residents. With local households shouldering what is generally thought to be an inordinate (and rising) share of the costs of local services, economic development is seen primarily as a form of tax relief. Job creation by contrast, was rarely mentioned as an important outcome of the strategic planning process. Jobs were usually discussed as something of an incidental benefit—such as providing opportunities for currently employed individuals to work closer to home.

More strongly felt, was the desire to expand retail and commercial services—things that many in the community now have to travel outside the City for. Finally, very few individuals expressed a desire to see the City pursue a highly aggressive economic development campaign challenging the major employment centers in the county and involving numerous new development projects.

These comments provide a rationale for an economic development strategy heavily focused on building and conserving the City’s fiscal strength, and somewhat less geared toward significant employment growth. “Sustainability,” in this context has decidedly *fiscal* as opposed to broader community development overtones. That stated, many of those involved in the development of the plan were emphatic in stating that Muskego must become more of a self-contained community and that new businesses growth should be compatible with—and not at the expense of—the City’s existing character. Through this and previous planning efforts, others in the community have repeatedly expressed their desire to see the community preserve its natural features and open spaces, and to prevent being enveloped by suburban development.

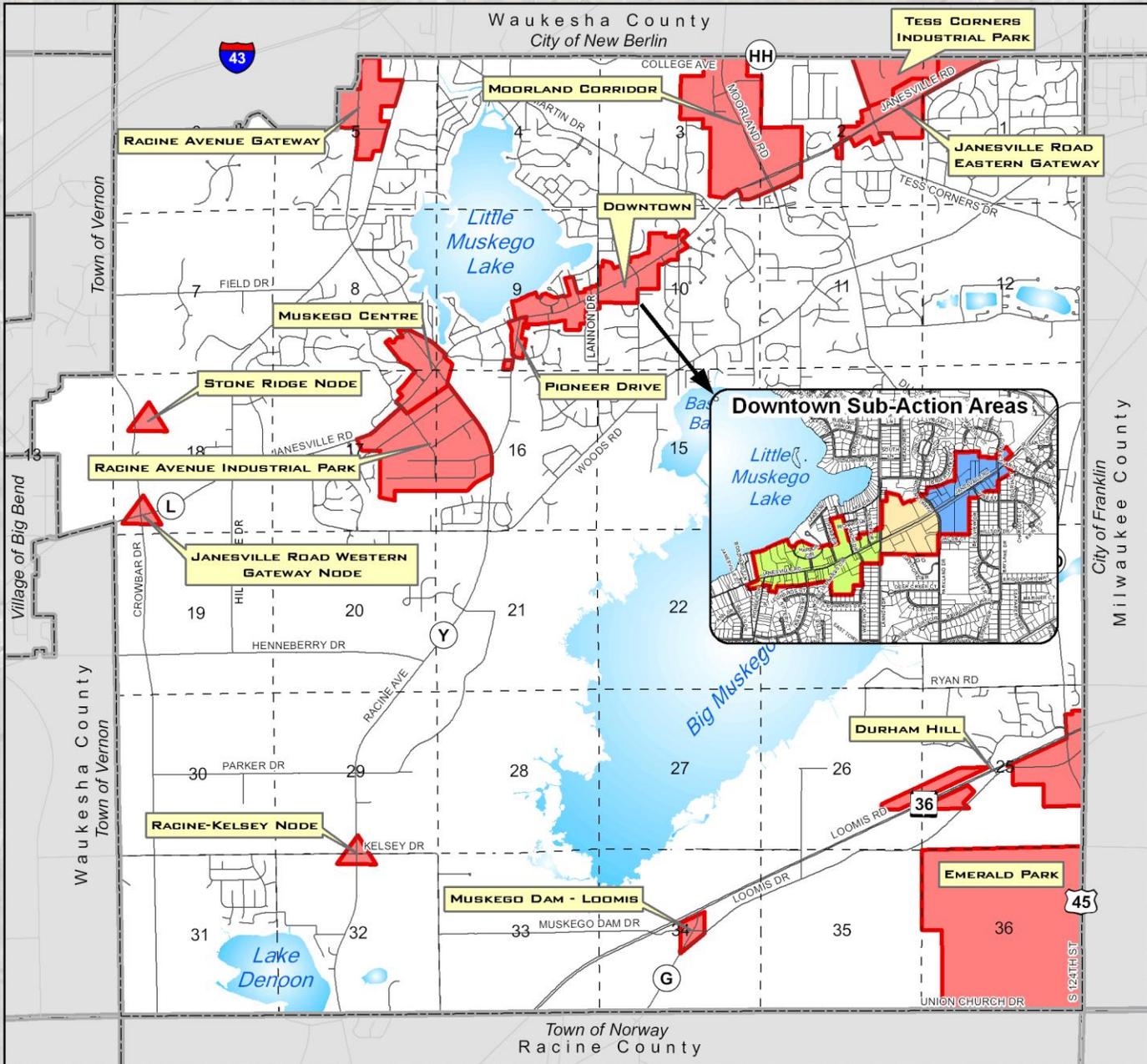
Recommendations found at the end of this element are intended to provide guidance for measured economic growth consistent with City’s principle economic objectives, and its economic prospects. The City’s strong conservation ethic, and the demands of an increasingly mobile, yet place-oriented economy, demands a broader strategy for community development. Such a strategy recognizes the need to wed economic development with sound physical planning, and environmental practice.

Mayor’s Task Force on Economic Development

The City reconvened the Mayor’s Task Force on Economic Development (MTFED) in the spring of 2007 to effectively implement the recommendations discussed in the Sustainable Economic Development Strategic Plan. The Task Force has collaborated all economic development needs and ideas from all City adopted plans over the years and have begun to apply sub-committees to carry out the different objectives. The investigation of all economic development ideas in the City led to the definition of fourteen “Economic Development Action Areas” within the City. Map 6.1 displays the fourteen Action Areas of opportunity. The map is used as a focus point for the City’s Economic Development personnel when applying future recommendations and efforts for fostering positive development techniques in the City of Muskego. Each Action Area is described in detail below. The MTFED defines which Key Action Areas to undertake and then identifies the needs for specific economic development activities in those areas. The sub-committees discussed earlier are in charge of those specific tasks defined.

Economic Development Action Areas

Map 6.1



LEGEND

 Economic Development Action Areas

Downtown Sub-Action Areas

 West Town

 East Town

 Mid Town



0 0.5 1 2 Miles

Created by City of Muskego
Planning Department



Many of the objectives and recommendations of this chapter are a result of the MTFEDs involvement, and it is the groups desire to implement the economic development needs of the community into the future. The Task Force will continue to execute and prioritize economic development projects during the planning period of this Comprehensive Plan. Further, the committee will institute new economic development objectives as the desires of the community and the City constraints on development change. Other boards and committees in the City may at times implement tasks in the action areas as well (Community Development Authority, Planning Commission, Common Council, etc.).

Downtown

The Downtown Area is one of the highest priorities of the City at this time. The area is zoned for commercial development/redevelopment opportunities and is promoted as a “Village Center” in the Economic Development Strategic Plan. The reconstruction of Janesville Road will provide a catalyst for defining Muskego’s downtown here. Building on the Janesville Road project, the City hopes to encourage a new emerging downtown by incorporating a community focal point complete with mixed use and traditional neighborhood development techniques. Uses such as retail, office, and quality condominium projects are highly promoted. Tax Incremental Finance Districts and Redevelopment Plans are incorporated in this area as aids in reaching the City’s goals for their downtown.

The Mayor’s Task Force has made the Downtown area their main priority as of 2007 and has used specific study groups to determine the feasibility of future land uses in this area along with the proper improvements required to make the area viable. The Task Force has separated the Downtown Action Area into three separate areas for purposes of discussion, as per Map 6.1, known as “West Town”, “Mid Town”, and “East Town.” The MTFED will continue to keep the downtown as a main priority until the majority of the goals are accomplished. The general and study group specific action plans discussed by the MTFED for the downtown are as follows:

Possible action plans for area:

General

- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the commercial uses in this area.
- Identify opportunities for parcels (Development/Redevelopment) and promote those to the property owners and others (Identify both commercial and possible residential (compact housing) opportunities).
- Identify any community assets in this area; build and market them.
- Actively show support to existing businesses. Have on-site discussions with key property owners. Encourage redevelopment. Hear concerns of why they may not be redeveloping. Figure out ways to speed up redevelopment.
- Retain, improve, and expand local businesses (Identify who/what exists here; keep list/map)
- Develop and fund loan programs specifically for redevelopment (Storefront upgrades, additions, etc.). Make similar to RLF program.
- Play key role on Janesville Road reconstruction. Recommend City funding for streetscaping aspects (Signage, lighting, intersection design, etc.)
- Have discussion with business owners. See if they have redevelopment aspirations. Let them know of funding aids (RLF, TIF).
- Marketing materials displaying opportunities to current business owners and the region.
- Explore need/viability of a “Downtown Improvement Management District”, “Business Improvement District”, or “Downtown Merchant’s Association.”
- Amend Land Use and Zoning to reflect decisions as need be.

Chapter 6: Economic Development

- Recommend to Council areas where further incentives should be used to facilitate key developments. May include TIF districts, City outright purchase of lands, and/or infrastructure improvements/enhancements for areas.
- Setup a Neighborhood Master Plan of area.

Study Group Specific

- Create gateways at entrance points to Downtown
- Create customer parking
- Standardize designs for business facades and downtown development
- Incorporate design guidelines for infrastructure
- Distinguish downtown between west, mid and east sections
- Establish a boulevard for the reconstruction of Janesville Road
- Upgrade and redevelop existing structures
- Keep an eye on the Moorland Road corridor for any relevance to the Downtown area
- Create pedestrian spaces, open spaces
- Concentrate on mixed-use development
- Establish mixed use for Midtown to increase draw (entertainment, restaurants, etc.) make Midtown an event driven destination
- Bring in businesses
- Develop/explore development possibilities and alternatives for Downtown
- Bring in new business
- Bring in anchor business
- Aid existing businesses
- Explore loan programs specific to the Downtown area or other financing methods
- Identify and publicize Development/Redevelopment opportunities
- Explore viability of a Business Improvement District or Downtown Merchant's Association
- Develop a marketing plan for a destination place and for new businesses

Moorland Corridor

The Moorland Corridor is quickly becoming an established modern commercial center for the City. The highest traffic counts in the City are found in the heart of the corridor at the intersection of Janesville Road and Moorland Road. The City's Economic Development Strategic Plan forecasted this region as an information economy portal that had many important assets including a main community gateway from Interstate 43 to the north, high visibility with many new residential developments surrounding the area, and an attractive natural landscape to build upon. Opportunities have begun in the form of major commercial businesses already (Kohl's, M & I Bank...) and many more opportunities exist for retail/office, technology, medical, and light manufacturing. The area is zoned for future business with over 200 acres of remaining developable land. Tax Incremental Finance Districts may be incorporated in this area as aids in reaching the City's goals for this area. The City looks forward to making the Moorland Corridor a regional employment center with professional services while establishing another memorable community image.

Possible action plans for area:

- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the commercial uses in this area.
- Identify opportunities for parcels (Development/Redevelopment) and promote those to the property owners and others (Identify both commercial and possible residential (compact housing) opportunities)
- Identify any community assets in this area; build and market them.

- Actively show support to existing businesses. Have on-site discussions with key property owners. Encourage redevelopment. Hear concerns of why they may not be redeveloping. Figure out ways to speed up redevelopment.
- Retain, improve, and expand local businesses (Identify who/what exists here; keep list/map)
- Budget money for gateway elements at intersection of College Avenue and along Moorland Road to Janesville Road.
- Play key role on Janesville Road reconstruction. Recommend City funding for streetscaping aspects (Signage, lighting, intersection design, etc.)
- Have discussion with business owners. See if they have redevelopment aspirations. Let them know of funding aids (RLF, TIF).
- Marketing materials displaying opportunities to current business owners and the region.
- Amend Land Use and Zoning to reflect decisions as need be.
- Recommend to Council areas where further incentives should be used to facilitate key developments. May include TIF districts, City outright purchase of lands, and/or infrastructure improvements/enhancements for areas.
- Setup a Neighborhood Master Plan of area.

Muskego Centre (Racine – Janesville)

The Muskego Centre area is an established commercial environment on the west side of the City (Sentry Foods, McDonalds, GNC, Cousin's, Daycares). The City's Comprehensive Plan has recognized the vicinity as a major point for current and future economic activity for sometime. Continued reinvestment in this area is promoted in order to ensure the City's western residents have a source of community services. The City envisions the Muskego Centre to be a western anchor to the overall downtown now and into the future. Development opportunities are minimal due to the build out that has already occurred. However, opportunities still present themselves in the form of redevelopment and/or new development with the possibility of expanding the area further west down Janesville Road.

Possible action plans for area:

- Work with residential landowners to the west of this area to see their potential to rezone to commercial uses. Allow for extension of commercial uses along Janesville Road west of Janesville Road/Racine Avenue intersection. Recommend rezonings and 2010 land use changes to Council as need be.
- Investigate other potential development/redevelopment opportunities in the area and promote to landowners.
- Aid landowners in the Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the commercial uses in this area.

Muskego Industrial Park

The Muskego Industrial Park has been planned within the City for many decades. Long ago the City reserved this area as a destination for manufacturing, trade, and business. The park is a prime location being off a County highway just three miles south of an Interstate 43 exit. The majority of the park is filled or leased, although opportunities still exist for expansion and new construction. Plans to develop a regional stormwater pond specifically for the further expansion opportunities of the patrons of the Park are anticipated by the City in the next few years. In accordance with established zoning policies and approved design guides, the City looks forward to encouraging the full development potential of the Muskego Industrial Park.

Possible action plans for area:

- Advocate for the City to complete stormwater enhancements.

Chapter 6: Economic Development

- Identify areas of further development potential and have discussions with these landowners about their future aspirations of the developable areas
- Investigate funding sources (TIF, BID, or other) to complete more enhancements of the Park (Including gateway signage, enhanced gateway entry points (remove ditches and install curbing/landscaping where appropriate.
- Formulate annual survey of landowners/business owners. Determining their needs/struggles
- Visit businesses and take tours; show existing businesses Muskego cares and wants them to succeed.
- Derive strategic plan, with ample for-warning, to remove blight and outdoor storage that is unsightly. Make sure businesses adhere to their original approvals or current City ordinances.
- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the M-1 and M-2 Industrial Zoning uses in this area.

Tess Corners Industrial Park

The Tess Corners Industrial Park is the second area in the City designated for more intense industrial uses. The park is mainly built out, although lands zoned for further industrial exist just to the east along College Avenue. Access is superb to this small locale of industrial businesses as County highways connect the area quickly with Interstate 43. The City looks forward to encouraging the full development potential of the park and promoting the future viability of the industrial land.

Possible action plans for area:

- Identify areas of further development potential and have discussions with these landowners about their future aspirations of the developable areas.
- Investigate funding sources (TIF, BID, or other) to complete more enhancements of Park (Including gateway signage, enhanced gateway entry points (remove ditches and install curbing/landscaping where appropriate.
- Formulate annual survey of landowners/business owners. Determining their needs/struggles.
- Investigate potential for shared stormwater to allow further development potential of parcels.
- Visit businesses and take tours; show existing businesses Muskego cares and wants them to succeed.
- Derive strategic plan, with ample for-warning, to remove blight and outdoor storage that is unsightly. Make sure businesses adhere to their original approvals or current City ordinances.
- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the M-1 and M-2 Industrial Zoning uses in this area.

Janesville Road Eastern Gateway

The Janesville Road Eastern Gateway is identified as offering a wide range of commercial, industrial, and institutional activities and services. A design guide governs a majority of the area and looks to maintain the viability and improve and unify the visual aspects of the Janesville Road corridor. The City encourages mixed-use, compact development that facilitates the efficient use of services integrating land uses within close proximity to each other. The area is primarily zoned to allow structures with historic qualities and intimate feel and should provide for the daily retail and customer service needs of the Tess Corners area residents.

Possible action plans for area:

- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Infrastructure, etc.).
- Aid landowners in the Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the B-4 commercial uses in this area.

Pioneer Drive

The Pioneer Drive area once was a historic downtown for the City of Muskego that brought residents from all over the town for goods and services. Today, the character of the once historic downtown still exists in some of the structures and businesses left. The City recently rezoned this historic corridor to once again allow building to develop according to the standards of the past. The Historic Crossroads zoning district allows structures to build up to 10 feet from the front lot line and the City hopes to foster new office and convenience businesses in this area. The City will encourage future developments to be sensitive to the historic character of the area in hopes of future revitalization.

Possible action plans for area:

- Investigate redevelopment plan opportunities for this area along with financing aides.
- Have discussions with the City to make the old town hall lot in front of the Parks Service Department available for future development.
- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Design enhancements (lighting, roadway, and Infrastructure, etc.)
- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.

Durham Hill

Durham Hill has long been a historic commercial convenience area for the patrons in the southeast corner of the City. Over the decades, the Durham Hill area has lost much of that convenience and the City looks to enhance this area in the future. A design guide is adopted outlining the desired qualities for future development. Hopes of new small business development opportunities that fit the rural surroundings and historical origins of the area are desired. Safe and convenient pedestrian accesses as well as quality visual appearances are the main goals. The area is along the highly traveled Highway 36 and will hopefully foster future retail and office establishments offering a wider range of commercial services and activities.

Possible action plans for area:

- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Infrastructure, etc.).
- Aid landowners in the Building, Site, and Operational Plan process for approvals via Planning Commission.
- Advocate for landowners intending on adhering to the B-4 commercial uses in this area.

Racine Avenue Gateway

The Racine Avenue entrance to the community is located directly south of the Interstate 43 entrance/exit and is anticipated to be developed as a primary gateway into the City of Muskego. Recently, the City Council recognized the importance and future vitality of the gateway and rezoned and amended the City's Comprehensive Plan to allow for future commercial development. Opportunities exist for convenience retail and restaurants that cater to the individuals staying or simply stopping by City.

Possible action plans for area:

- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Infrastructure, etc.).
- Aid landowners in the Building, Site, and Operational Plan process for approvals via Planning Commission.
- Implement commercial uses as part of 2020 Future Land Use Plan around this intersection to jumpstart potential.

Muskego Dam – Loomis

The Muskego Dam Road/Loomis Drive intersection (Centering around State Highway 36) has long been a small area of commercial convenience along this highly traveled route. The City’s Comprehensive Plan recognizes the area as a future retail/commercial node where future development opportunities can take place. The City will encourage convenience-type commercial development in this area that adapts to the surrounding environment and meets the objectives of the Comprehensive Plan.

Possible action plans for area:

- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Infrastructure, etc.).
- Aid landowners in rezoning and developing for future convenience-type commercial development opportunities.
- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.
- Implement commercial uses as part of 2020 Future Land Use Plan around this intersection to jumpstart potential.

Janesville Road Western Gateway

The City’s Comprehensive Plan expresses major needs for future convenience-type commercial development in neighborhood areas where a lack of general convenience retail may not be found. The intersection of Janesville Road and Crowbar Drive is one of these proposed areas for the future. Recommendations from the Comprehensive Plan included having these retail “nodes” within a 3-5 minute drive from denser populations. This intersection happens to be a major thoroughfare into the City from its western boundary. Further, the area is a gateway to the community and the Comprehensive Plan notes that Muskego’s “gateways” should be enhanced and promoted as the perception one has of the community is often created by a first impression. The city would like to establish a community identity and image. The Moose Lodge already adorns the southeast corner of the intersection and future convenience-type commercial development opportunities exist on the supporting corners. All proposed developments will be reviewed on a case-by-case basis on both how they adapt to the surrounding environment and how they meet the objectives of the Comprehensive Plan.

Possible action plans for area:

- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Infrastructure, etc.).
- Aid landowners in rezoning and developing for future convenience-type commercial development opportunities
- Aid landowners in the Building, Site, and Operational Plan process for approvals via Planning Commission.
- Implement commercial uses as part of 2020 Future Land Use Plan around this intersection to jumpstart potential.

Racine-Kelsey

The City's Comprehensive Plan expresses major needs for future convenience-type commercial development in neighborhood areas where a lack of general convenience retail may not be found. The intersection of Racine Avenue and Kelsey Drive is one of these proposed areas for the future. Recommendations from the Comprehensive Plan included having these retail "nodes" within a 3-5 minute drive from denser populations of which one is found just to the southwest of this intersection surrounding Lake Denoon. Further, the intersection is on the main route to the City's Lake Denoon Middle School. Future convenience-type commercial development opportunities will be reviewed on a case by case basis on both how they adapt to the surrounding environment and how they meet the objectives of the Comprehensive Plan.

Possible action plans for area:

- Discuss with landowners their future aspirations of lands.
- Investigate needs of land that further the development potential (Infrastructure, etc.).
- Aid landowners in rezoning and developing for future convenience-type commercial development opportunities.
- Aid landowners in Building, Site, and Operational Plan process for approvals via Planning Commission.
- Implement commercial uses as part of 2020 Future Land Use Plan around this intersection to jumpstart potential.

Emerald Park

The Emerald Park area is the site of an existing fully operational landfill. The area is zoned for industrial uses and may be a possibility for a future eco-industrial development. The City's Comprehensive Plan supports industrial uses as well due to the isolated proximity of the lands. The area has surrounding lands that are no longer pristine and where transportation access and alternative power sources are very good. Eco-industrial development at this location would help reclaim this site and possibly help differentiate the area from competitive commercial/industrial real estate markets. Possibilities for 'green businesses' such as alternative energy suppliers, environmental services firms, bio-processing firms, and producers of composite and recycled materials exist. Future industrial development that provides a quality reuse of the land, while being environmentally friendly is encouraged. While future expansion of the current landfill may be required, the City will work with the owners in determining the need and benefit for the community in possibly establishing the area for a future eco-industrial development.

Possible action plans for area:

- Contact owners discussing their future plans.
- After discussion, foresee development potential of Eco-industrial uses; recommend zoning/land uses once known.

Stone Ridge

The Stone Ridge area is a site of past landfills that are now capped and defunct. The area is zoned for industrial uses and may be a possibility for a future eco-industrial development. The City's Comprehensive Plan supports industrial uses as well due to the isolated proximity of the lands. The area has surrounding lands that are no longer pristine and where transportation access and alternative power sources are very good. Eco-industrial development at this location would help reclaim this site and possibly help differentiate the area from competitive commercial/industrial real estate markets. Possibilities for 'green businesses' such as alternative energy suppliers, environmental services firms, bio-processing firms, and producers of composite and recycled materials exist. Future industrial development that provides a quality reuse of the land, while being environmentally friendly is encouraged.

Possible action plans for area:

- Contact owners discussing their future plans.
- After discussion, foresee development potential of Eco-industrial uses; recommend zoning/land uses once known.
- Implement eco-industrial uses as part of 2020 Future Land Use Plan, with notions of rural density residential along the west side of Stone Ridge (Payne and Dolan site) where a reclamation plan for this type of use is already present.

Other Economic Development Aides

Community Development Authority (CDA)

In the spring of 2002, the Common Council of the City of Muskego adopted Resolution No. 63-02, *Resolution Creating the Community Development Authority of the City of Muskego, Wisconsin*. Broadly stated, the purpose of the Community Development Authority (CDA) is to promote adequate places for commerce, employment, housing, and an improved living environment for all Muskego residents.

The CDA fosters community development and redevelopment (collectively, "qualified redevelopment projects"), which will encourage well-planned, integrated, stable, safe and healthful neighborhoods, the provisions of healthful homes, a decent living environment, adequate places of employment for the people of the City and an increase in the general property tax base of the City.

The CDA completes redevelopment plans and at this point in time have two adopted plans, which are discussed in more detail below. The CDA oversees development within the Redevelopment District boundaries in order to ensure the development concepts of each Redevelopment District are carried out. A Revolving Loan Fund is also administered by the CDA in order to promote business and job growth. The Muskego Community Development Authority commonly administers tax incremental districts from time to time.

Redevelopment District #1 Plan

This first Redevelopment District was created in the City of Muskego in 2003 for an area along Janesville Road along the Tess Corners area. The district was created in conjunction with Tax Incremental Finance District #9 in order to compensate for various infrastructure improvements along this stretch of Janesville Road. The roadway was widened and reconstructed by Waukesha County and the City utilized the CDA for lower interest bonds during the project. The Redevelopment District poised many recommendations for redevelopment of the area including implementing specific zoning and design guides in order to promote a central theme to this historic region. Many of the concepts provided in the Redevelopment District Plan have been carried out and continue to be implemented. Map 6.2 shows the project area of Redevelopment District #1.

Redevelopment District #2 Plan

This second Redevelopment District was also created in 2003, although was amended and updated in 2005. The district covered properties from Pioneer Drive to Martin Drive along Janesville Road. Map 6.3 shows the project area of Redevelopment District #2. The purpose of the Redevelopment Plan #2 is to revitalize a declining urban area, spur reinvestment in the community, and to transform it into a better place to live, work and play. The Plan is an important implementation component of the City's adopted 2010 Comprehensive Plan, which encourages the creation of more livable, mixed use areas within the community and redevelopment where urban services can be efficiently provided. In addition, employment, shopping, and educational opportunities are in these areas, minimizing transportation time

and cost. The downtown area has been identified as being in decline based on disinvestments conditions, blighted commercial and residential properties, and lack of infrastructure.

The Project Area has been divided into five “phases” that are depicted on Map 6.3 (The phasing plan in no way implies the priority of specific project areas). Each phase has specific adopted design concepts based on the infrastructure, land uses (future/current), zoning, location, and blights that may exist. The concepts for each phase are discussed below:

Phase 1

The redevelopment of Phase 1 should seek to enhance the image, profile, and use of downtown Muskego. Given its central location, the site plays a crucial role in the future viability of the Janesville Road commercial district. Perhaps equally important, the site provides an opportunity to begin to reshape downtown Muskego from a disparate collection of aging commercial structures to a functional and symbolic city center befitting a community of over 20,000.

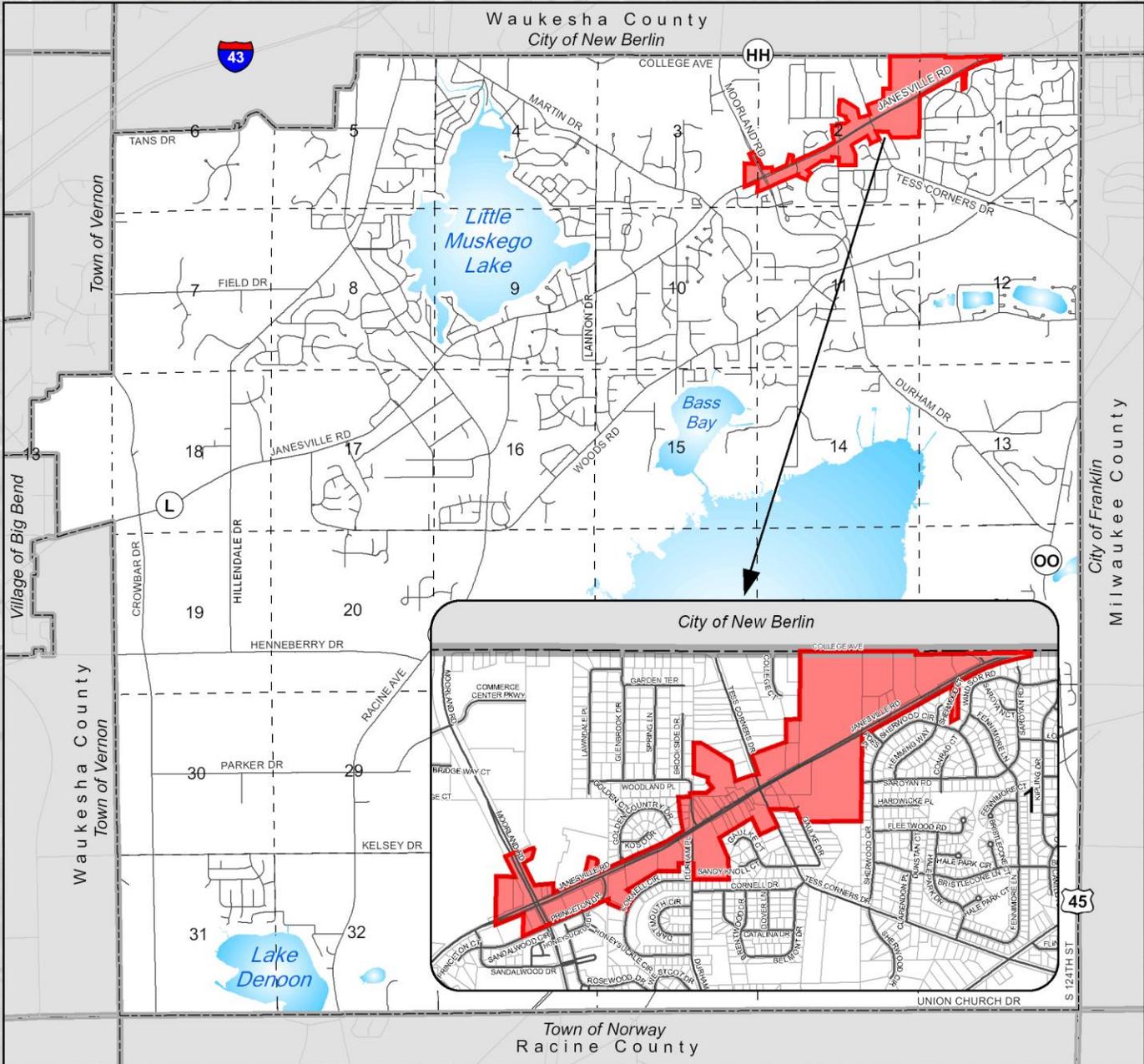
New development at the former Parkland Mall site can help set higher standards of design with a renewed emphasis on community image and the cost effective provision of public services. Moreover, a quality project at this location will provide the downtown area, and indeed the entire community, with an identity that adequately reflects the local quality of life and the affluence of City households – in short, a visual and economic anchor for the attenuated and uncentered Janesville Road corridor. Widely accepted development and planning principles suggest that new development should help the downtown and City compete in an increasingly competitive and quality-conscious real estate environment, and provide alternative housing and shopping opportunities in close proximity.

The vision for the Parkland Mall site should encompass a mixed-use development utilizing traditional neighborhood development standards. The area residents should feel a new sense of place, as a development must provide a downtown identity.

Commercial and residential uses are envisioned providing a one-stop convenience of institutional and public services. Overall, a project should demonstrate market driven principles that work within the economic landscape of Muskego.

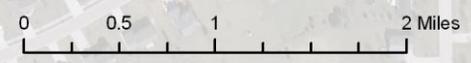
Redevelopment District #1

Map 6.2



LEGEND

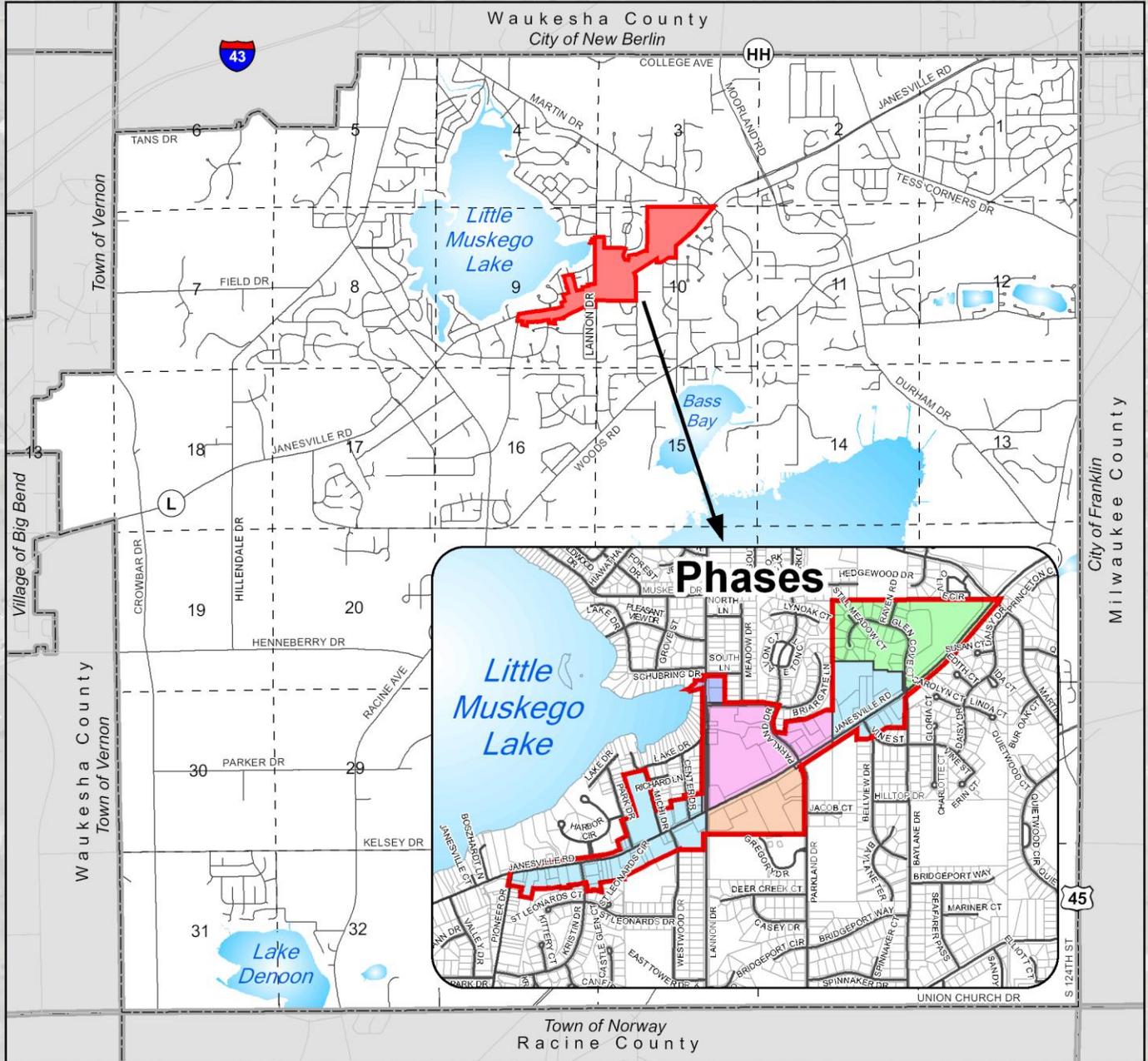
 Redevelopment District #1



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Map 6.3



LEGEND



Redevelopment District #2

Redevelopment District #2 Phases



Phase 1



Phase 3



Phase 2



Phase 4



Phase 5



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Planning Department



Chapter 6: Economic Development

The following key planning elements are to be used as a guide for the development/redevelopment of Phase 1 (Note: A development may include other elements not listed OR may exclude some of the elements below as any new development should be **market driven**):

Design Character

- Traditional town center/modern ‘main-street’
- Buildings squarely facing the street
- Buildings closer to street, parking behind
- Pedestrian scale – walk able, accented storefronts
- Taller building profiles – downtown centerpoint and landmark
- Variable roof-lines.
- Transitional massing blending with surrounding architecture
- Sense of place/downtown identity

Use Mix

- Possible upper end condos (professionals & ‘empty nesters’)
- Destination and convenience retail (no ‘big boxes’)
- Smaller floorplate retail
- Shared parking
- Multiple purpose trips
- Convenience

Density

- Possible Mid-Rise heights: Somewhat higher than City norm
- Built in consumer market for downtown businesses
- Greater TIF revenues
- More efficient public services/utilities
- Activity center
- Downtown anchor and landmark

Phase 2

The development area is approximately 38-acres in size. The vision for this Phase is the development of the property as single-family detached housing, single-family attached “row house” or “townhouse” housing, and multi-family housing. The development conforms to the densities currently outlined in the Zoning Code for each land use; 2 units/acres for single-family, 4 units/acre for attached single-family, and 8 units/acre for multi-family. The development will comply with the regulations set forth by the underlying zoning districts and adopted Design Guides.

Phase 3

The future viability of the Janesville Road commercial district will be impacted by the reconstruction of Janesville Road. Perhaps equally important, the site provides an opportunity to begin to reshape the gateways of downtown Muskego from a disparate collection of aging commercial structures to defined entrances and exits defining the activity hub of the City.

New development at this location can help set higher standards of design with a renewed emphasis on community image and the cost effective provision of public services. Moreover, quality projects at these locations will provide the downtown area, and indeed the entire community, with an identity that adequately reflects the local quality of life and the affluence of City households. Widely accepted development and planning principles suggest that new development should help the downtown and City compete in an increasingly competitive and quality-conscious real estate environment, and provide

alternative housing and shopping opportunities in close proximity. Much of the Phase 3 project area contains commercial or retail land uses. It is anticipated that in this area key planning elements include:

Design Character

- A continuation of the Traditional ‘main-street’
- Buildings squarely facing the street
- Buildings closer to street, parking behind or to the sides of structures
- Pedestrian scale – walk able, accented storefronts
- Taller building profiles – downtown centerpoint and landmark—possibly lake views
- Variable roof-lines.
- Transitional massing blending with surrounding architecture
- Sense of place/downtown identity
- “Gateway” design elements symbolic of the entrance and exits to the City’s hub

Use Mix

- Upper end condos and apartments above retail/office (professionals & ‘empty nesters’)
- Destination and convenience retail (no ‘big boxes’)
- Orientation to service industries such as insurance offices, salons, and restaurants
- Smaller floorplate retail
- Shared parking
- Multiple purpose trips
- Convenience

Density

- Mid-Rise: Somewhat higher than City norm
- Built in consumer market for downtown businesses
- More efficient public services/utilities
- Interconnected activity centers

Phase 4

Phase 4 encompasses the lands immediately south of Phase 1. The completion of Phase 1 is anticipated to generate an interest in expanding its design strategies to these properties. It is quite possible for the existing retail and commercial uses in this Phase to be retrofitted to accommodate the character, use mix and density of Phase 1.

Phase 5

The properties encompassing Phase 5 offer the opportunity to transition elements of Phase 1 character, use and density. It is anticipated that in this area key planning elements include:

Design Character

- A northern gateway to the Traditional ‘main-street’
- Buildings squarely facing the street
- Buildings closer to street, parking behind or to the sides of structures
- Pedestrian scale – walk able, accented storefronts
- Lower building profiles to provide residential scale and mass — taking advantage of lake views
- Variable rooflines.

Use Mix

- Upper end condos and apartments above business uses (professionals & ‘empty nesters’)
- Destination and convenience retail (no ‘big boxes’)

Chapter 6: Economic Development

- Orientation to service industries such as insurance offices, salons, and restaurants
- Smaller floorplate retail
- Shared parking

Density

- Low-Rise: offering transition of mass and scale from Phase 1
- More efficient public services/utilities
- Interconnected activity centers

Tax Incremental Financing

The City has a history of using tax increment financing to facilitate various development projects. TIF is the process of borrowing against future tax revenues to spur new private development and tax generation. This is achieved through the construction of infrastructure designed to spur new private development. The City currently has three active tax increment districts (TID #8, TID #9, and TID #10), which are outlined below.

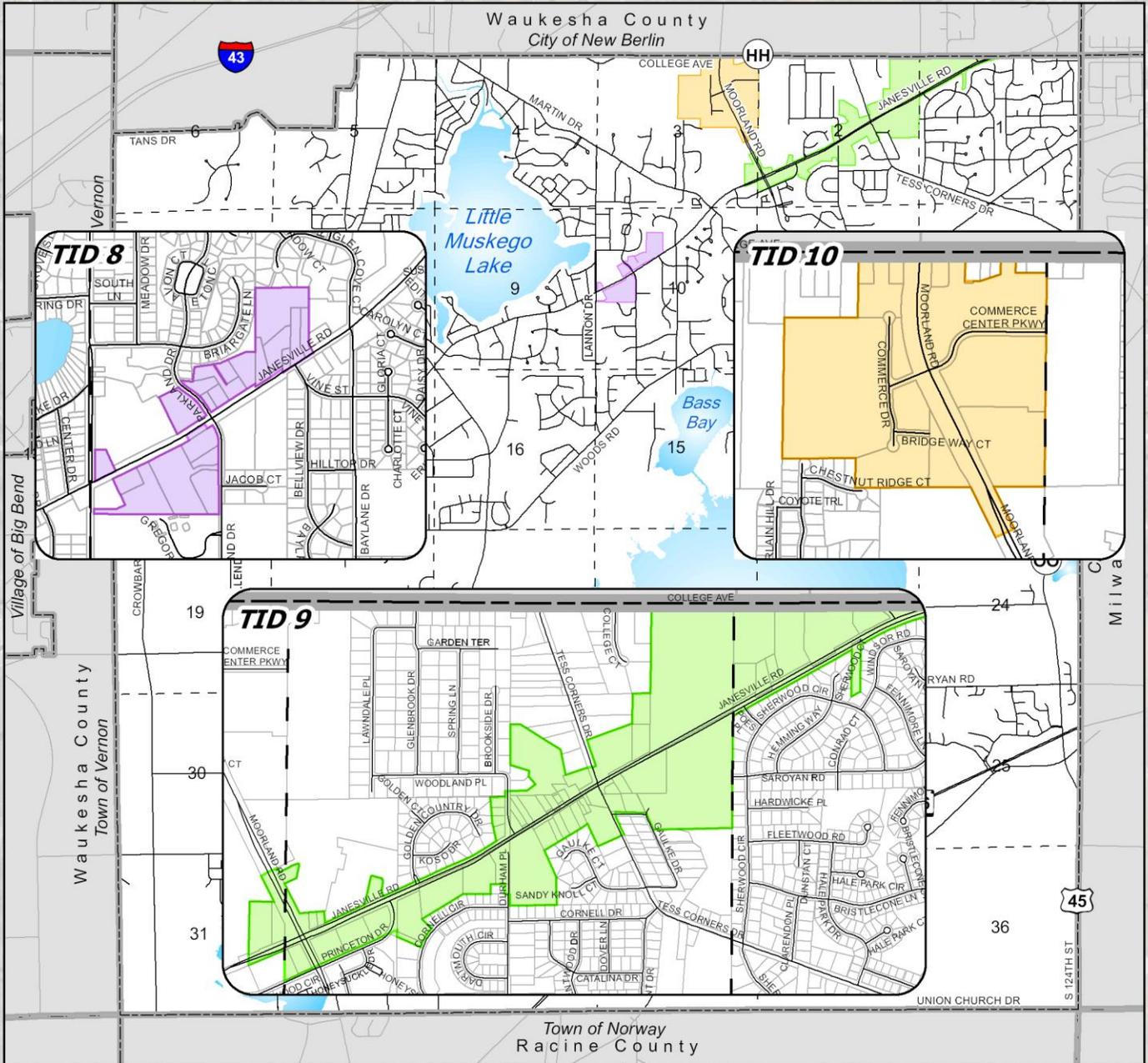
TID Number 8

TID number 8 is found within Redevelopment District #2 along Janesville Road in what is known as the downtown of the City of Muskego. Map 6.4 displays the properties part of the TID #8. The TID boundaries and project plan were amended in 2005 in order to allow further economic development opportunities for surrounding parcels. The main goal of the TID is to spur investment in the downtown area. Project costs in TID 8 may include, but are not limited to: acquisition/demolition, environmental audits and remediation, contribution to community development authority, site grading, land acquisition, utility installation, water main extensions, sanitary sewer mains, storm sewer system, other utilities, streets, landscaping, economic development incentives or cash grants to owners or lessees or developers of land located within the District (development incentives), professional services, administrative costs, organizational costs, relocation costs, and finance costs.

TID Number 9

TID number 9 is found almost entirely within Redevelopment District #1 along Janesville Road in what is known as the Tess Corners area of the City of Muskego. Map 6.4 displays the properties part of the TID #9. The TID was adopted solely for public infrastructure improvements to Janesville Road when it was reconstructed from Moorland Road to College Avenue in 2003. Projects costs in TID 9 may include, but are not limited to: water system improvements, acquisition/demolition, storm sewer system, underground utility wires, landscaping, economic development incentives or cash grants to owners or lessees or developers of land located within the District (development incentives), and administrative costs.

Map 6.4



LEGEND

Tax Incremental Districts

-  #8
-  #9
-  #10



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Planning Department



TID Number 10

TID number 10 was approved by the City of Muskego in late 2007 for an area known as the “Moorland Corridor” located just south of the College Avenue/Moorland Road intersection along Moorland Road. Map 6.4 displays the properties part of the TID #10. TID No. 10 is being created to promote industrial and commercial growth within the City. The District is formed as a mixed-use tax increment district and is comprised of approximately 126 acres that will be developed with a combination of industrial and commercial uses, consisting of warehouses, office buildings, and commercial/retail buildings. The District is formed to allow the City to respond quickly and efficiently to a variety of development proposals. In particular, a developer (Ace Industrial Properties) of the west side of the District has a user, GE Healthcare, for a 485,000 square foot global distribution facility along with three additional lots that can be developed totaling 20 acres. Project costs as part of the approved TID, to accommodate the development within the District, include:

- Underground Utilities - Sanitary sewer from the new intersection on Moorland Road to lift station, upgrade of lift station, new force main from lift station to area around Martin Drive. New water main extension from Kohl’s to College and Moorland Road.
- Paving and Intersection Improvements - Grading and paving of Moorland Road to four lanes from College to where the four lanes end north of Kohl’s, new signalized intersection according to Waukesha County Department of Transportation specifications at entrance to project, revamp signals and associated turn lanes at College Avenue and Moorland Road intersection.
- Landscaping and Signage - Gateway monument, landscaping and street trees associated with Moorland Road.
- Street lighting - A street lighting scheme will be established to facilitate placement of a standard light pole to be located at intervals in the future median of Moorland Road.
- Water storage facility - A large water storage structure sized to serve the proposed business park together with surrounding proposed or existing development.
- Ace Industrial Property Improvements – Various Developer Incentives
- East side of Moorland - Rough grading of parcel, four lane road running east to west up to the residential area and extension of utilities.

TID Guidelines

Muskego also has a set of TID guidelines that were adopted by the CDA and Council in 2007. The purpose of the guidelines is to establish the City’s position relating to the use of Tax Increment Financing for private development. The guidelines are used as a guide in processing and reviewing applications requesting Tax Increment assistance. The fundamental purpose of tax increment financing in Muskego is to encourage desirable development and/or redevelopment that would not otherwise occur “but for” the assistance provided through TID.

The City of Muskego should consider Tax Increment Financing for projects that serve to accomplish the City’s goals for economic development as they may change over time. The goals include facilitating projects that would result in the creation of quality jobs (e.g. stable employment and/or attractive wages and benefits), quality structures, and the attraction, retention, and expansion of business in the City.

Revolving Loan Fund

The Wisconsin Community Development Block Grant (CDBG) Program, administered by the Wisconsin Department of Commerce with funding provided by U.S. Department of Housing and Urban Development, provides local units of government with monies to stimulate economic development. CDBG funds are granted to local governments that, in turn, use the monies to provide loans to new and expanding businesses. Businesses, in return for use of the public funds, provide private investment

towards the assisted activity and create job opportunities, principally for the benefit of low- and moderate-income persons.

Repaid CDBG loans are used by the community to capitalize a local revolving loan fund (RLF) program. With the RLF, additional loans are made to businesses that are expanding or locating in the community and willing to create jobs. When successfully administered, the RLF can provide a viable source of financing that fills the "gap" between the monies that are available through the private sector and the amount needed to complete a project. In making a RLF loan to a business, communities act like a "bank" and accept responsibilities comparable to a commercial lender.

The City of Muskego has hundreds of thousands of dollars available for new and expanding businesses. The loan program is administered by the City with review authority of the Community Development Authority and Common Council. Economic development loans made through the RLF program are intended to meet the following objectives:

- To encourage the creation and retention of permanent jobs that provide a wage appropriate to the skills and experience of the local labor force. A minimum of 51-percent (51%) of the jobs created and/or retained should be made available to low-income and moderate-income persons.
- To encourage the leveraging of new private investment in the City in the form of fixed asset and working capital investments.
- To perpetuate a positive and proactive business climate that encourages the retention and expansion of existing businesses and helps to attract desirable new businesses.
- To lend monies at interest rates and loan maturities that encourages business development and facilitates reinvestment in the City, while providing for the re-capitalization and growth of the RLF.

Industrial Development Revenue Bonds

The CDA's primary role in bringing new manufacturing-related development into the community is through its power to authorize double tax-exempt revenue bonds. These are not general revenue bonds backed by the full faith and credit of the municipality. Rather, they are the direct obligation of the businesses that take advantage of this source of low cost capital financing. The double tax-exempt status of these bonds allows the bond issuer to offer a much lower interest rate (thus providing a much lower-cost financing option) than what is available in private capital markets. Typically, a municipality develops certain criteria to establish eligibility and allowable debt such as number of jobs created or the amount of overall capital investment. The City of Muskego has no criteria for such bonds and a recommendation of this element is to establish procedures in the near future.

City Design

Community design is important in shaping a sense of place in Muskego. From subdivisions to commercial and industrial development, how these developments look and feel can provide specific character to a given area. Muskego has many controls in place in order to assure proper designs and land uses are attained.

The City's Plan Commission oversees many of the design elements adopted as well as being the main approval authority for developments. Further, design guides provide key architectural and site design requirements for defined areas in order to apply a general theme to an area of the City.

Planning Commission

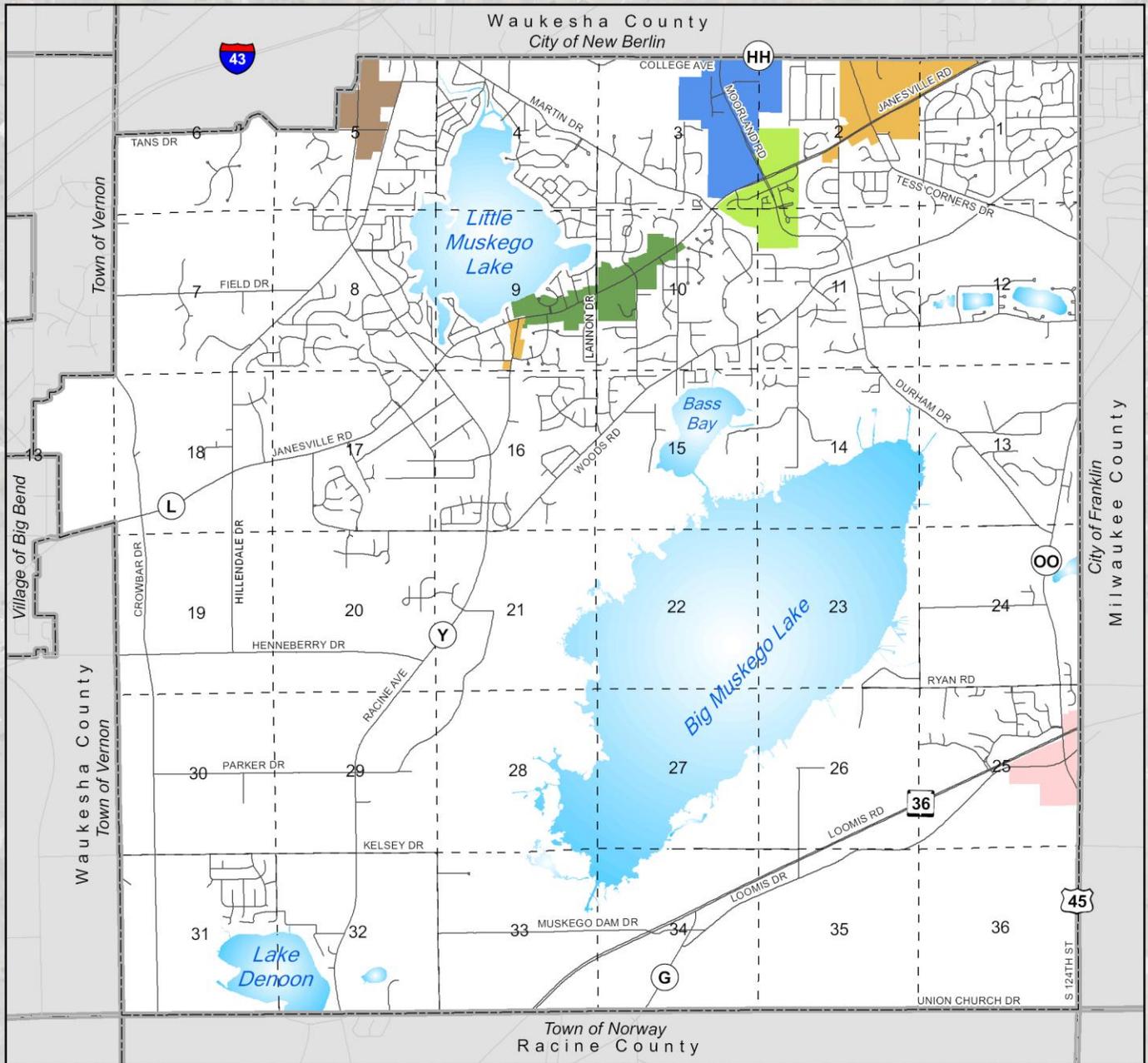
The City's Planning Commission is the ultimate authority on design related approvals. The Commission oversees Building, Site, and Operation Plans (BSOs), Conditional Use Grants (CUGs), Land Divisions (Subdivision Plats and Certified Survey Maps), Annual Reviews, and Recommendations to Council regarding Zoning and Land Use changes/amendments. The Commission administers and ultimately enforces the City's zoning and land division ordinances, adopted Comprehensive Plan, and adopted design guides.

The Commission is made up of seven members consisting of five appointed residents, an Alderman, and the Mayor, who acts as the Chairman. The Commission's purpose is to foster orderly development of the City weighing facts, adopted policies/guides/plans, and current constraints and limitations.

Design Guides

Below is a general description of the maintained Muskego design guidelines that affect the shape of economic development in specific areas of the City. Map 6.5 displays the areas in which the design guides apply to.

Map 6.5



LEGEND

Design District Overlays

- Business Park
- Downtown
- Durham Hill
- Historic Crossroads
- Moorland South
- Racine Avenue Gateway



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Planning Department



General

The General Design Guide pertains to the entire City aiding the Planning Staff and Plan Commission in planning, design, and redesign of the built environment of the City of Muskego so as to enhance its visual character, and avoid monotony. Many Plan Commission and City policies relating to commercial/industrial site planning can be found in the guide along with specific examples of adequate submittal practices. Basic regulations regarding relationships of a building to a site, materials of a structure, and site design elements (signage, lighting, landscaping, parking) can be found within the guide. The General Design Guide is simply a guide of design elements for development and redevelopment in the City, although the City Planning Commission may waive the elements in the guide if unforeseen circumstances may be found in relation to a proposed site or structure. The other adopted City design guides listed below are for specific geographic areas and it is up to the Planning Commission what variables of a design guide apply to a particular development when overlaps of design guides occur.

Downtown

The Downtown Design Guide governs those lands adjacent to Janesville Road, on the north and south sides, extending from Bay Lane on the east to Pioneer Drive on the west (The downtown area should extend the depth of the parcels).

This area is identified as offering a wide range of commercial activities and services in Muskego. It is the goal of this document to maintain the viability and improve and unify the visual aspects of the downtown area. The Downtown Design Guide Area falls within the adopted Redevelopment District #2 boundary area. The purpose of the Redevelopment Plan is to revitalize a declining urban area, spur reinvestment in the community, and to transform it into a better place to live, work and play. The Design Guide looks to promote the same characteristics as the Redevelopment District including, but not limited to, the following principles:

- Enhance the image, profile, and use of downtown Muskego
- Provide a new sense of place with a downtown identity
- Demonstrate market driven principles that work within the economic landscape of Muskego
- Provide the downtown area, and indeed the entire community, with an identity that adequately reflects the local quality of life and the affluence of City households
- Promote the following types of uses:

Design Character

- Traditional town center/modern ‘main-street’
- Buildings squarely facing the street
- Buildings closer to street, parking behind
- Pedestrian scale – walk able, accented storefronts
- Taller building profiles – downtown centerpoint and landmark
- Variable roof-lines
- Transitional massing blending with surrounding architecture
- Sense of place/downtown identity

Use Mix

- Possible upper end condos (professionals & ‘empty nesters’)
- Destination and convenience retail (no ‘big boxes’)
- Smaller floor plate retail
- Shared parking
- Multiple purpose trips
- Convenience

Density

- Possible Mid-Rise heights: Somewhat higher than City norm
- Built in consumer market for downtown businesses
- Greater TIF revenues
- More efficient public services/utilities
- Interconnected activity centers
- Downtown anchor and landmark

Durham Hill

The Durham Hill Design Guide governs two areas of land. Durham Hill North is all lands found in the northeast, southwest, and southeast corners of Highways 36 and 45. Durham Hill South is all lands found in the northwest, southwest, southeast, and northeast corners of the old Highway 36 and 45, as well as all the lands to the west of the previously mentioned and bounded by Highway 36 on the north and old Highway 36 on the south.

The Durham Hill North area is identified by larger retail and office establishments offering a wider range of commercial services and activities. The Durham Hill South area will emphasize the rural surroundings and historical origins of the area. The area is identified by small business development. Safe and convenient pedestrian access as well as quality visual appearances are the main goals. It is the goal of this document to create uniform design standards that unify and enhance the visual appearance of both areas.

Moorland Corridor South

The Moorland Corridor South area is defined as those lands located along Moorland Road from Janesville Road (CTH L) to, but not including, the plat of Candlewood Creek. The general purpose of this Guide is to aide the Planning Staff and Plan Commission in the planning, design and re-design of the built environment of the Moorland Road transportation corridor, which links the community to Interstate Highway I-43. This area is identified as offering a wide range of commercial activities and services in Muskego. It is the goal of this document to maintain the viability and improve and unify the visual aspects of the Moorland south corridor.

Historic Crossroads

The general purpose of this Guide is to aide the Planning Staff and Plan Commission in the planning, design and re-design of the built environment of two distinct areas known as the Tess Corners and Pioneer Historic areas so as to enhance and unify its visual character while avoiding monotony and repetition.

The Tess Corners Area should be generally defined as those lands located along Janesville Road (CTH L) from Durham Drive to College Avenue (CTH HH); including those lands along Tess Corners Drive from Gaulke Drive to College Avenue. Major street reconstruction activities have occurred along the Janesville Road (County Trunk Highway “L”) corridor from College Avenue (CTH HH) to Moorland Road (CTH O). The Waukesha County Department of Transportation has widened the roadway from two lanes to four lanes, with dedicated turning lanes. This reconstruction project has resulted in a substantial change to the local aesthetics, and has resulted in the relocation or demolition of numerous buildings in the Tess Corners area. The area generally east of Tess Corners Drive is identified as offering a wide range of commercial, industrial, and institutional activities and services. The area generally west of Tess Corners Drive is intended to encourage mixed-use, compact development that facilitates the efficient use of services. The West area diversifies and integrates land uses within close proximity to each other, and it should provide for the daily retail and customer service needs of the Tess Corners residents.

The Pioneer Historic Area is defined as those lands located along Pioneer Drive from Janesville Road (CTH L) to Lions Park Drive. This area is characterized by aging historic buildings. The area was once setup as a classic downtown area with retail and residential structures closely located to the right-of-way squarely facing the street. The guide is intended to encourage mixed-use, compact development that facilitates the efficient use of services. The area diversifies and integrates land uses within close proximity to each other, and it should provide for the daily retail and customer service needs of the Pioneer Drive residents.

Racine Gateway

The Racine Avenue Gateway area is defined as those lands located at the northwest corner of Racine Avenue and Tans Drive, and those lands located between Racine Avenue and Hillendale Drive, extending from College Avenue southerly to just north of Lembezeder Drive. The general purpose of this Guide is to aide the Planning Staff and Plan Commission in the planning, design and re-design of the built environment of the Racine Avenue transportation corridor, which links the community to Interstate Highway I-43. This area is identified as offering a wide range of commercial activities and services in Muskego. It is the goal of this document to maintain the viability and improve and unify the visual aspects of the Racine Avenue corridor.

Business Park

The Business Park Design Guide is part of the adopted Muskego Strategic Economic Development Plan. The Plan was prepared by Vandewalle & Associates and commissioned by the City of Muskego in 2003. The purpose of the Business Park Design and Development Standards is to assure quality site planning and building design that unifies the natural and built features of the community; conforms to local building traditions and tastes; minimizes environmental impacts; and establishes benchmarks for future design. The standards place particular emphasis on preserving and accenting the many landforms and other natural features that contribute to the community's rural imagery. The Guide applies to all "BP" zoned parcels in the City (BP-1, BP-2, and BP-3).

2008 Survey

A key section in the 2008 Comprehensive Planning Survey was in relation to economic development issues. Recommendations in this element are largely based upon the main responses from the survey discussed below.

The survey illustrated that respondents were most concerned with improving economic development efforts in the Moorland Corridor and along the downtown along Janesville Road first and foremost, with the industrial parks receiving consideration as well. People also commented on the businesses they desired in the community and opinions indicated that a huge majority wanted to see more chain restaurants (not fast food) in the community. Further, a need for an alternative higher end grocery store was evident. The opinions suggested that a chain home improvement store was also appealing.

Lastly, a large amount of responses were found in regards to questions about the most important issue facing economic development and other opinions on economic development. The re-occurring answers are found below, however, it should be noted that making something happen with the former Parkland Mall property was an overwhelming response:

- Need development vision
- Taxes/rents too high
- Maintaining urban to rural mix
- Infrastructure planning
- Bringing more business into City
- Increase tax base
- Creating identity solely for Muskego
- Creating a downtown
- Water supply
- Developing Parkland Mall

- Being “business friendly”
- Traffic concerns on main roads
- Rebuilding Janesville Road
- No good restaurants
- Balancing commercial/residential tax base
- Need more business development
- More industry
- Increase architecture awareness
- Keep existing properties clean
- Create demographic attractive to retailers
- Need public transportation
- Controlling growth
- Promote business park
- Add more skilled jobs to community
- Preserve small town feeling
- Make the City more inviting
- Decorate for the seasons
- Need industry on Moorland
- Utilize/encourage green development
- Market community, Moorland Road, Janesville Road, Industrial Parks
- Bring lakes back to community
- Less apartments and condominiums
- Bring in business and light manufacturing
- Need cultural and sporting activities
- Add aesthetic signage of City facilities
- Slow down single-family residential homebuilding
- Offer incentives to businesses for locating in Muskego
- Be cognizant of green space when developing
- Update older business structures
- Provide significant budget for City economic development activities
- Keep roads maintained first
- Need to create destination

Environmentally Contaminated Sites

The Comprehensive Planning law requires communities to evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The Wisconsin Department of Natural Resources Environmental Remediation and Redevelopment Programs maintains a “self-reported” list of contaminated sites. Since the list is self-reported, it may not incorporate all brownfield sites in the City, however review of Muskego’s listings from WDNR proved to be very accurate. Table 6.6 (Found in Appendix) shows the reported sites within the City.

Brownfields are known as abandoned or under-utilized commercial or industrial properties where expansion or redevelopment is hindered by real or perceived contamination. The table shows 93 sites were listed in the Bureau for Remediation and Redevelopment Trading System (BRRTS) that have and/or had real or perceived contamination as of July 2007. Of the 108 sites, eighteen (18) are listed as Environmental Repair (ERP), fifty (50) are shown as Leaking Underground Storage Tank (LUST), and twenty-five (25) are spills. The descriptions for each type are found below. It should be re-iterated that each site shown has real or perceived contamination and some sites may have been closed out or remediated by the DNR since the starting dates shown.

- **Environmental Repair (ERP)**
ERP sites are sites other than LUSTs that have contaminated soil and/or groundwater. Examples include industrial spills (or dumping) that need long term investigation, buried containers of hazardous substances, and closed landfills that have caused contamination. The ERP module includes petroleum contamination from above-ground (but not from underground) storage tanks. ERP activities in BRRTS have an activity number prefix of '02'.

- **Leaking Underground Storage Tank (LUST)**

A LUST site has contaminated soil and/or groundwater with petroleum, which includes toxic and cancer causing substances. However, given time, petroleum contamination naturally breaks down in the environment (biodegradation). Some LUST sites may emit potentially explosive vapors. LUST activities in BRRTS have an activity number prefix of '03'.

- **SPILLS**

A discharge of a hazardous substance that may adversely impact, or threaten to impact public health, welfare or the environment. Spills are usually cleaned up quickly. Spill activities in BRRTS have an activity number prefix of '04'.

Muskego recognizes that special attention is required when redevelopments are proposed for brownfield sites and special consideration will be made in regards to future development and land use decisions in regards to these locations.

Chapter 7:

Intergovernmental Cooperation

This element is focused on “intergovernmental cooperation”, or any formal or informal arrangement by which officials of two or more jurisdictions communicate visions and coordinate plans, policies, and programs to address and resolve land use, transportation, natural resource, utility or facility services, or other issues of mutual interest.

This chapter contains a compilation of background information, goals, objectives, and recommended programs for joint planning and decision making with other jurisdictions, and covers all of the information required under §66.1001, Wisconsin Statutes. It is intended to promote consistency between this *Plan* and plans for neighboring jurisdictions.

The goal of this Intergovernmental Cooperation Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Intergovernmental Cooperation Goal: Significantly improve the effectiveness of delivering governmental services while achieving significant overall cost reduction within the region, and specifically within Muskego. At the same time retain our local identity and the associated prerogatives of determining what that identity will be in the future. The other alternative is to concede these prerogatives to a higher authority (e.g., the state or federal government), which will be only too happy to tell us what our identity will be.

Existing Jurisdictions

The City of Muskego shares boundaries with many unique communities and entities. The City lies within Waukesha County but directly borders Racine and Milwaukee Counties. Muskego borders two incorporated cities (New Berlin and Franklin) while also sharing borders with two towns (Vernon and Norway) and a village (Big Bend). Further, the City’s extraterritorial boundaries spread into even more communities. A school district is shared between many of these bordering communities as well. Lastly, the City has many state and federal lands in the form of rights-of-way and conservation areas. Map 7.1 details the surrounding jurisdiction and other entity lands in Muskego.

Since 2007, the City has participated in many intergovernmental discussions as part of this planning process. Representatives from the counties, cities, villages, towns, school district, and the state/federal entities all have shared information with the City in one form or another. Each party was able to share the outcome of their comprehensive planning processes to date and/or discuss some of the major issues they are faced with in the next decade. The City of Muskego discussed what services are currently shared, how those services can develop further, and what goals/recommendations can be derived to enhance the collaborations.

This element details those discussions, recommendations, and future goals between the bordering communities and entities. In addition to the intergovernmental discussions, the City of Muskego invited representatives from the jurisdictions to attend the informational meetings and comment sessions during the 2020 Comprehensive Plan implementation.

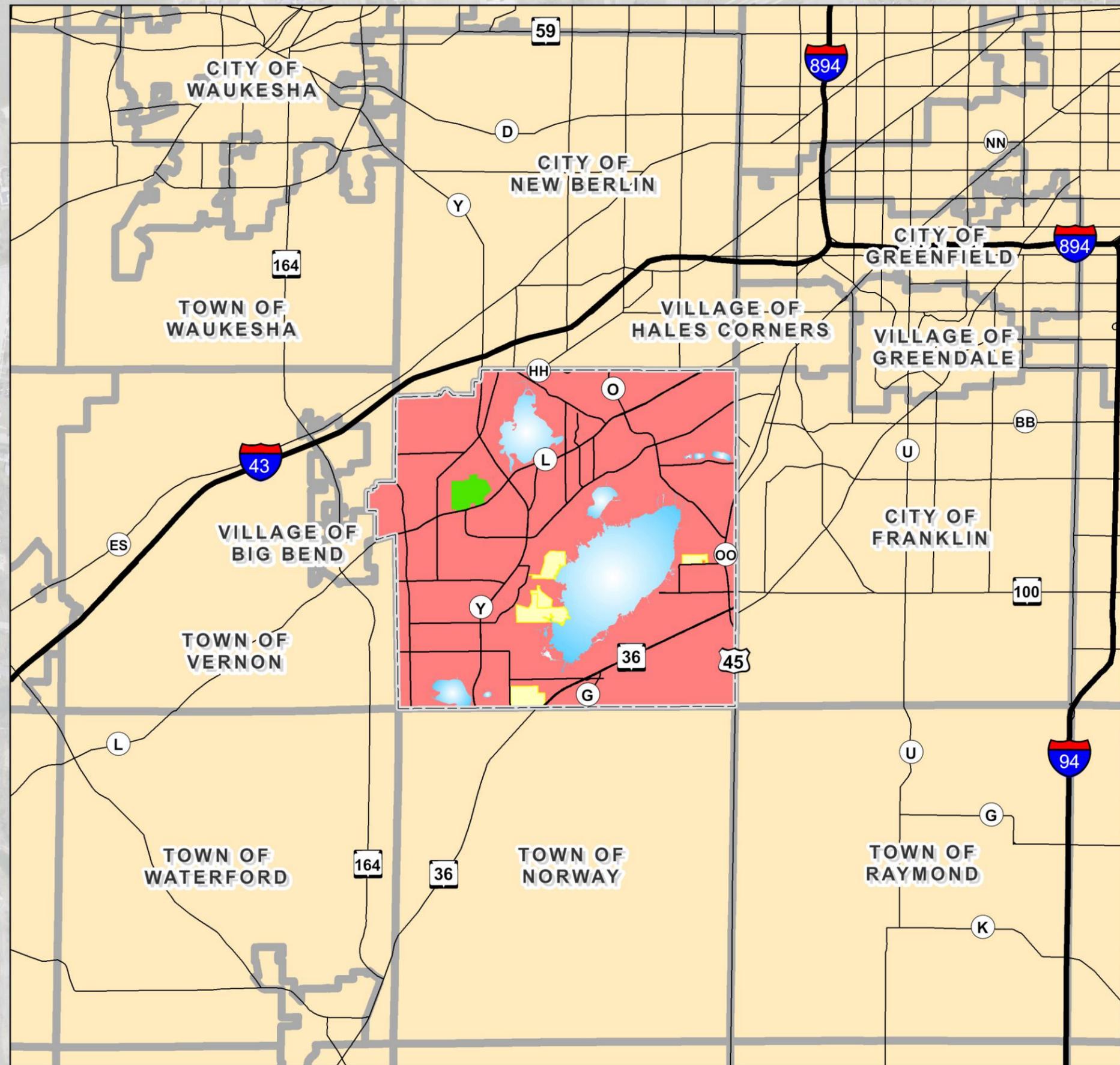
2020 COMPREHENSIVE PLAN

Map 7.1

Existing Jurisdictions

LEGEND

- Freeway System
- Major Roads
- Muskego Boundary
- Municipal Boundaries
- County Owned Lands
- State Owned Lands



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City of New Berlin

The City of New Berlin shares the full northern border with Muskego. Many of the same characteristics of Muskego are found in New Berlin. New Berlin also shares a rich rural to urban heritage, however, due to its more direct location to Milwaukee County, New Berlin has a higher population and greater amount of services. New Berlin was once a town similar to Muskego incorporating almost 36 square miles. Approximately 6 square miles of bordering properties are shared between the two cities and it is within these bordering square miles that a great deal of services are shared and recommendations for joint planning efforts were considered.

The City of New Berlin was also working on their update for a new 2020 Comprehensive Plan during the same time as Muskego. Muskego staff met with the City of New Berlin many times over the past few years to make sure the following information was properly noted and certain goals and objectives were recognized between the two cities.

Sanitary Sewer

Each City maintains their own sanitary sewer system at this time and are both part of the Milwaukee Metropolitan Sewer District (MMSD). The sharing of this resource only exists and makes sense within the southwestern portion of New Berlin. It is in this location that the topography of the land doesn't allow for the feasible public sewer of properties within the City of New Berlin. Muskego has allowed shared sanitary sewer services here already for some time within what is known as the Linne Lac area. Further services may be required throughout the future Mill Valley area in New Berlin (Quarry area along Interstate 43 that New Berlin is exploring a conversion to light industrial and commercial uses) and as far north as National Avenue. As these needs come to fruition, both cities will work together to find alternatives that make sense for the future viabilities of the communities, while also ensuring that each is made whole (installation fees, connection fees, ongoing maintenance, future taxing, etc.).

Water Facilities

Within southeastern Wisconsin, municipal water is a substantial topic at this time. Many communities struggle on what the future holds for their water resources in the next few decades. The City of Muskego has made many efforts to maintain quality municipal well systems and storage facilities while not affecting the aquifers that supply water to many of the City resident's private wells. The City of New Berlin has done the same, however, the City mainly exists in another watershed and may have to look to future water options including the possibility of Lake Michigan water. Possibilities of shared water from Muskego to New Berlin along some of the bordering properties may be required in the future, especially to the southwestern portion of New Berlin know as Mill Valley. As these needs come to fruition, both cities will work together to find alternatives that make sense for the future viabilities of the communities, while also ensuring that each is made whole (installation fees, connection fees, ongoing maintenance, future taxing, etc.).

Stormwater

Due to having intense land uses within close proximity and the sharing of watersheds, the need to concentrate goals relating to stormwater is a must. It is in the interests of both cities to work together for shared stormwater options when necessary. Stormwater alternatives may exist in the form of regional ponds. The ponds can provide possibilities for each City to enhance the stormwater qualities for the overall ecosystem, while also allowing better industrial and commercial development opportunities. A regional pond may offer a particular parcel more growth options, which in turn can build stronger tax bases and allow existing businesses to expand.

Land Use

Most likely the most important element of intergovernmental cooperation between the two municipalities is the land use portion. The border shared between the communities has a great deal of development occurring at this time and the development level will most likely increase within the next decade. A wide variety of lands uses exist from industrial to low-density residential and the cooperative planning of these future land uses is vital to both communities. Each city desires to preserve the image that is unique to each community while ensuring a quality environment is preserved for its residents.

Map 7.2 details the current border land uses between New Berlin and Muskego as of the date on the map. As shown, the majority of the shared border is bisected by College Avenue running east to west with the exception of the northwest portion of Muskego, which is bisected by Tans Drive.

Along Tans Drive, the City of Muskego has mostly low-density residential uses, however, the City of New Berlin has a more intense extractive use. New Berlin is investigating the feasibility of converting this extractive use into more light industrial and commercial uses in the next decade as the quarry becomes reclaimed. Both cities will want to work together to maintain the transition of these land uses between the borders. It will be an interest of both cities to make sure the residential uses in Muskego are as unaffected as possible by creating appropriate buffers, assuring roads are at a proper serviceability, industrial/commercial development impacts are light (noise, light, architecture appropriate, etc.), and the proper utilities are implemented while not hampering the services the residents currently enjoy. Further, there is a portion of Muskego land uses that border the extractive area along Racine Avenue. In this location, Muskego intends to mimic some of the future uses of the quarry site by implementing commercial opportunities. The location has direct access off of Interstate 43 and is one of the gateways to the community. Muskego will want to work with the City of New Berlin to ensure the gateway is maintained in a positive way establishing complimentary land uses and installing quality infrastructure.

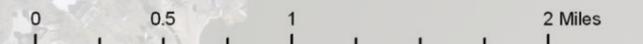
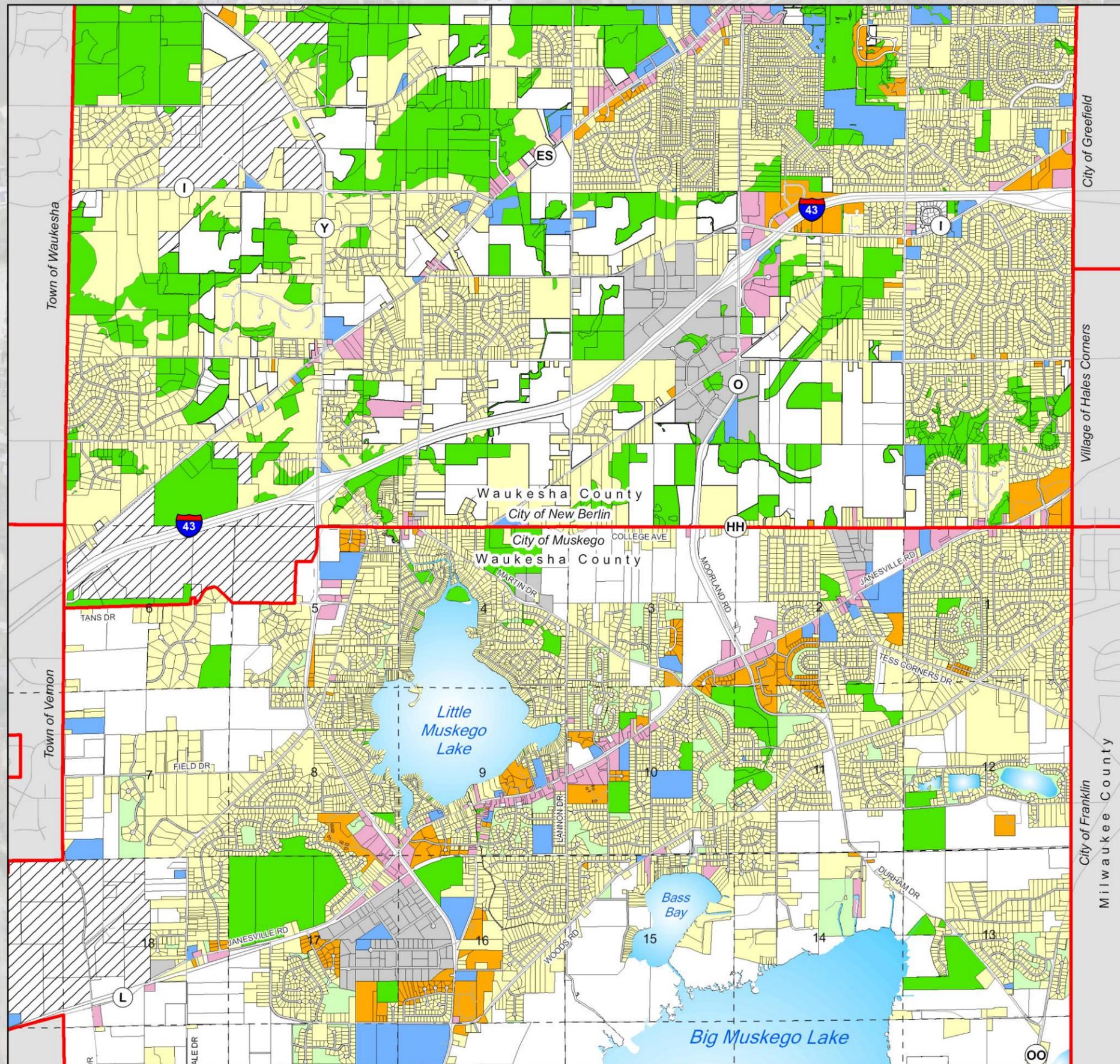
2020 COMPREHENSIVE PLAN

Map 7.2

Current Border Land Use City of New Berlin

LEGEND

- Private Recreation
- Public Recreation
- Agriculture and Open Space
- Govt., Institution, and Utility
- Single Family Residential
- Multi-Family Residential
- Retail and Service
- Manufacturing
- Landfill and Extractive Operations



Created by City of Muskego
Planning Department



Stemming from Racine Avenue to Moorland Road along College Avenue, both cities already have complimentary residential land uses. The City of Muskego and New Berlin intend to keep the residential densities comparable to what exists here today. One feature land use along this route lies within the City of Muskego known as Park Arthur. The park is located along the border of the communities and is planned to be a fully recreational area with a sledding hill, trails, football/ baseball fields, playgrounds and a hockey rink. Opportunities to utilize this recreational resource as a benefit to both communities exists.

Along the intersection of College Avenue and Moorland Road exists a collaboration of future economic land uses for both communities. New Berlin has the Westridge Business Park just north of this intersection stemming all the way to Interstate 43 that includes many established light industrial and office uses. The City of Muskego has lands south of this intersection zoned and reserved for business and retail/commercial uses. The intersection is a gateway to both communities and is in the best interest of each to ensure that the future uses do not adversely impact each other. New Berlin intends to bring the Westridge Business Park all the way up to the border of Muskego, while Muskego will transition these business park uses into a more established commercial area. The communities will need to work together to make certain that utilities, road infrastructure, and quality architecture is in place during the course of the future development of this area.

The last area of interest between the two municipalities stems along College Avenue from the Moorland Road area east to Janesville Road. Both communities have several different types of land uses along this stretch including residential, commercial, and industrial. For the most part, New Berlin has large rural residential lands that are intended for a low-density residential or small business use in the future. Muskego also has one area of established low-density residential, although most of the stretch is expected to be additions and/or redevelopment to the existing Tess Corners Industrial Park that adorns the corners of Tess Corners Drive and College Avenue. Muskego hopes that the industrial park will enjoy future expansion opportunities and will transition into commercial uses the closer the lands are to the main thoroughfare of Janesville Road. Overall, Muskego and New Berlin will want to assure that uses co-exist in this location to the greatest extent possible even with the differences in land uses found. Options for shared road improvements and stormwater cooperation may exist. Further, quality developments will want to be recommended by both communities as the residents surrounding this corridor all will utilize the same services in their enjoyments of livelihood within each community.

The shapes of how future developments unfold along the borders of these communities will definitely be a vital part in defining each Cities character. Thus, recommendations found below between the City of Muskego and the City of New Berlin will hopefully help to ensure that the residents of each municipality enjoy a high quality of life well into the future and the needs of each community are met.

Village of Big Bend

The Village of Big Bend only shares a small portion of border with Muskego along the west central section centering along Janesville Road. Muskego has no extraterritorial powers over the Village of Big Bend due to its incorporation. The land uses shared along the border are quarry operations related to the Payne and Dolan Incorporation. Big Bend also has a small industrial park abutting the Payne and Dolan property. The Village of Big Bend has a Comprehensive Plan that was recently amended forecasted to the year 2020.

At this time, there are no apparent existing or potential conflicts between Muskego's Comprehensive Plan and the Village of Big Bends. Seeing that the shared border area is a gateway to the City of Muskego, the City must be conscience of the current and future land uses within this area.

Town of Vernon

Also located in Waukesha County, the Town of Vernon shares most of Muskego's western border. The makeup of land uses between the shared borders is mostly low density residential and farmlands. However, the Payne and Dolan Quarry does about a few of Vernon's residential uses. For the most part, the more intense commercial/industrial uses in this area are found in the Village of Big Bend. The Town of Vernon has an updated Comprehensive Plan forecasted to the year 2020 that dictates current and future land uses.

At this time, there are no apparent existing or potential conflicts between this Plan and the Town of Vernon's. Both communities intend to preserve much of the rural atmosphere that exists today for the next decade. The City of Muskego will continue the extraterritorial powers in the Town where applicable in order to assure that land uses are consistent and proper infrastructure and stormwater utilities are in place.

Town of Norway – Racine County

The Town of Norway is located along Muskego's southern border residing in the Racine County. Norway is under Racine County zoning and does fall within the City of Muskego's extraterritorial powers. The current land uses shared between Muskego and Norway are mostly rural density residential uses. However, some higher density residential uses are found along Lake Denoon and Racine Avenue. The Town also transitions some commercial and business uses along Highway 36. Currently, the Town does not have a Comprehensive Land Use Plan, although they are partnering with Racine County to be a part of the County Comprehensive Plan. As mentioned, Racine County dictates zoning in the Town, however, the future land use recommendations and infrastructure aspirations are largely held by the Town.

Other than the bordering land uses, the Town of Norway shares a few other resources with the City. The Norway Sanitary Sewer District covers portions of Muskego and contracts are in place for this service to a few of Muskego's more intense land use areas. The communities will want to be vigilant about this service contract in the future to ensure sewer is available where useful. The sanitary service can aid in future groundwater and lake protection. The Muskego-Norway School District is also shared between the two communities. Ensuring future school facility needs are met will also be key.

For the most part, there are no apparent existing or potential conflicts between this Plan and the future aspirations of the Town of Norway. Sanitary, stormwater, and school related services will have to be maintained and open discussion relating to these services will have to be a priority when required. The City of Muskego sees the Town of Norway as a beautiful gateway to its rural heritage and the preservation of this is a must. The City of Muskego will continue the extraterritorial powers in the Town where applicable in order to assure that land uses are consistent and proper infrastructure and stormwater utilities are in place.

City of Franklin – Milwaukee County

The City of Franklin shares the full eastern border with Muskego. Somewhat like the shared border with New Berlin, many of the same characteristics of Muskego are found in Franklin. The City of Franklin is within Milwaukee County and it is thru the services, facilities, and land uses within Franklin that tie Muskego to Milwaukee County. Approximately 6 square miles of bordering properties are shared between the two cities and it is within these bordering square miles that a great deal of services are shared and recommendations for joint planning efforts were considered. Franklin does have some of the urban to rural heritage that Muskego presents, but to a lesser degree. The area is largely suburban due to

its direct access to the service and facilities found in the City of Milwaukee. However, the bordering lands uses to Muskego are much less suburban.

The City of Franklin is also working on their update for a new 2020 Comprehensive Plan during the same time as Muskego. Muskego staff had discussions with the City of Franklin many times over the past few years to make sure the following information was properly noted and certain goals and objectives were recognized between the two cities.

Sanitary Sewer

Each City maintains their own sanitary sewer system at this time via the Milwaukee Metropolitan Sewerage District (MMSD), however, it is only via Franklin that Muskego enjoys this resource. Although MMSD plans most of the future sewer facilities for both communities, it is up to the Cities to make sure open communication is given to the District in determining what future land uses are desired and at what densities. The communities need to make sure that the sewer resource is available now and into the future to assure future viability for the residents and for the future of economic development activities. The planning and possible cost sharing of sewer mains will need to be an objective of both communities.

Water Facilities

Within southeastern Wisconsin, municipal water is a substantial topic at this time. Many communities struggle on what the future holds for their water resources in the next few decades. The City of Muskego has made many efforts to maintain quality municipal well systems and storage facilities while not affecting the aquifers that supply water to many of the City resident's private wells. The City of Franklin utilizes Lake Michigan water that is purified by the Oak Creek Water and Sewer Utility. At this time, water resource objectives and goals are somewhat removed between the two municipalities since they have different sources. However, both communities share the goal of delivering reasonable priced, safe, high quality potable water of sufficient quantities. If quantities should become limited in the future, the two communities may become more involved on the sharing of sources.

Stormwater

Due to having intense land uses within close proximity and the sharing of watersheds, the need to concentrate goals relating to stormwater is a must. It is in the interests of both cities to work together for shared stormwater options when necessary. Stormwater alternatives may exist in the form of regional ponds. The ponds can provide possibilities for each City to enhance the stormwater qualities for the overall ecosystem, while also allowing better industrial and commercial development opportunities. A regional pond may offer a particular parcel more growth options, which in turn can build stronger tax bases and allow existing businesses to expand.

Land Use

As is the same between Muskego and New Berlin, the most important element of intergovernmental cooperation between Muskego and Franklin is the land use portion. The border shared between the communities has limited development occurring at this time and most of the land uses and densities mimic each other already. However, the development level will most likely increase within the next decade and the communities will want to be cognizant of what types of uses are allowed and at what intensities.

Map 7.3 details the current border land uses between Franklin and Muskego as of the date on the map. As shown, the majority of the shared border finds residential land uses of varying degrees of densities. For the most part, the densities found are low to medium residential of .5 to 1.5 units an acre. However,

Chapter 7: Intergovernmental Cooperation

developments abutting the major roadways of North Cape Road and Woods Road show upwards of + 1.5 units an acre. This plan calls for allowing higher density residential along the main roadways between the two communities, but looks to preserve low to rural densities outside these buffers. Preserving comparable densities will be key in the future land uses shared between the communities.

Other than the residential portions of the communities, there is one area of note to the south where Highway 36 passes thru. Due to the high traffic volume, Muskego intends to have this area be a commercial convenience area in the future, while Franklin looks to be implementing much of the same to the east. Establishing the same types of commercial activity will aid all residents in the area.

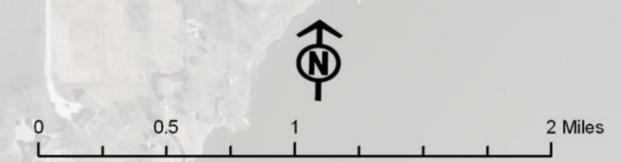
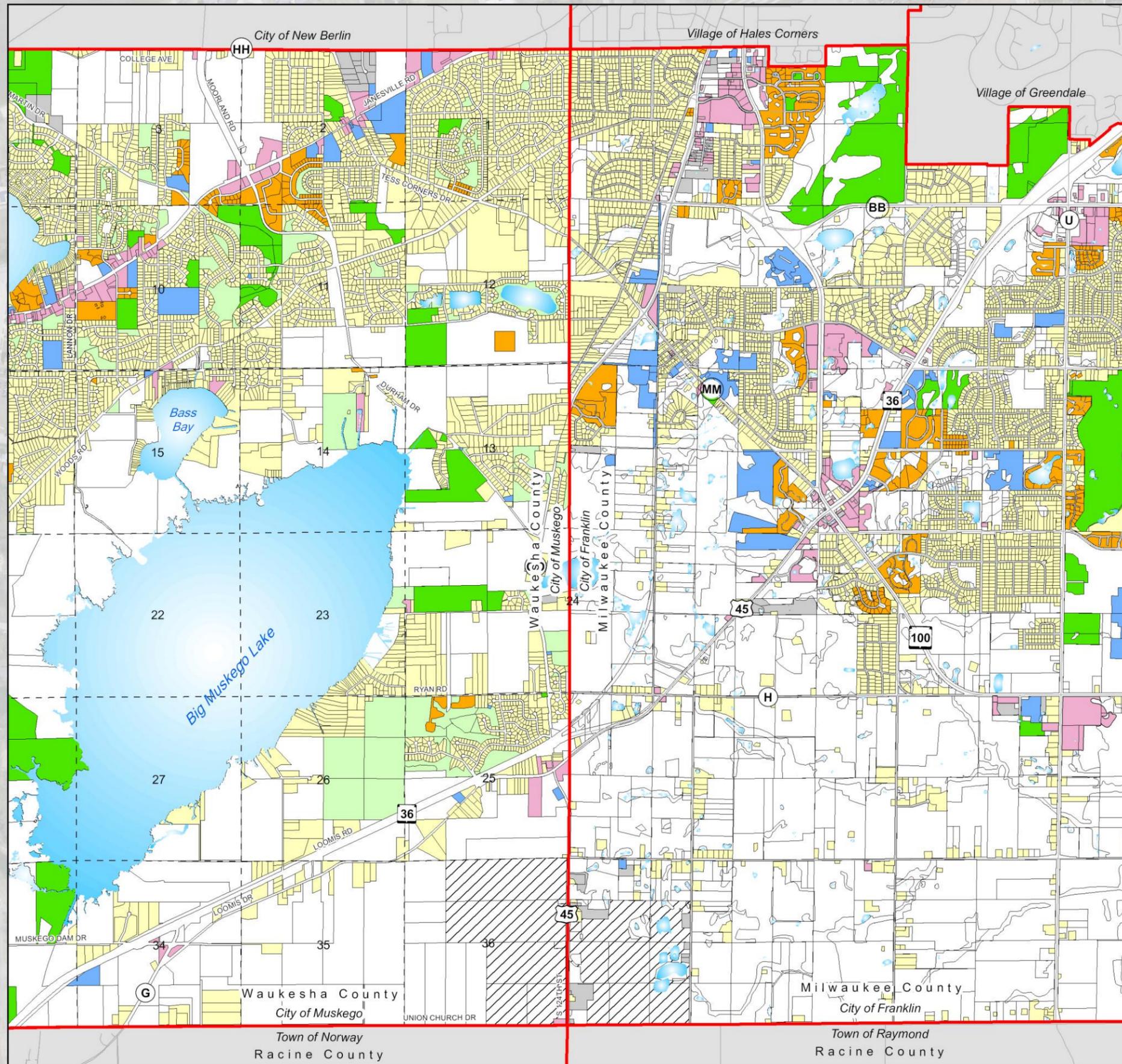
2020 COMPREHENSIVE PLAN

Map 7.3

Current Border Land Use City of Franklin

LEGEND

- Private Recreation
- Public Recreation
- Agriculture and Open Space
- Govt., Institution, and Utility
- Single Family Residential
- Multi-Family Residential
- Retail and Service
- Manufacturing
- Landfill and Extractive Operations



Created by City of Muskego
Planning Department



South of Highway 36 lies landfills found in both cities on either side of Highway 45. Due to both cities sharing the same type of use in the area, the impacts to residents is lower than expected as the impacts and disadvantages are shared. It will be advantageous for both communities to work together to minimize the impacts the landfills have on the communities. Further, the cities will want to work with their respective landfills to understand their future directions for expansion.

The shapes of how future developments unfold along the borders of these communities will definitely be a vital part in defining each cities character. Thus, recommendations found below between the City of Muskego and the City of Franklin will hopefully help to ensure that the residents of each municipality enjoy a high quality of life well into the future and the needs of each community are met.

Waukesha County

In 2002, Waukesha County began embarking on a new comprehensive plan entitled the Waukesha County Comprehensive Development Plan. This plan updates the existing Comprehensive Development Plan adopted in 1997. The plan is being updated in cooperation with SEWRPC and various Advisory Committees. The existing Comprehensive Plan involved extensive inventories and analyses of factors and conditions affecting the physical development of the County including inventories and analyses of the demography, economy, housing, natural resources, land uses, transportation and public utilities, and existing community plans and regulations. The planning program further involved the formulation of development objectives, principles, and standards; the design of a land use plan and supporting housing, transportation, and park and open space plan elements; and the identification of measures to implement the plan effectively. The new updated plan will include many of the same analyses, although this plan will be smart growth compliant.

Many services, objectives, and goals are shared with Waukesha County by the City of Muskego. This is shown within the existing County plan where the land uses adopted mimic those found in the City's 2010 Comprehensive Plan. The City will want to make sure major objectives and goals found herein are also implemented in the County's new development plan. The land use densities will be a key aspect in both plans, although assuring that implantation of future objectives relating to transportation, natural resources, recreation, utilities, and economic development will also be important to assure that both the City and County are on the same path.

Muskego-Norway School District

The Muskego-Norway School District serves the entire City of Muskego and also includes the City of New Berlin and portions of the Town of Norway surrounding Wind Lake (See Map 7.4). There are no known conflicts between the *City of Muskego Comprehensive Plan* and the various adopted plans and policies of the Muskego-Norway School District. However, population growth and types of proposed developments (ex. single-family vs. industrial uses) is always a major factor in determining service needs for a community and the burdens and requirements on school related facilities. Thus, recommendations concerning the involvement of the school district in this comprehensive planning effort are a must. Goals and recommendations relating to district participation in future land division decisions are made part of this plan below and comments from school district officials were utilized during the course of developing this plan.

Other Agency Jurisdictions

Many state and federal agencies have influence over areas within Muskego, although there are no apparent existing or potential conflicts with this *Plan*.

Chapter 7: Intergovernmental Cooperation

The Wisconsin Department of Natural Resources (WDNR) works hand in hand with the City in regards to the wetlands and state waterways found throughout the City. The relationship will continue as this plan holds Muskego's natural resources and their protection in high regard. Areas of major importance include the City's main lakes of Lake Denoon, Little Muskego Lake, and Big Muskego Lake. The DNR has partnered with the City in establishing a Big Muskego Wildlife Area, which is a defined geographic boundary around the lake. Both the DNR and the City are working to purchase lands and conservation easements around the lake to ensure the future preservation of this high quality environmental resource.

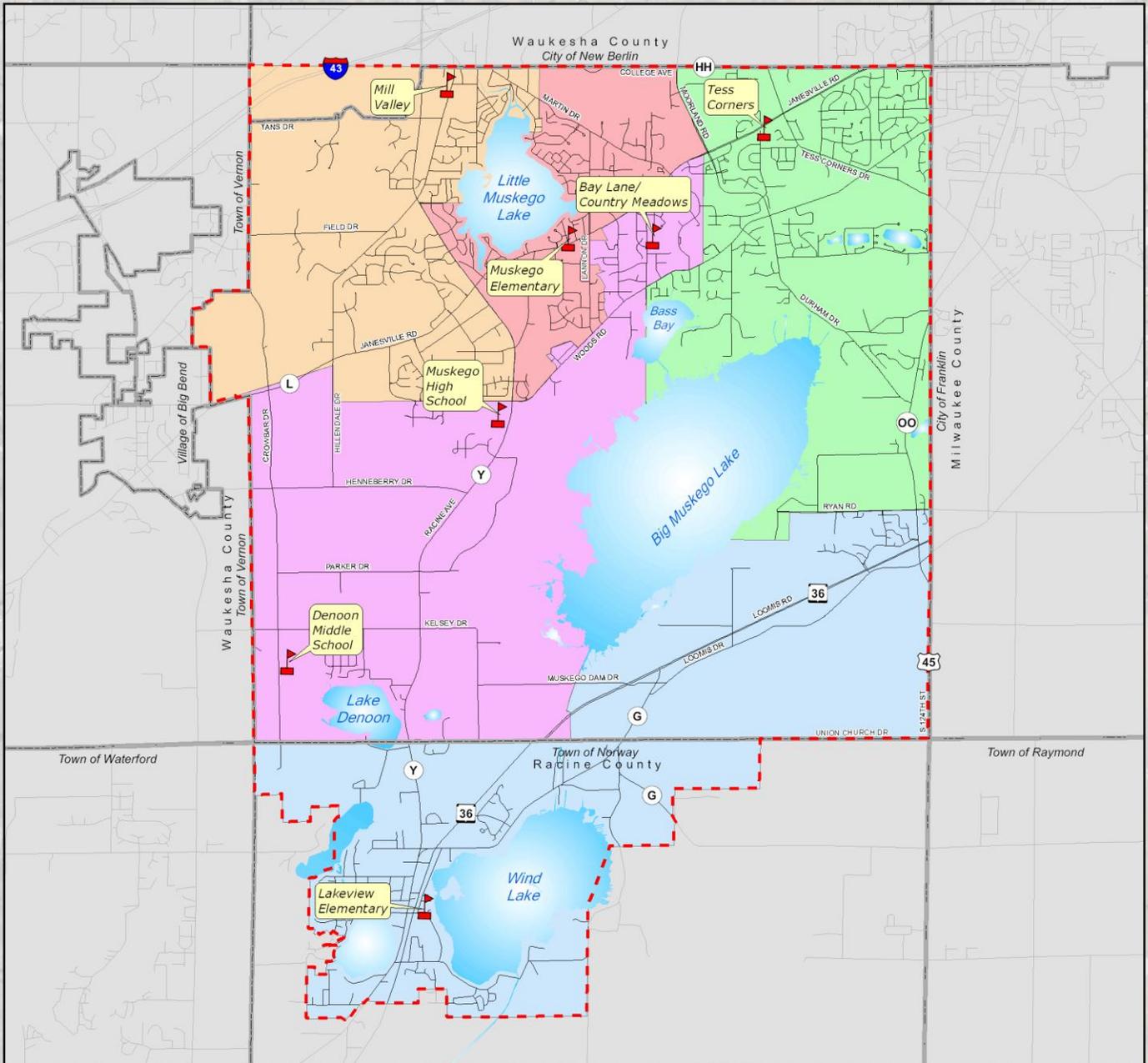
The Wisconsin Department of Transportation also has influence over the City as a few state (STH 36) and federal (USH 45) highways cross between the Muskego's borders. Muskego will have to work with these agencies to assure proper road dedications are met, zoning and land uses are properly implemented that work with the high traffic areas, and the surrounding natural resources are protected.

South Eastern Wisconsin Regional Planning Commission

The Southeastern Wisconsin Regional Planning Commission is the official area wide planning agency for the highly urbanized southeastern region of the State of Wisconsin. The Commission serves the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The Commission was created to provide the basic information and planning services necessary to solve problems, which transcend the corporate boundaries and fiscal capabilities of the local units of government comprising the Southeastern Wisconsin Region. The Commission presents studies relating to highways/transit, sewerage, water supply, park and open space facilities, and land use.

Map 7.4



LEGEND

Muskego Norway School Districts

-  Country Meadows
-  Lakeview
-  Muskego Elementary
-  Tess Corners
-  Mill Valley

-  Public Schools
-  School District Boundary



0 0.5 1 2 Miles

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Planning Department



Chapter 7: Intergovernmental Cooperation

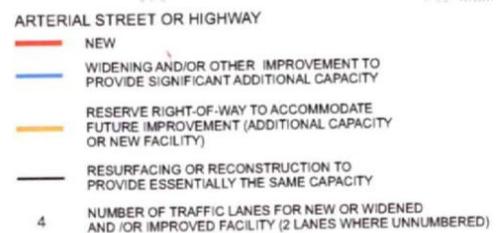
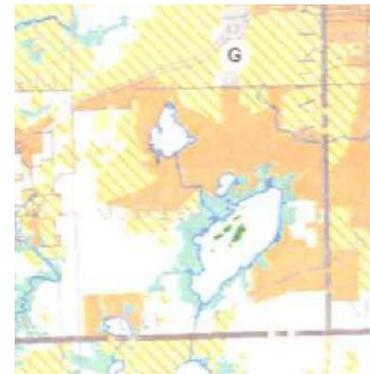
A few of the most recent major plans affecting the City of Muskego completed by the Commission are as follows:

- Community Assistance Planning Report No. 48: *A Regional Land Use Plan for Southeastern Wisconsin: 2035*
- Community Assistance Planning Report No. 49: *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*
- Community Assistance Planning Report No. 64 and amendments: *Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin (3rd Edition) (Regional Water Quality Management Plan, City of Muskego)*

All the plans above pose objectives and recommendations relating to the City of Muskego and how the City relates to the Southeastern Wisconsin region.

The Regional Land Use Plan depicts future higher density residential land uses to mainly stay within the constraints of the City's current sanitary sewer district boundaries (See inset). The land use patterns and densities represented mostly agree with the decisions depicted in this plan. No other major recommendations are found within the plan influencing any future Muskego decisions. However, the City has made every effort to conform to the future aspirations of the southeastern Wisconsin region via SEWRPC's plan.

The Regional Transportation Plan depicts few specific recommendations for the City of Muskego. The plan centers on providing the best transportation methods for the southeastern Wisconsin region. Within the plan, Janesville Road (From Moorland Road to Racine Avenue), Racine Avenue (From Janesville Road north), and Moorland Road (From Janesville Road north) are portrayed to be 4-lane urban highways by 2035 (See inset). The plan also shows that all of Muskego's main arterial roadways should be maintained, resurfaced, and/or reconstructed to provide the same capacities. One other major impact to the City is regarding a recommendation with Interstate 43. The plan shows that I-43 may be expanded to 6 lanes up to the two exits that service the City. This recommendation demonstrates that traffic in and around Muskego will be very high and services for individuals passing thru or living in the City proper will need to be a large concern. No other major recommendations are found within the plan influencing any future Muskego decisions, however Muskego will want to continue to provide the most feasible options for



transportation, including automotive and pedestrian, in order to adequately meet the needs of residents of the southeastern Wisconsin region.

The Sanitary Sewer Service Area Plan for Muskego depicts the boundaries within the City that are viable to be served by sanitary sewer via the Milwaukee Metropolitan Sewer District (MMSD). The City has worked with SEWRPC and MMSD over the last decade in amending that boundary where it is feasible in order to allow Muskego properties the safest form of sanitary sewer.

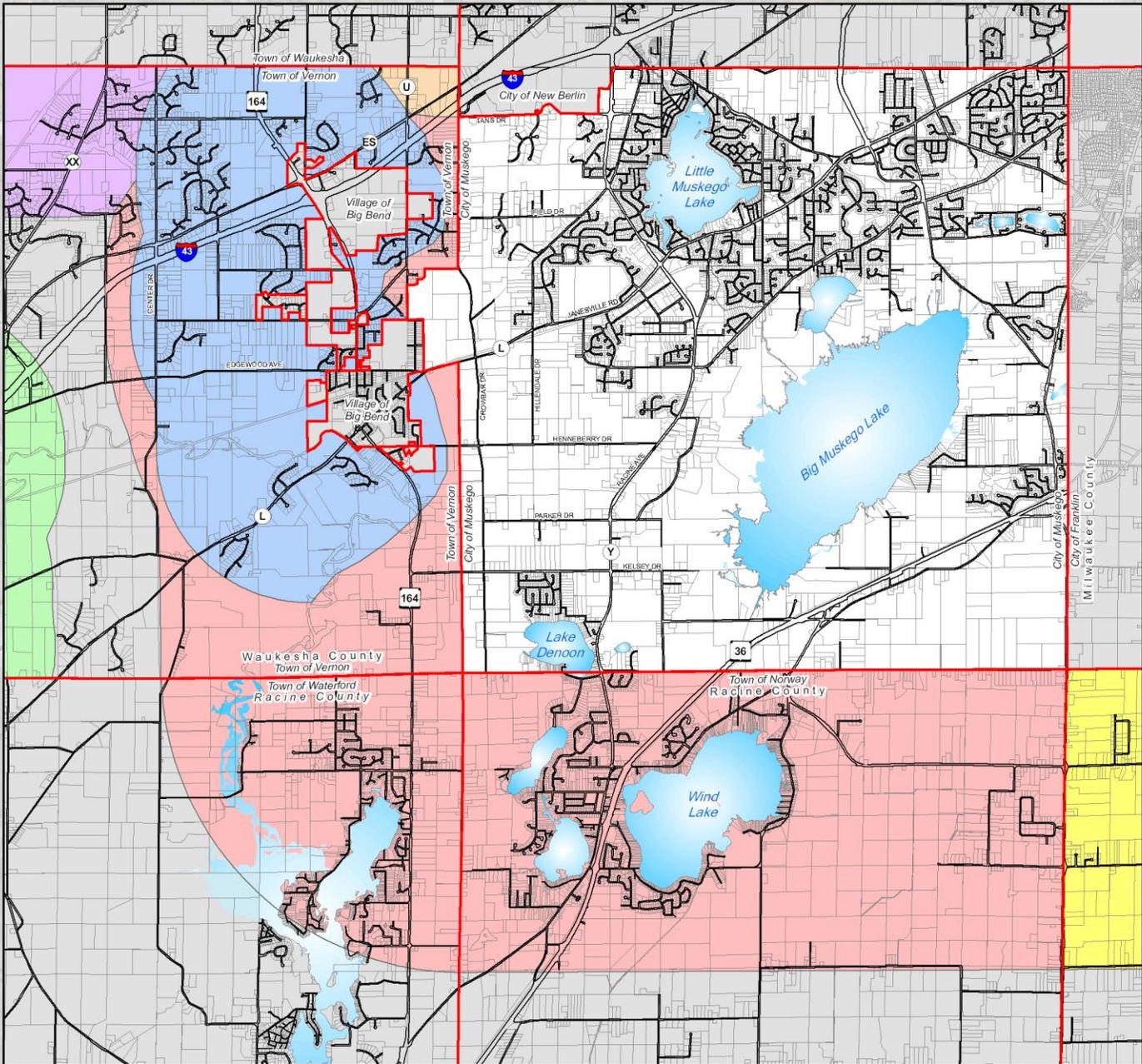
Muskego's Comprehensive Plan largely follows many of the recommendations in the plans listed above and there are no apparent existing or potential conflicts with this *Plan*. The City will continue to work with SEWRPC in gathering and implementing data for future facility planning. Open communication will be required between the agency and community in order to assure needs of region as a whole are met in line with the City of Muskego's future development aspirations.

Milwaukee Metropolitan Sewerage District

The Milwaukee Metropolitan Sewerage District is a regional government agency providing wastewater treatment and flood management services for 28 communities, serving over 1.1 million people in a 420 square-mile service area within the Milwaukee County general vicinity. The City of Muskego is serviced by MMSD over a large portion of the community. In addition to its core responsibilities, MMSD also conducts and provides water quality research, laboratory services, household hazardous waste collection, mercury collection, industrial waste monitoring, and Milorganite production and marketing.

The future development patterns of Muskego are largely related to wastewater treatment. Further, being a lake community, the City wants to guarantee that pristine lakes are not affected from private sewerage failures. Thus, the implementation of public sewer where properties are within the MMSD boundaries is recommended by this plan. Sewer service is not intended to drive higher density development, but it should aid in allowing a safer form of sewer that can protect the City's groundwater and lake resources well into the future. The City of Muskego will work with MMSD in the next decades to assure that proper facilities are in place for desired future land uses.

Map 7.5



LEGEND

 Civil Division Boundary

Extraterritorial Jurisdiction

- | | |
|--|--|
|  City of Muskego |  City of Franklin |
|  City of Waukesha |  Village of Big Bend |
|  City of New Berlin |  Village of Mukwonago |



0 0.5 1 2 3 Miles

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Extraterritorial Lands and Powers

As per State Statute, the City of Muskego, being an incorporated municipality, has certain jurisdictional powers over land divisions within specific bordering communities. The extraterritorial area is the unincorporated land within one and one half miles of a fourth-class city or a village and within 3 miles a City. Wherever such statutory extraterritorial powers overlap with those of another city or village, the jurisdiction over the overlapping area should be divided on a line all points of which are equidistant from each community so that not more than one community exercises extraterritorial powers over any area. The City of Muskego’s extraterritorial area is found in detail on Map 7.5. All land divisions proposed within the City’s extraterritorial area must follow the City’s adopted land division ordinances and are subject to review on they may affect the current and future planning of the City of Muskego’s traffic, conservation, land use density, utility and stormwater aspects. The City will continue to implement these ordinances on how future land divisions will relate to the adopted recommendations in this plan.

Chapter 8:

Land Use

The Land Use Element was prepared pursuant to Section 66.1001 of the Wisconsin Statutes. Section 66.1001 requires this element to include a compilation of objectives, recommendations, goals, maps, and programs, to guide future development and conservation of public and private property. Further, the element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local government unit. The element shall analyze trends in the supply, demand, and price of land, opportunities for redevelopment and existing and potential land use conflicts. The element shall also contain projections, based on background information, for 20 years, including five-year increments, of future residential, agricultural, commercial, and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that shows current land uses and future lands uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands, and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities will be provided in the future and the general location of future lands uses by net density or other classifications.

This Land Use Plan Element recommends a pattern of uses that will enhance and sustain the future of the City of Muskego. The element reflects consistency with the previously described chapters of this Comprehensive Plan.

Note: It is not anticipated that all of the areas shown for development are likely to be developed by the end of the planning period. The 2020-year planning period simply allows a direction and a degree of choice for the City and its landowners. Equally, there is potential that some property owners will choose not to enter the development process despite the identification of a recommended land use. Amendments to this plan are allowed via the proper Council approval process. Further, It is important to note that the City of Muskego is zoned to shape the community, not to react to it, much like the propose land uses in this Plan.

The goal of this Land Use Element is as follows below. The objectives and recommendations are found in the Chapter 10 of this *Plan*.

Land Use Goal: The Land Use goals are simply the synthesis of goals from the previous elements in this Plan. Each element plays an important role in assuring a balanced Muskego community and each directly influences the future desires of land use in this Plan. Muskego intends to maintain a land use plan and map that reflects current community values and establishes the City as a vibrant community, destination, and regional focal point. Further, Muskego intends to promote growth and development of the community in a way that allows change while preserving the overall community character.

Existing Land Uses

A depiction of Muskego's existing land use pattern is the first step in planning for desired future land uses. This section outlines the existing land uses in the City of Muskego. The data from this analysis will help create a detailed land use plan for the City. Table 8.1 (On the map) and Map 8.1 show the amount, type, and intensity of each current land use in the City of Muskego as of 2007.

Residential

Residential land uses are a dominant feature within the City of Muskego. Residential land uses range from low-density country estates, to clustered planned unit development, to high-density lake homes and condominiums. The community also offers a mix of residential construction types, ranging from single-family detached homes to attached single family and multi-family developments. While this Comprehensive Plan recommends land uses by certain densities, the current land use figures are simply broken up into two categories: single- and multi-family.

Single-family uses are found throughout the City in a variety of densities. The more dense concentrations of single-family uses are found within the City's sewer extents, which is mainly northern Muskego and southwestern Muskego (Around Lake Denoon). While most of the City's residential density is between 1.5 – 2 units an acre (15,000 – 20,000 square foot lots), many rural estates (2+ acre lots) exist in amongst the City's non-sewered areas as well. Single-family residential lands account for approximately 5,999 acres, or 26% of the City's area.

Multi-family uses are found in distinct pockets throughout the community. The nodes of multi-family uses have been distinctly planned via past Comprehensive Plans and zoning decisions. For the most part, the concentrations of multi-family residential units are found along the City's main roadways of Racine Avenue and Janesville Road. Other areas exist where elected officials have found that the use and quality of the proposal is appropriate for the area. Also, a few areas of multi-family uses are found in the form of senior housing complexes where a series of care options are offered in a single campus setting. Overall, a multi-family use usually complies with one of the City's multi-family zoning districts, which allow approximately 4-8 units per acre. Multi-family residential lands account for approximately 384 acres, or 1.7% of the City's area.

Commercial

Commercial areas include only those areas currently used for commercial purposes at the time of this analysis. The City's commercial lands are mainly concentrated along Janesville Road with major nodes at the intersections of Racine Avenue, Lannon Drive, Moorland Road, Tess Corners Drive, and College Avenue. The City has a variety of zoning districts allowing a wide range of commercial uses. The City's Planning Commission governs the allowance of commercial uses, their intensity, and design. Commercial lands account for approximately 261 acres, or 1.1% of the City's area.

Industrial

Two areas are reserved for large industrial uses in Muskego. The 200-acre Muskego Industrial Park is located west of Janesville Road, just south of Racine Avenue, while the 50-acre Tess Corners Industrial Park is located along Tess Corners Drive between Janesville Road and College Avenue. Each area allows more intense industrial land uses from warehousing to manufacturing. A few pockets of industrial zoned lands also exist on a few parcels outside of these parks, but the majority of the City's industrial allowances are found at these two nodes. Industrial lands account for approximately 247 acres, or 1.1% of the City's area.

2020 COMPREHENSIVE PLAN

Map 8.1

Current Land Use

LEGEND

-  Private Recreation
-  Public Recreation
-  Agriculture and Open Space
-  Govt., Institution, and Utility
-  Single Family Residential
-  Multi-Family Residential
-  Retail and Service
-  Manufacturing
-  Landfill and Extractive Operations

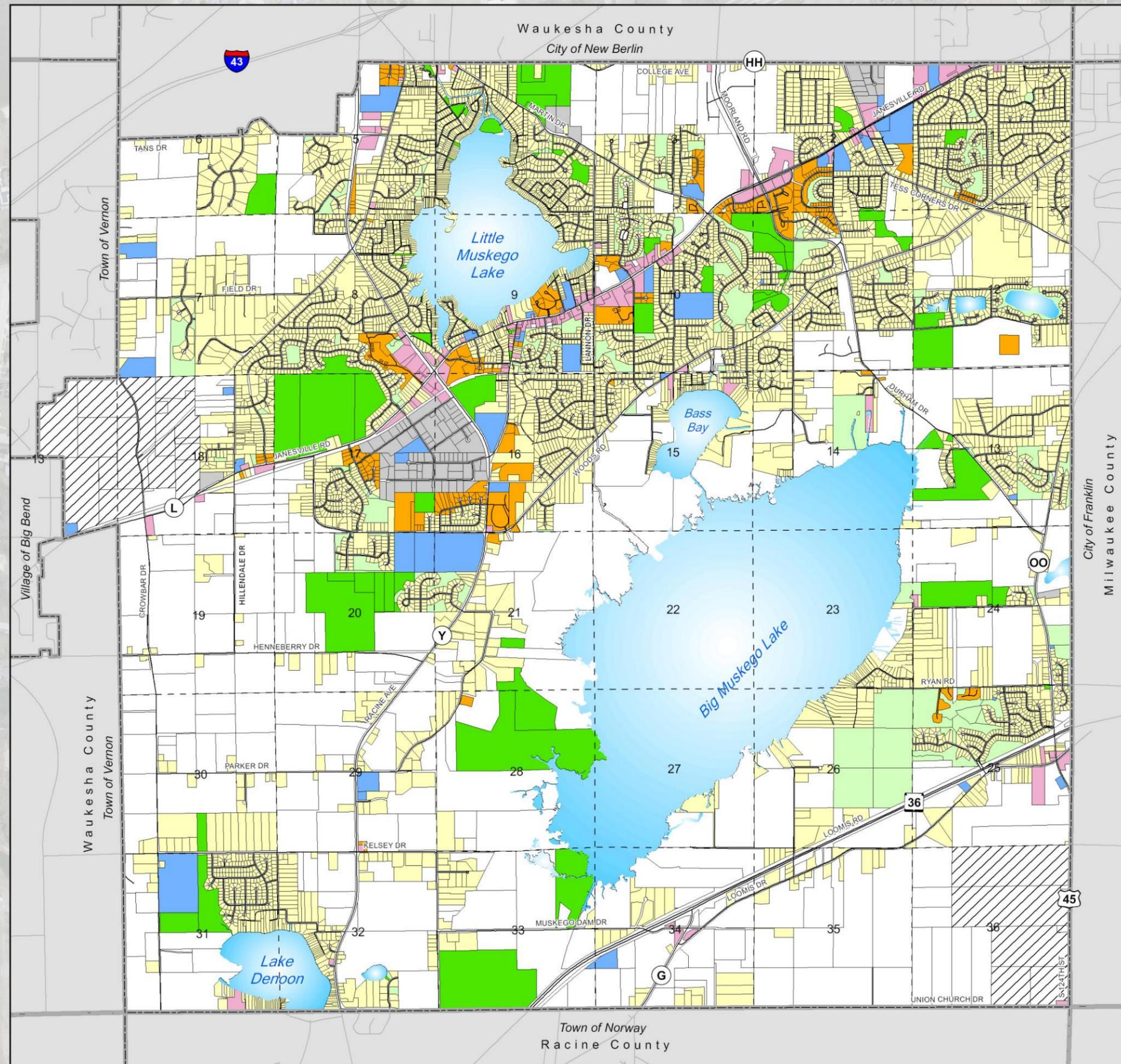
Table 8.1 Existing Land Use, 2007

	Acres	Percent
Single-Family Residential	5,999	26.1%
Multi-Family Residential	384	1.7%
Commercial	261	1.1%
Industrial	247	1.1%
Government, Institutional, and Utility	395	1.7%
Lakes	2,939	13.0%
Recreation - Public	567	2.5%
Recreation - Private	265	1.2%
Conservation	706	3.1%
Agricultural & Open Space	8,289	36.0%
Land fill & Extractive	890	3.9%
Other Lands	482	2.1%
Street Right-of-Way	1,596	6.9%
TOTAL	23,020	100%

Source: City of Muskego, May 2007



Created by City of Muskego
Planning Department



Government, Institutional, and Utility

These land uses are a compilation of the school, church, utility, and governmental facilities within the City. Government, Institutional, and Utility lands account for approximately 395 acres, or 1.7% of the City's area.

Lakes

Muskego is a distinct City due to the lakes that encompass over 13% of the land (2,939 acres). The majority of the acreage of lakes in the City are encompassed by Little Muskego Lake, Big Muskego Lake, Bass Bay, and Lake Denoon. Little Muskego Lake and Lake Denoon are active recreational water bodies that are mostly developed with high-density single-family residential uses surrounding them. Big Muskego Lake, however, is a passive recreational lake characterized by shallow depths and marshes. Big Muskego Lake is a high quality environmental ecosystem that is used for fishing, hunting, and nature activities. Big Muskego Lake does have an outlet to the northwest named Bass Bay, which allows more recreational boating opportunities at a limited basis due to it's size.

Recreation - Public

Recreation areas comprise a variety of City and County lands throughout the community. Both active and passive recreational areas are found serving the many distinct neighborhoods within the City and one Waukesha County Park known as Muskego Park is found along western Janesville Road. Recreation lands account for approximately 567 acres, or 2.5% of the City's area.

Recreation - Private

A few areas in the City are considered private recreational areas. The four sites consist of Muskego Lakes Country Club along Highway 36, Valley Green Golf Course along North Cape Road, the gun clubs on Schultz Lane and Boxhorn Drive. Private recreational lands account for approximately 265 acres, or 1.2% of the City's area.

Conservation

The City of Muskego is heavily involved in conservation efforts due to the many lakes and rural qualities that define the area. In effort to conserve many of these high environmental qualities and natural ecosystems, the City has worked to conserve many of these lands by purchase or by conservation easements. Conservation lands account for approximately 706 acres, or 3.1% of the City's area. The conservation lands are mainly made up of City and State owned conservation lands. Each of these areas is managed by the City or in cooperation with the State in a variety of different ways, including: prescribed burns, invasive species eradication, wetland restoration, prairie establishment and more. The City has a fully operational Conservation Park known as the Engel Conservation Area found along Henneberry Drive. Another area of a high concentration of conservation lands is found around Big Muskego Lake. What is known as the *Big Muskego Lake Wildlife Area* is established here and is where the City and WDNR work to purchase and protect lands that could have direct negative affects on the lake if managed inappropriately.

Agricultural and Open Space

The City of Muskego has long been built upon a rural agrarian heritage. Thus, a main priority is the preservation of the agricultural and open space lands that once were found throughout the community. The main areas of agricultural lands are found outside the major sewered areas within the west central and southeast portions of the city. Many land use and zoning recommendations aim to protect this agricultural land in order to maintain the urban to rural atmosphere the City has always enjoyed. Agricultural and open space lands account for approximately 8,289 acres, or 36% of the City's area.

(Note: These figures are mainly agricultural lands, although open spaces include any undeveloped land found throughout the City).

Landfill and Extractive

A small portion of the City has long been dedicated to landfill and extractive operations. Two active locations and one inactive location is found in Muskego.

The Emerald Park landfill is an active landfill located in the southeast region of the City, near State Trunk Highways 36 and 45. The site contains 480 total acres of property with only about 80 acres engaged in land filling activities. Emerald Park currently accepts approximately 900,000 tons of waste per year in the form of select residential, commercial, and industrial waste, as regulated by the DNR.

The Payne & Dolan, Inc. extractive site has over 40 years of useful life before it is to be reclaimed and is located at the northwest corner of Janesville and Crowbar Roads. The extractive use encompasses 293 contiguous acres and supplies various sand, gravel, stone, concrete, and asphalt to numerous projects in southeastern Wisconsin.

Lastly, an inactive landfill area in the City is the Stoneridge landfill, which is now capped and no longer in use. Possible land uses utilizing the capped landfill as a resource may be a future possibility. Landfill and extractive lands account for approximately 890 acres, or 3.9% of the City's area.

Other Lands

The current land use is also broken down into an "Other" category that contains lots of miscellaneous uses such as private stormwater conservation outlots in platted subdivisions. Other lands account for approximately 482 acres, or 2.1% of the City's area.

Street Right-of-Way

Street right-of-way includes all land occupied by public street rights-of-way, including those streets that are platted, but not yet constructed (Note: A utility installation that spans the City from west to east is included in this calculation). When all right-of-way, including federal, state, county, and local are calculated, they account for 1,596 acres, or approximately 6.9% of the City's area.

Net Residential Density

According to the 2000 Census, the net residential density in the City is 246.6 dwelling units per square mile and the population density is 685.2 persons per square mile. This data is depicted in Table 8.2. For the most part, these figures are considerably lower than area urban communities such as New Berlin and Franklin. However, Muskego is built upon a rich urban to rural tradition and a lower density depicts that Muskego is still maintaining this goal.

Table 8.2 Residential Density, 2000

	Population	Housing Units	Area in Square Miles			Density	
			Total	Water Area	Land Area	Population	Housing Units
City of Muskego	21,397	7,699	35.88	4.66	31.23	685.2	246.6
Town of Norway	7,600	2,775	35.65	1.93	33.72	225.4	82.3
City of Franklin	29,494	10,936	34.72	0.09	34.63	851.8	315.8
City of New Berlin	38,220	14,921	36.92	0.08	36.84	1037.4	405
City of Waukesha	64,825	26,856	21.68	0.07	21.60	3000.5	1243.1
Waukesha County	360,767	140,309	580.48	24.91	555.58	649.4	252.5
Wisconsin	5,363,675	2,321,144	65,497.82	11,187.72	54,310.10	98.8	42.7

Source: U.S. Bureau of the Census, 2000

The City's Zoning Ordinance regulates the residential density in Muskego and is comprised of a variety of residential zoning districts. It is important to note that the City of Muskego is zoned to shape the community, not to react to it, much like the proposed land uses in this Plan. The titles, density requirements, and restrictions can be found in Table 8.3 below (Note: The City's ordinance allows property owners to request rezoning to most of the districts below. However, a few of the districts were implemented during the City's Recodification in 2007 specific to properties that didn't meet the general zoning category restrictions. Rezoning to these specific districts are not allowed).

Another facet of the City's Zoning Code involves the use of Planned Developments. Developers and landowners can request designation to a Planned Development (PD) or Conservation Planned Development (CPD). A PD or CPD approval can allow an individual to reduce or expand the restrictions depicted above for their development (Example: Smaller setbacks, greater heights, reductions in open spaces, greater densities, etc.). The City determines if the request is appropriate for the area, benefits the community (In the case of requesting increased density for one reason or another), and if it meets the intent of the Comprehensive Plan.

Table 8.3 Residential Zoning Districts

	Lot Size Min. in Sq. Ft.	Lot Width Min. in Linear Ft.	Setback Min. in Lin. Ft.	Offset Min. on one side	Offset Min. all other sides
RCE, COUNTRY ESTATE	120,000	250	50	40	40
RC-1, COUNTRY RESIDENCE	80,000	200	40	30	30
RC-2, COUNTRY RESIDENCE	60,000	175	40	25	25
RC-3, COUNTRY RESIDENCE	40,000	150	40	20	20
RSE, SUBURBAN ESTATE *	40,000	150	40	25	25
RS-1, SUBURBAN RESIDENCE *	30,000	120	40	20	20
RS-2, SUBURBAN RESIDENCE *	20,000	110	40	15	20
RS-3, SUBURBAN RESIDENCE *	15,000	100	40	10	15
ERS-1, EXISTING SUBURBAN RESIDENCE	22,500	90	40	15	15
ERS-2, EXISTING SUBURBAN RESIDENCE	15,000	82.5	40	11.25	15
ERS-3, EXISTING SUBURBAN RESIDENCE	11,250	75	40	7.5	11.25
RL-1, LAKESHORE RESIDENCE	26,666	100	25	16.7	16.7
RL-2, LAKESHORE RESIDENCE	13,333	73.3	25	10.0	13.3
RL-3, LAKESHORE RESIDENCE	10,000	66.6	25	6.7	10.0
RM-1, MULTIPLE FAMILY RESIDENCE	1 unit for 5,000 sq. ft.	--	40	20	20
RM-2, MULTIPLE FAMILY RESIDENCE	1 unit for 10,000 sq. ft.	--	40	15	15
RM-3, MULTIPLE FAMILY RESIDENCE	40,000	220	40	15	20
ERM-1, EXISTING MULTIPLE FAMILY RESIDENCE	40,000	220	40	15	20

*Lot size, Lot width, and Open Space requirements are increased when not serviced by municipal sewer.

Source: City of Muskego Chapter 17 Zoning Ordinance

Non-Residential Intensity

The City of Muskego Zoning Ordinance regulates the intensity of nonresidential development in the community. The titles, density requirements, and restrictions of nonresidential development can be found in Table 8.4.

Commercial Districts

The City of Muskego has many business zoning districts depending if the intended use is general commercial (B districts), lakeshore commercial (BL districts), mixed use (HC-1 and DR-1 districts), or business park (BP districts) related. All commercial developments/redevelopments must receive approval in front of the City's Planning Commission as to how they fit the City's zoning ordinances and adopted design guides.

Industrial Districts

Two zoning districts regulate industrial uses in Muskego consisting of M-1 Light Industrial district and M-2 General Industrial district. The majority of industrial zoned areas are under the M-2 zoning

category. All industrial developments/redevelopments must receive approval in front of the City's Planning Commission as to how they fit the City's zoning ordinances and adopted design guides.

Park and Conservation Districts

With the new recodification the City completed in 2007, a few new zoning districts were created, including a district specifically for park sites and conservation sites. The PI-1 district regulates developments and lands that are for active park use. While the CI-1 district regulates developments and lands that are for conservation purposes. The park and conservation properties are usually under the jurisdiction of a governmental entity. Park and conservation sites are regulated by the City's Park and Recreation Board and the City's Conservation Commission.

Agricultural Districts

The EA Exclusive Agricultural district and the A-1 Agricultural District govern agricultural lands in Muskego. All farms participating in the County Farmland Preservation program need to be zoned EA in order to qualify for certain tax benefits. The program also regulates certain parcel assemblage sizes and farm profits to qualify. The City has the A-1 district for those farm parcels that don't meet the preservation program requirements. The A-1 district also allows for reduced parcel sizes in order to permit property owners greater use of an agricultural parcel.

Government and Institutional District

Lands that are of a governmental nature fall under the I-1 Governmental and Institutional district. Schools, churches, utility installations, and governmental facilities, such as City Hall, all fall under the regulations of this district. These sites are not exempt from zoning regulations or design requirements and most new developments/redevelopments must receive approval in front of the City's Planning Commission.

Planned Developments

As mentioned in the residential density portion above, developers and landowners can request designation to a Planned Development (PD) zoning. A PD is also allowed for commercial, industrial or mixed-use developments when the development meets a minimum size requirement. A PD approval can allow an individual to reduce or expand the restrictions for their development (Example: Smaller setbacks, greater heights, reductions in open spaces, greater densities, etc) and the City then determines if the request is appropriate and if it meets the intent of the Comprehensive Plan.

Table 8.4 Other Zoning Districts

	Lot Size Min. in Sq. Ft.	Lot Width Min. in Linear Ft.	Setback Min. in Lin. Ft.	Offset Min. on one side	Offset Min. all other sides
B-1, NEIGHBORHOOD CONVENIENCE	30,000	150	40	10	15
B-2, LOCAL SERVICE CENTER	20,000	100	40	10	15
B-3, GENERAL BUSINESS	20,000	100	40	10	15
B-4, HIGHWAY BUSINESS	30,000	150	40	10	15
HC-1, TESS CORNERS HISTORIC CROSSROADS	7,200	60	10	5	10
DR-1, DOWNTOWN REVIVAL DISTRICT	7,200	60	10	5	10
BP-1, BUSINESS & OFFICE PARK SUPPORT*	40,000	150	40	20	20
BP-2, OFFICE PARK*	60,000	200	40	20	20
BP-3, BUSINESS PARK*	80,000	150	40	20	20
BL-1, LAKESHORE BUSINESS	20,000	110	40	30	40
BL-2, LAKESHORE BUSINESS	15,000	110	40	20	30
M-1, LIGHT INDUSTRIAL	40,000	150	50	15	15
M-2, GENERAL INDUSTRIAL	40,000	150	50	15	15
M-3, LANDFILL & EXTRACTIVE	200,000	300	75	30	30
A-1, AGRICULTURAL	120,000	300	75	30	30
EA, EXCLUSIVE AGRICULTURAL	35 Acres	1,275	75	30	30
I-1, GOVT., INSTITUTIONAL, & PUBLIC SERVICE	20,000	100	40	20	30
PI-1, PARK & RECREATION LANDS	--	--	40	10	15
CI-1, CONSERVATION LANDS	--	--	40	20	30

*Lot size, Lot width, and Open Space requirements are increased when not serviced by municipal sewer.

Source: City of Muskego Chapter 17 Zoning Ordinance

Land Use Trends

Muskego is one of the fastest growing suburban communities in Southeastern Wisconsin. Much of this has to do with the distinct urban to rural character the City currently enjoys, while also the lakes and environmental lands that the City maintains. Complimented by a safe atmosphere, quality school system, and excellent public facilities, the City is in position to maintain a steady growth. In order to assure proper planning for this growth well into the future, it is important to analyze the supply, demand, and price of land.

Land Supply

Analyses show that approximately 4,066 acres consisting of 938 parcels are vacant as of May 2007 (Based upon all parcels that show \$0 in improvements per City Assessment records; excludes government and religious parcels). Map 8.2 displays these vacant lands and Table 8.5 shows the overall land supply categories. While most of the land shown is currently agricultural in nature, there are specific lots approved for higher density residential and commercial/industrial uses. The commercial/industrial vacant parcels are discussed further in Chapter 6 of this plan as economic development opportunities.

The identification of the large agricultural acreage shows that the City has plenty of room for growth. However, the actual densities of this future growth and the aspiration to preserve agricultural lands by Muskego makes the land supply much lower than what the figures and map show. Developing parcels with infrastructure in place or at a rural to low density will more than likely be a priority over consuming the open agricultural land uses. Further, redeveloping commercial/industrial and at times, residential lands, will be key to the available land supply Muskego has to offer.

Land Demand

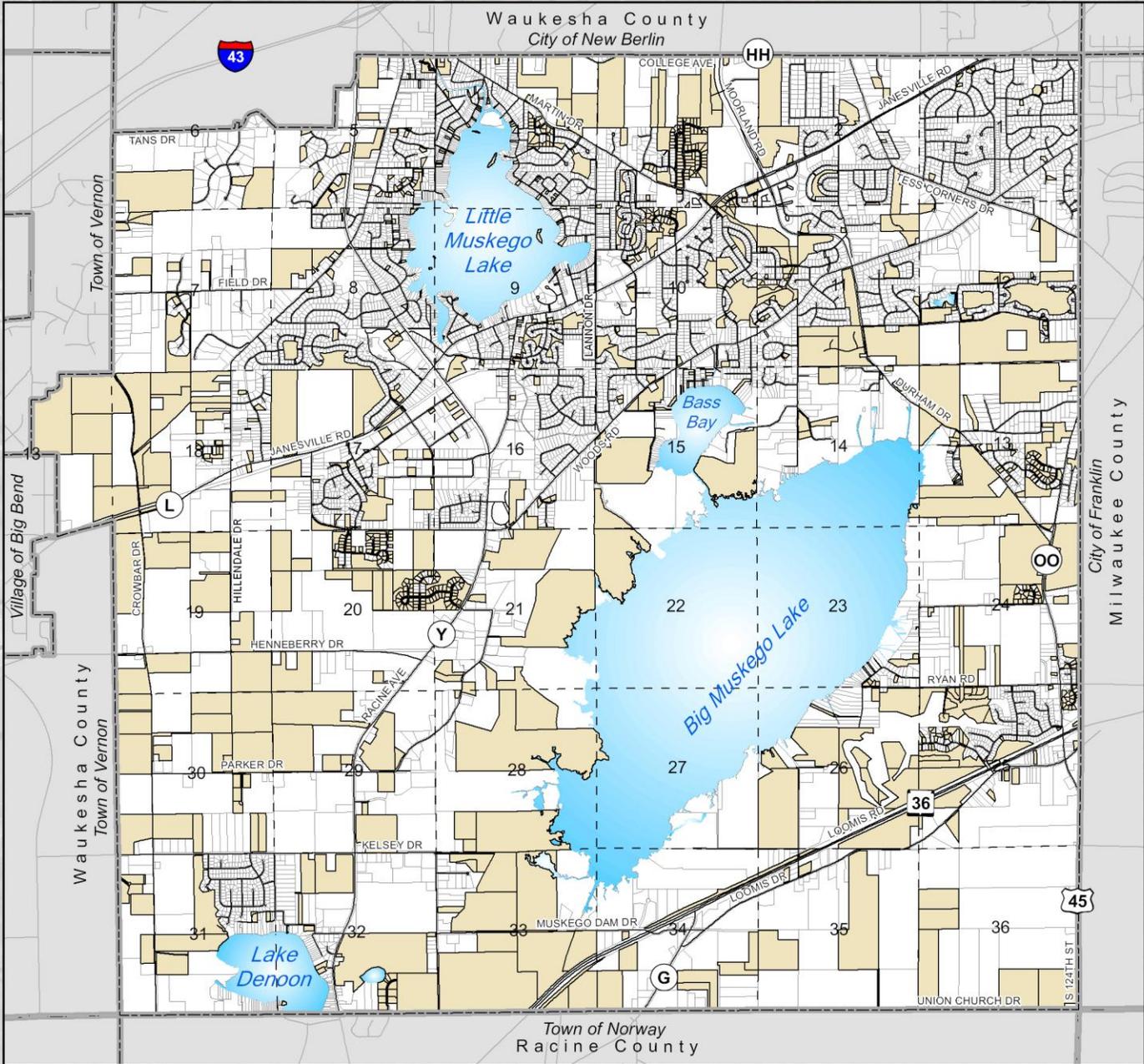
Based on the steady growth Muskego has seen in the last decade and the growth seen in Southeastern Wisconsin, the demand for both residential and commercial land will most likely be maintained. While residential growth may be hindered due to infrastructure demands and City aspirations to move to lower densities, commercial demands should flourish. The City is seeing rapid growth of family income levels and the traffic counts on the City's main thoroughfares has increased at a fast rate. Muskego has not enjoyed a high degree of commercial developments in the past, but now that the residential developments have been established, the opportunities for more services to the community is now in high demand. The land supply map above shows that City should be in a great position to meet the demands of any desired land use at this point via both new development and redevelopment.

Table 8.5 Land Supply

	2007	
	# of Parcels	Acres
Residential	684	787
Mercantile	65	489
Agricultural	124	2,298
Undeveloped	35	209
Productive Forest lands	30	283
Totals	938	4,066

Source: City of Muskego

Map 8.2



LEGEND

 Unimproved Parcels



Created by City of Muskego
Planning Department



Land Prices

Land prices for a variety of land uses within the City are found in Table 8.6. The figures are based upon actual land sales from the past years. Average land sales are shown as part of the table, however, accurate averages cannot always be determined due to desirable vs. undesirable lots that may exist. This is especially the case for commercial lands (Corner lots vs. lots with limited access, etc.). The table shows land prices gradually increasing over the years. For the most part, the land sales of parcels 1 acre or less, are residential lands similar to those typically found in a moderately dense subdivision. Some commercial and industrial parcels are intermixed into the 1 acre or less figures, although most of these more intense land uses are found in the 1 acre + categories. The addition of industrial and commercial land sales can skew the table, which is evident from 2005-2006 in the 1-10 acre land category.

Table 8.6 Average Land Prices by size of lot

Lot Sizes	2005		2006		2007	
	# of lots	Avg. Price	# of lots	Avg. Price	# of lots	Avg. Price
0 - 19,999 square feet	59	\$ 119,975	32	\$ 127,353	32	\$ 103,488
20,000 sq. ft. - 1 Acre	73	\$ 117,960	65	\$ 120,508	36	\$ 124,628
1 - 2 Acres	12	\$ 255,540	12	\$ 214,700	6	\$ 294,583
2-10 Acres	11	\$ 278,664	9	\$ 207,389	11	\$ 187,727
10+ Acres	1	\$ 45,000	1	\$ 179,000	4	\$ 2,438,675

Source: City of Muskego Assessor's Department

To get a better example of land sales by type, we further broke the table down into land sales by zoning and the specific land use type in Table 8.7. This table more clearly defines that residential sales are consistent from year to year while commercial, industrial, and agricultural sales are strongly dependent on the constraints of the lot that was for sale (Size, location, etc.).

Table 8.7 Average Land Prices by zoning of lot

Zoning	2005		2006		2007	
	# of lots	Avg. Price	# of lots	Avg. Price	# of lots	Avg. Price
Single-Family Residential	137	122,630	123	\$ 122,286	72	184,467
Multi-Family Residential	10	125,300	-	-	4	110,950
Commercial	5	565,797	2	\$ 467,000	5	1,267,940
Industrial	4	220,700	1	\$ 113,000	4	228,250
Agricultural	4	167,825	4	\$ 181,725	4	101,825

Source: City of Muskego Assessor's Department

Opportunities for Redevelopment

The City of Muskego offers many possibilities for redevelopment in a variety of land uses including commercial, industrial, and residential. Commercial opportunities can mainly be found along Janesville Road in what is known as the downtown of Muskego. This area is generally located along Janesville Road between Racine Avenue and Moorland Road. Many businesses along this route are reformed residential structures with supporting residential style lots. The buildings have been converted to commercial uses for mostly office purposes. Due to Janesville Road being reconstructed along this route,

many of these properties will have an opportunity to be redeveloped and/or upgraded. Their supporting site amenities will also require touch-ups in order to conform to current design standards where applicable. Underused commercial sites are also found sporadically in Muskego along other portions of Janesville Road, in the Tess Corners Drive area, the Durham Hill area, and on the Loomis Drive/Muskego Dam Road intersection.

Industrial redevelopment opportunities exist in both of Muskego's industrial parks (Muskego and Tess Corners). Many of the structures and their supporting sites were developed in the 1970's under a set of design guidelines not utilized today. Opportunities to upgrade the facades of the structures or to simply better contain outdoor storage can be found.

The Economic Development Chapter of this Plan details more information regarding the commercial and industrial redevelopment opportunities in the City. Further, the chapter describes various measures of implementation in order to assure the highest and best use of these lands.

Although Muskego has older subdivisions throughout the northern areas of the City, many of these subdivisions are of a high quality due to the property owners continued upkeep. Thus, redevelopment of whole residential areas most likely won't be occurring in the near future. The main area of residential redevelopment occurs around the City's recreational lakes. Many of the parcels around the lakes are of a legal non-conforming size, which makes for small building pads. Due to the desire for a lake lot, many new owners buy the properties with the aspiration of removing the existing lake house and replacing it with something more modern and that uses the lot to its highest and best use. This concept is likely to continue.

Existing/Potential Land Use Conflicts

At the time this *Plan* was written, no significant land use conflicts existed in the City. Land use conflicts can emerge when uses are perceived as incompatible due to their intensity, density, or general character are in close proximity to each other. At this time, the City doesn't have any existing, nor do they anticipate, any land use conflicts. Intergovernmental cooperation with surrounding jurisdictions has been successful regarding land use decisions. Further, this Plan sets forth policies and procedures that will allow adequate due process and review to all land use and zoning proposals/amendments, which assures the least amount of conflict for petitioners and affected parties.

Land Use Projections

The State defined land use element requires that a City provide land use projections, based on background information, for 20 years (in 5-year increments) of future residential, agricultural, commercial, industrial, and other private and public uses. The projections shall also include the assumptions of net densities or other spatial assumptions upon which the projections are based.

Table 8.8 below provides projected land uses by acreage for Muskego. The land use categories presented in the table are those directly attributed to housing and population growth. Observations and background information concerning the uses projected and the other uses (Those land uses not found in this table but were presented in the current land use Table 8.1 above) are found below. In determining the projections for each category, the growth is based on the housing projections within Table 1.9 (Scenario 1).

NOTE: These projections are for representation purposes only and are subject to change based on land use patterns, density aspirations, land constraints, etc. A more detailed representation of individual land

uses is provided in the background information below (Background info includes discussion on all uses from the current land use table).

Table 8.8 Twenty Year Future Land Use Projections (Acreage)

	2007 (Existing)	2010	2015	2020	2025	2030*
Residential	6,383	6,601	6,919	7,213	7,550	7,888
Commercial	261	270	283	295	309	322
Industrial	247	256	268	280	293	306

*2030 projections based on average percentage increases found in 2020 and 2025.

Source: City of Muskego

Projection info by individual land use

Single-Family Residential

Single-family residential land uses are influenced the most by household projections. Given the figures above, single-family residences will increase at a rate of 3-4% every 5 years and the City will have to accommodate this. Of the acres anticipated in the near future, most of these developments will most likely end up being of low-density due to the limited areas allowed for development purposes, which are mostly rural in nature (As shown on the *Future Land Use Map*). If the City takes on a low-density development approach in the future, the amount of residential units will be developed on increased amounts of acreage. Thus, the 300+ acres projected for residential uses every five years may not have the impact in Muskego as it would in communities developing at a denser rate.

Multi-Family Residential

The multi-family residential uses are incorporated into the “Residential” projection in Table 8.7. These uses weren’t projected separately as a multi-family use isn’t simply utilized to the same degree as a single-family use. Multi-family uses are limited in Muskego and tend to be closer to more intense uses such as high traffic roadways or commercial/industrial uses. The City will continue to add multi-family uses as necessary in proportions deemed appropriate.

Commercial

Commercial lands are anticipated to be required in the City at a greater rate than residential demands due to the City’s intent to increase the commercial tax base to meet those found in similar communities in the County. Also, large amounts of lands are reserved for commercial development/redevelopment in many key areas in the City, including the entire length of Janesville Road and the Moorland Road gateway. Further details of the City aspirations for commercial development are found in the Economic Development portion of this *Plan*.

Industrial

Industrial lands will more than likely not pace the growth of residential development within the City due to lack of opportunities at this point in the planning of the City. Opportunities to change this notion are discussed within the Economic Development portion of this *Plan*, however, the actual utilization of the landfill areas for future intense industrial land may not be within the planning period this Comprehensive Plan addresses. Regardless, the City’s objectives still focus on making opportunities available for industrial uses as need be.

Chapter 8: Land Use

Recreation

Future recreational acreages cannot be simply calculated via a projection in relation to residential lands, especially when all sorts of constraints exist (proximity to infrastructure, access, demand, etc.). The Agricultural, Natural, and Cultural Resources portion of this *Plan* addresses the needs for future recreation areas based on the current condition of the recreation system in the City.

Conservation

The City is committed to preserving lands for conservation management purposes. This is evident in the City's adopted Park and Conservation Plan, which identifies specific areas in the City for further management practices or outright acquisition purposes. Projections of the amount of lands solely depend on land dedications the City is able to attain, grant availability, and the budget the City is able to dedicate for conservation management from year to year. It is anticipated that more lands will be converted to conservation in the future and that partnerships with the DNR will become more apparent, especially for lands surrounding Big Muskego Lake. An increase in conservation lands may also become apparent in conjunction with low density residential developments that may wish to utilize conservation planned development zoning in order to cluster parcels and increase densities.

Agricultural and Open Lands

It is anticipated that the acreages of agricultural and open lands will continue to decrease in the coming decades as residential uses become necessary. However, an exact projected acreage of how agricultural lands will be affected is undetermined as the City intends to implement many agricultural preservation efforts in the near future. Further, the fostering of more rural to low density residential uses will limit the extent of residential development that may impede the present agricultural lands. The Future Land Use Map and recommendations set forth in this chapter support these assumptions.

Government, Institutional, and Utility

Government, Institutional, and Utility uses aren't anticipated to have a drastic affect on upcoming projections.

Lakes

Lake acreage isn't anticipated to change through the upcoming decades.

Landfill & Extractive

The City has few areas reserved for Landfill and Extractive operations. While some of the landfill in the southeast corner of the City may expand (in lands already reserved for their expansion), the extractive lands will remain the same or begin to be reclaimed thru 2030.

Street Right Of Way

Street right-of-way acreage will increase as roads are required for future residential and commercial developments. Projections were not incorporated herein, as a correlation of street rights-of-way to housing projections could not be found.

Future Land Use Plan

Based on goals and recommendations of this section and those found elsewhere in this Comprehensive Plan, the City of Muskego sets forth the Future Land Use Map (Map 8.3). The map identifies the recommended land uses forecasted to the year 2020. Also, the map contains specific areas of desired development patterns as defined by the City. These desired development areas (DDAs) provide

proposals on how these zones can be better planned in the future. The categories of each land use and the intents of the desired development areas found on the map are discussed in detail below.

Residential uses are broken down into anticipated densities on a unit's per acre basis and do not take into account natural areas, desired City dedications, state protected environmental lands, roads, and other non-residential uses. Future proposed developments should meet the residential densities set forth in this plan on a net density basis as it is anticipated that developments should utilize zoning districts that meet the units per acre densities found in each area. If a development wishes to include the entire parcel to meet a density requirement (Ex. Including roads, wetlands, outlots, etc. in the density calculation), a planned development zoning district would be required to be approved, however, it will be up to Planning Commission discretion if these other areas are allowed to be used in a density calculation. In most case, wetlands and roadways may not be used in density calculations.

Note: The Future Land Use Map delineates land uses for both developed and undeveloped areas. Some of the developed areas may not meet the land use category in which it is within, however, the category was placed on those parcels to display the desired redevelopment if that should ever happen. The logic behind this is to keep the proposed land uses consistent with the surrounding environs. Further, the Future Land Use Map is to be thought of as a guide or blueprint for the community. It is anticipated that many of the planned land uses will not develop by the year 2020. As a rule of thumb, the proposed supply of each land use category exceeds the projected demand.

2020 Land Uses

Rural-Density Residential (< .49 units /acre)

This category is for rural single-family detached residential development consistent with a density of < .49 units an acre. Developments at this density generally provide for lots greater than 2+ acres and more than likely are served by public or private sewer and water infrastructure. This category also includes areas of prime agricultural soils and other farmlands and open spaces.

The intent of this area is to provide primary agricultural and rural residential uses comparable to net density lots of approximately 2 acres or more, which is comparable to net density zoning districts of RCE Country Estate District or A-1 Agricultural District.

Low-Density Residential (.5 – .99 units /acre)

This category is for single-family detached residential development consistent with a density of .5 - .99 units an acre. Developments at this density generally provide for lots greater of 1 - 2 acres and can be served by public or private sewer and water infrastructure.

Intent of area is comparable to net density lots of approximately 1 to 2 acres, which is comparable to net density zoning districts of RC-1, RC-2, RC-3 Country Residence Districts and RSE Suburban Estate District.

2020 COMPREHENSIVE PLAN

Map 8.3

2020 Land Use

LEGEND

2020 Land Uses

- Rural Density Residential (< .49 units/acre)
- Low Density Residential (.5 - .99 units/acre)
- Medium Density Residential (1-2.99 units/acre)
- High Density Residential (> 3 units/acre)
- Commercial
- Business Park
- Recreation
- Conservation
- Industrial
- Landfill and Extractive
- Government, Institutional, Trans., & Utilities

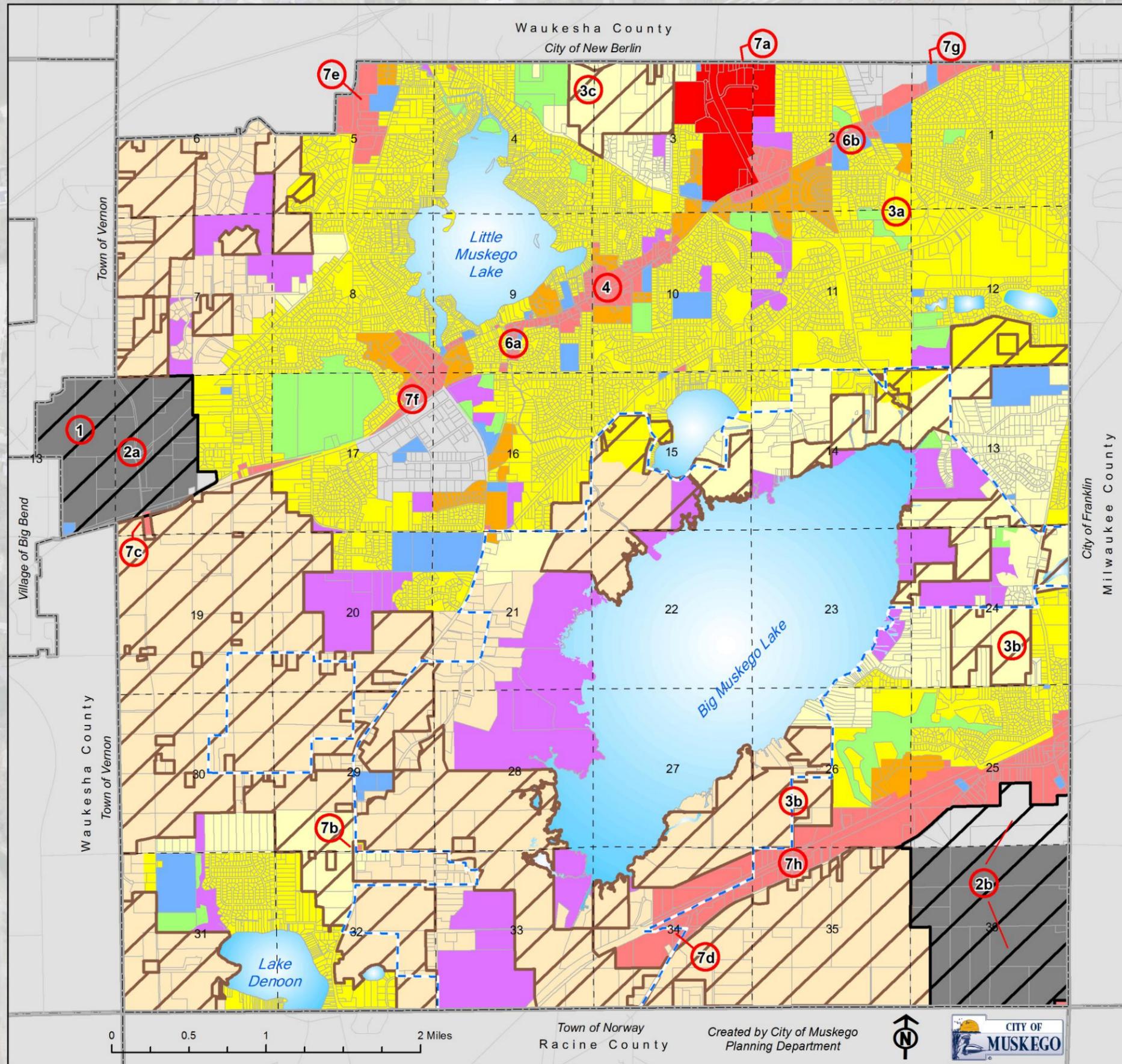
Desired Development Areas (DDAs)

- Conservation Preservation
- Eco-Industrial
- Big Muskego Lake Wildlife Area
- 1 DDA Note Reference

Note: The descriptions, rationale, and intents of the individual future land uses and desired development areas (DDAs) and notes can be found within the Chapter 8: Land Use Element of the 2020 Comprehensive Plan.

The 2020 Future Land Use Map contains specific areas of preferred future development patterns termed as "Desired Development Areas" (DDAs). The DDAs provide a landowner or prospective developer guidance on how the City wishes the lands were to be developed so they are planned appropriately and consistently with the elements found in the Plan. Further, this Plan sets forth a series of other desired development notes on the Future Land Use Map. These notes provide additional land use recommendations that the City wishes to promote during the 2020 planning period. The DDAs and notes have specific geographical locations and are based upon the elements information found in the Comprehensive Plan.

The future trail system, infrastructure, and transportation needs of the community are outlined in their respective chapters of the 2020 Comprehensive Plan.



Medium-Density Residential (1 – 2.99 units /acre)

This category is for single-family detached residential development consistent with of a density of 1 - 2.99 units and acre. Developments at this density generally provides for a higher density of lots less than an acre in size. Public forms of sewer and water infrastructure commonly serve these developments.

Intent of area is comparable to net density lots of approximately 15,000 square feet to 1 acre, which is comparable to net density zoning districts of RS-1, RS-2, RS-3 Suburban Residence Districts and RSE Suburban Estate District.

High-Density Residential (> 3 units /acre)

This category is primarily for multiple family residences including condominium complexes, group housing, nursing homes, and rental- or owner-occupied apartment buildings.

Intent of area is comparable to net density multi-family developments of approximately 1 unit per 5,000-10,000 square feet of land area, which is comparable to zoning districts of RM-1, RM-2, and RM-3 Multiple Family Residence Districts.

Commercial

This category is intended to accommodate all those service, office, and retail businesses serving the community and region.

Intent of area is to provide commercial/retail uses comparable to zoning districts of B-1, B-2, B-3, and B-4 districts.

Business Park

This category is intended to accommodate retail/commercial uses, light manufacturing, and office business uses. The uses should be a blend of business and industry so that an employment and a destination center develop.

Intent of area is to provide a general mix of commercial/retail uses associated with business uses (light manufacturing, technology, offices, etc.) comparable to zoning districts of BP-1, BP-2, and BP-3 Business Park Districts. A mix of approved B-1, B-2, B-3, and B-4 zoning districts may also be used at times

Industrial

This category is intended to accommodate business/industrial uses including manufacturing, warehousing, assembly, and distribution of an industrial nature. Certain approved commercial uses may also be allowed.

Intent of area is to provide industrial uses comparable to zoning districts of M-1 and M-2 Industrial Park Districts.

Recreational

This category includes all public and private recreational sites and facilities. Many of the municipal park sites are derived from the City’s adopted Park and Conservation Plan that is adopted as part of this *Comprehensive Plan*. Further recreational aspirations are found in the *Desired Development Areas* discussed below.

The intent of this area is to provide recreational uses comparable to the PI-1 zoning district, although some private uses may be under other zoning districts as per past approvals.

Conservation and Natural Areas

This category includes all publicly and privately regulated conservation sites, facilities, natural areas, and conservation easement areas. Many of the conservation sites are derived from the City's adopted Park and Conservation Plan that is adopted as part of this Comprehensive Plan.

The intent of this area is to provide conservation uses comparable to the CI-1 zoning district, although some private uses may be under other zoning districts as per past approvals.

Landfill and Extractive

This category includes operational and non-operational landfills and their proposed expansions in the future. Any extractive operations in the City are also covered under this area.

Intent of area is to provide landfill and extractive uses comparable to the M-3 zoning district.

Government, Institutional, Transportation, and Utilities

This category includes State, County, and City facilities/infrastructure needs; public and private educational facilities; religious facilities; and civic facilities.

The intent of the area is to provide government, institutional, and transportation uses comparable to the I-1 zoning district.

Desired Development Areas and Notes

As discussed above, the 2020 Future Land Use Map contains specific areas of preferred future development patterns termed by this Plan as "Desired Development Areas" (DDAs). The DDAs provide a landowner or prospective developer, guidance on how the City wishes the lands are to be developed so they are planned appropriately and consistently with the elements found in this Plan. The categories and intents of each DDA found on the map are discussed in detail below. The DDAs have specific geographical locations that are based on the environmental, topographical, natural, and cultural information found in this plan.

Further, this Plan sets forth a series of other desired development notes on the Future Land Use Map. These notes are described in more detail below, but basically provide additional land use recommendations that the City wishes to promote during the 2020 planning period. These notes are also based upon the factual information presented in this Plan relating to zoning, economic development, parks/recreation, conservation, transportation, housing, and infrastructure.

Conservation Preservation DDA

A consistent main objective of Muskego is to provide a balance of the urban and rural atmospheres that have always existed across the community. In order to help make this balance a reality for future generations, this Plan has set forth the Conservation Preservation Development Desired Development Area. This DDA maps out areas of potential future residential development in the City and recommends that landowners or developers look to use the City's Conservation Subdivision ordinances if at all possible. The mapping of this DDA in no way makes the use of Conservation Subdivisions mandatory. The DDA is only intended to be applied to the map so it is evident that the City wants to promote the conservation subdivision concept in order to try to encourage conscious development patterns that work towards preserving Muskego's open spaces and environmental corridors. Various recommendations in this plan are in place as well that recommend enhancing the City's Conservation Subdivision ordinance

to make this concept more appealing to landowners/developers should they develop in the future. Some of the enhancements proposed will include reducing the amount of open space required for a conservation subdivision and adding the potential for more bonus parcels.

Big Muskego Wildlife Area DDA

The Big Muskego Wildlife Area DDA includes the area around Big Muskego Lake established by the State of Wisconsin Department of Natural Resources (DNR) to protect, enhance, and manage the aquatic and terrestrial resources of Big Muskego Lake and surrounding lands, as well as to provide public hunting, fishing, and compatible recreational and educational opportunities. The intent of this DDA is to further establish that Big Muskego Lake and its surrounding environs are a top priority for preservation in the Muskego community. Having this DDA present on the City Future Land Use Map serves as a message that development patterns and densities around the lake are a high concern to the community. Future development of lands within this district should be cognizant of the environmental features in the area and development of lands should be done appropriately around the known environmental features. Land dedications or sales are promoted in this area to the WDNR or the City of Muskego to further enhance the future goal of a solid protection boundary around the lake.

Future Residential Note (Shown as Note #1 on 2020 Future Land Use Map)

The future residential is only noted for one area that is found within the existing Payne and Dolan quarry that is north of Janesville Road and west of Crowbar Drive. The ultimate reclamation plan for this quarry is to develop a residential subdivision around the ponds within the quarry. With this note, the 2020 Plan now shows those future intentions. Densities should be determined upon a future submittal, but should look to follow conservation subdivision principles. This immediate area is also within the possible realm for conjunction to future eco-industrial possibilities, which is mentioned herein below.

Future Eco-Industrial Note (Shown as Notes #2a and #2b on 2020 Future Land Use Map)

The Eco-Industrial note is derived from the City's adopted Economic Development Strategic Plan. The Strategic Plan called for encouraging eco-industrial development around the landfill locations to help reclaim the sites and possibly help differentiate the areas from competitive commercial/industrial real estate markets. Possibilities for 'green businesses' such as alternative energy suppliers, environmental services firms, bioprocessing firms, and producers of composite and recycled materials exist. Future industrial development that provides a quality reuse of the land, while being environmentally friendly is encouraged. It should be noted that an eco-industrial area might include business park related businesses as well. Area 2b includes the existing landfill properties on the 2020 Land Use Map along with the larger parcels north of the landfill between the Durham Hill commercial density properties.

Future Recreation Note (Shown as Note #3a - #3c on 2020 Future Land Use Map)

The future recreation notes apply to few areas in the City where Muskego wishes to promote increased park amenities. The recreation aspiration may be in the form of where the community would like to site a future park or simply where future additional lands for existing parks may be preferred for future park enhancements. The future recreation desires and intentions are detailed herein below (Note: The number reflected below is referenced on the map):

- 3a. A large portion of undeveloped land exists northeast of Kurth Park. If this land should become available for sale or via a proposed development, the Park Board shall look into acquisition of a portion of these lands for the future expansion of Kurth Park, which would tie the park to a community of residents to north of Tess Corners Drive resulting in a park corridor.
- 3b. As per the adopted Parks and Conservation Plan, a future Community Park is required to fit the needs of the community and the area residents within the southeast portion of Muskego. The

City would like to find approximately 20+ acres for the development of a community park within the area noted on the map. Land dedications at the time of residential development or outright purchases may take place. A location for such a park could be found either north of Boxhorn Drive or along Thode Drive (As shown as Number 3b in the two areas on the Future Land Use Map).

- 3c. Park Arthur is found along College Avenue in the northwest portion of the City and is slated to be a full-scale community park within the next ten years. If lands to the east of this park should become available for sale or via a proposed development, the Park Board shall look into acquisition of a portion of these lands for the future expansion of Park Arthur. Additional lands could provide additional recreational services to the community including increased trail amenities.

Downtown Note (Shown as Note #4 on 2020 Future Land Use Map)

Much discussion in this document relates to the future development of the City's downtown. The intent of the Downtown note is to promote development and redevelopment in what is known as Muskego's downtown. The general area for the downtown is those properties found along Janesville Road from Pioneer Drive to Bay Lane Drive. The downtown DDA was created to allow the revival and redevelopment of these properties in order to create new opportunities for the parcel owners. This area is intended to encourage mixed-use, compact development that is sensitive to the environmental characteristics of the land and facilitates the efficient use of services. The category diversifies and integrates land uses within close proximity to each other, and it provides for the daily retail and customer service needs of the residents. Land uses and development in the downtown area should closely follow the land uses noted on the Land Use Map, although an endless amount of other opportunities exist for properties in this area. The City should utilize the Community Development Authority and Mayor's Task Force on Economic Development in implementing the redevelopment of the via the concepts noted in the *Redevelopment District #2 Plan* and the various Mayor's Task Force Downtown Committee Reports.

Notes #5a - #5b removed per Ordinance #1362.

Historic Crossroads Mixed Use Note (Shown as Note #6a - #6b on 2020 Land Use Map)

This note is intended to encourage mixed-use, compact development that is sensitive to the environmental characteristics of the land and facilitates the efficient use of services. The area diversifies and integrates land uses within close proximity to each other, and it provides for the daily retail and customer service needs of the residents. The category is designed to promote the development of land as a traditional neighborhood under urban conventions that were the norm in the United States until the 1940's. Further, the intent of the area is to provide commercial and residential uses comparable to the HC-1 Historic Crossroads zoning district. The two main areas where these concepts are promoted are along the Pioneer Drive area (6a) and the Tess Corners/Janesville Road area (6b). Adopted design guides, as discussed earlier in this *Plan*, elaborate further on the types of development desired for these areas.

Future Commercial Notes (Shown as Notes #7a-7f on 2020 Future Land Use Map)

The Future Commercial areas of Muskego are considered a key component of this Comprehensive Plan due to the direction the City of Muskego is moving towards, with opportunities for new development of commercial areas in the community. The future commercial desires and intentions, as discussed further in the economic development and land use elements of the 2020 Plan, are detailed herein below (Note: The number reflected below is referenced on the map):

7a. Business Park Addition

An opportunity exists for a small future expansion of the business park area along Moorland Road. The City should be open to future business development of these areas to further expand commercial opportunities for the Moorland Road gateway.

7b. Kelsey/Racine Intersection

This area has been deemed as a place where future convenience-type commercial development may be required, as a lack of general convenience retail is not found in the surrounding neighborhood areas. Recommendations from the Comprehensive Plan included having these retail “nodes” within a 3-5 minute drive from denser populations. The City will encourage convenience-type commercial development in this area that adapts to the surrounding environment and meets the objectives of the Comprehensive Plan.

7c. Janesville/Crowbar Intersection

This area has been deemed as a place where future convenience-type commercial development may be required, as a lack of general convenience retail is not found in the surrounding neighborhood areas. Recommendations from the Comprehensive Plan included having these retail “nodes” within a 3-5 minute drive from denser populations. Further, this intersection happens to be a major thoroughfare into the City from its western boundary and is a gateway to the community. The Comprehensive Plan notes that Muskego’s “gateways” should be enhanced and promoted as the perception one has of the community is often created by a first impression. A commercial establishment already adorns the southeast corner of the intersection and future convenience-type commercial development opportunities exist on the supporting corners. The City will encourage convenience-type commercial development in this area that adapts to the surrounding environment and meets the objectives of the Comprehensive Plan.

7d. Muskego Dam/Loomis Intersection

The Muskego Dam Road/Loomis Drive intersection (Centering around State Highway 36) has long been a small area of commercial convenience along this highly traveled route. The City’s Comprehensive Plan recognizes the area as a future retail/commercial node where future development opportunities can take place. The City will encourage convenience-type commercial development in this area that adapts to the surrounding environment and meets the objectives of the Comprehensive Plan.

7e. Racine Avenue Gateway

A future opportunity may exist in this area for additional commercial land along the City's northwest gateway. The gateway is anticipated to develop, with New Berlin, along the Interstate 43 exit. The City should be cognizant to allow increased commercial opportunities in this area to the greatest extent possible. Utilizing a few acres of the western half of the School District land along Racine Avenue would provide these additional opportunities. As the gateway lands develop in the future, the City should begin discussion with the School District about utilizing this land for future commercial opportunities.

7f. West of Janesville/Racine Intersection

Opportunities exist for future expansion of commercial land uses west of the Racine Avenue/ Janesville Road intersection. Some residential land uses still exist here along Janesville Road intermixed with commercial uses. The higher traffic counts, surrounding land uses and access issues suggest the residential parcels are better suited as commercial uses. The City should be open to future commercial development of this area to further expand commercial opportunities for this section of Janesville Road.

One stipulation to allowing commercial uses, at least on the north side of Janesville Road however is to assure that proper buffers to existing land uses are present. For example, future commercial land uses should be highly scrutinized by Planning Commission to assure environmental, fencing, or landscaped buffers are present that separate commercial land uses along the north side of Janesville Road from the residential uses further north.

7g. Institutional use property along eastern Janesville Road

Discussion during the formulation of the 2020 Plan noted that the institutionally used property along eastern Janesville Road (Known as Heritage Church parcel at the time of adoption of this Plan) should be commercial uses in the event the southern portion is sold off OR if the institutional use should discontinue.

7h. Highway 36 Corridor

Opportunities exist for future commercial land uses to take place directly adjacent to Highway 36 between Muskego Dam Drive and Highway 45. The impacts of a highway are suited for commercial development and the daily traffic levels will further suit this type of land use. Thus, future consideration should be given to commercial uses along this stretch when viable development plans are presented. However, it should be noted that this Plan understands that not all properties are suited for commercial development in this area (due to access, environmental concerns, topography, infrastructure, etc.) and that the surrounding rural density residential can then suffice.

Future Transportation Note

The future of transportation facilities in Muskego are outlined in the 2020 Transportation Map (Map 3.6) found in the Chapter 3 Transportation element of his *Plan*. The 2020 Transportation Map serves as the Official Street Map of Muskego and is adopted as such. The map depicts the future streets for Muskego along with existing streets adopted ultimate right-of-way widths.

Future Utilities Note

The future needs of utility infrastructure in Muskego is outlined in the maps and text within the Chapter 4 Utility and Community Facilities element of this *Plan*.

Chapter 9:

Implementation

The City of Muskego has worked diligently with its elected officials, staff, and concerned residents during the formulation of this *Plan*. As part of the 2020 Comprehensive Plan adoption, the community is expressing a greater goal and vision for its future. Whether or not the objectives, goals, and recommendations of this *Plan* are realized depends largely on the extent to which the elements of this *Plan* are put to action by the decision-making units. Overall, the community requires a strong commitment to uphold the *Plan* in order to forward the principles found herein.

Implementation Requirements

The Implementation element was prepared pursuant to Section 66.1001 of the Wisconsin Statutes. Section 66.1001 requires this element to include a compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, or subdivision ordinances, to implement the objectives, recommendations, plans and programs. The element shall describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements of the comprehensive plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the comprehensive plan. The element shall include a process for updating the comprehensive plan. A comprehensive plan under this subsection shall be updated no less than once every 10 years.

By law beginning on January 1, 2010, if a local government unit engages in official mapping, local subdivision regulation, City zoning ordinance, or zoning of shorelands or wetlands in shorelands, those actions shall be consistent with the Comprehensive Plan.

If a governmental action is desired, that is inconsistent with the *Plan*, the local governmental unit should amend the *Plan* as needed and publicly note the reasons that led to the amendment.

Development Control

The Comprehensive Plan can be a guide in aiding the desired layout of current and future development. However, a variety of tools that govern the actual restrictions on each piece of land in the City is required in order to assure the desired uses are carried out appropriately. Thus, one of the most important tools of *Plan* implementation is the authority to control development of the private lands. The City of Muskego has zoning and subdivision regulations in place and the City maintains its own control over these regulations. The requirements of the ordinances have been in place since the incorporation of Muskego and the City has maintained and updated the regulations as the desires of the community change and as land use decisions have been modified. The recommendations found in this *Plan* have further influenced the zoning and subdivision regulations and a discussion of each of the ordinances and how they may be altered or viewed due to the Comprehensive Plan adoption is found below. A discussion on other developmental control tools is also included as each can aid the integrity of the *Comp Plan* to regulate future growth.

Zoning Ordinance and Map Regulations

Ensuring that zoning districts and ordinances match the desires in the *Future Land Use Plan and Map* will only aid in accomplishing the goals of the Comprehensive Plan. The City's Zoning Code (Chapter 17 of the Muskego Municipal Code) and map were fully updated in 2007 to largely match the 2010 Comprehensive Plan.

Chapter 9: Implementation

It should be noted that not all existing zoning districts will follow the future desires of the 2020 Comprehensive Plan. Where a zoning district allows a use in conflict with the Plan, that use and zoning district may continue in what would be considered legal nonconforming according to how that use relates to the 2020 Comprehensive Plan. If a landowner of one of these conflicting parcels desires a rezoning or land use change, that rezoning or land use change will have to be consistent with the Comprehensive Plan or the governing body must find reason to amend the Comprehensive Plan so the land use decision is consistent with the zoning.

The smart growth law states that each zoning and land use decision should be consistent with the adopted Comprehensive Plan. The City has found that they can't simply remove a use that is defined as undesirable by this Plan if the use has a prior vested interest. However, the City can make sure that any future use for those properties will be consistent with the 2020 Comprehensive Plan.

Subdivision Regulations

It is important that the City's regulated boards continue to give careful attention to the enforcement of land division regulations. Each land division should be reviewed thoroughly to assess the compatibility to the surrounding uses and infrastructure. Further, all areas to be platted should be assessed according to how they adapt to the elements of this Plan. Proper road, recreational, school, and conservation dedications should be made when already proposed herein. Additionally, improvements must be requested to on-site and off-site road, sanitary, storm, and water infrastructure when the impacts of a proposed development deem them necessary. Lastly, planned developments should be utilized where deemed appropriate in meeting the objectives of the *Plan*.

The importance of using the *Plan* as a critical tool in the future platting of land in the Muskego is a priority for all City governmental units. The Land Division ordinance is Chapter 18 of the Muskego Municipal Code.

The adoption of this Plan recommends the land division ordinance changes associated with implementing the updated Conservation Subdivision Ordinances to further the recommendations of the 2020 Comprehensive Plan.

Future Land Use Map / Official Map

The *Future Land Use Map* found in the Chapter 8 Land Use element is the all-encompassing tool for the future guidance of land use regulation of the City of Muskego. The map also provides further objectives as well by presenting Desired Development Areas (DDAs), which foster the City's intent on given areas. The DDAs provide landowner, or prospective developer, guidance on how the City wishes the lands are to be developed so they are planned appropriately and consistently with the elements found in this Plan. Chapters 60 and 62 of the Wisconsin Statutes provide for the establishment of an official map. The bottom line is that the *Future Land Use Map* presented herein is also the *Official Map* of the City of Muskego (Note: Ultimate rights-of-way of streets in the City are found on the 2020 Transportation Facilities Map which is adopted as part of the Official Map).

It is anticipated that the *Future Land Use Map* will require amendments as priorities may change over the planning timeframe. Modifications may also be necessary as infrastructure and platting of lands is approved and implemented. Any updates/changes pertaining to the *Future Land Use Map* should be amended in accordance with the same procedures of amending the Comprehensive Plan in order to ensure proper input.

Other Ordinances/Codes

The City has many Municipal Codes that in some way interrelate to the objectives and goals found in this *Plan*. Although not all codes will directly relate, the codes previously adopted by the municipality all can play an important role on how the City is shaped and directed on daily basis. Specific code chapters that will aide in the implementing the development objectives found herein include the electrical, plumbing, housing, sewer utility, erosion control, building, fire prevention, stormwater, non metallic mining, and tree codes. It is the City’s intent to consider all existing codes and ordinances as implementation devices of the plan.

Detailed Components of the Comprehensive Plan

Section 62.23(2) of Wisconsin Statutes provides that the City of Muskego may from time to time amend, extend or add to the Comprehensive Plan or carry out any part of the subject matter in greater detail. The City has identified the plans and guides below as more detailed components of the City of Muskego Comprehensive Plan. Each shall have the same force and effect as the adopted Comprehensive Plan and each will be updated/amended as required during the planning period of this 2020 Comprehensive Plan. Many of the plans and guides listed below have their essential objectives incorporated into this *Plan*, however, each provides a deeper insight into the needs of the community for that particular subject. The City will consider the impacts when determining consistencies between the proposed developments and these plans. Any new guide or plan deemed necessary to become an integral component to the 2020 Comprehensive Plan must be adopted as part of the City of Muskego Municipal Code Chapter 41.

- Park and Conservation Plan
- Durham Hill Design Guide
- Downtown Design Guide
- General Design Manual
- Racine Avenue Gateway Design Guide
- Moorland Corridor South Design Guide
- Tess Corners Design Guide
- Business Park Design and Development Standards
- Economic Development Strategic Plan

Plan Element Consistency

The smart growth Wisconsin State statutes require that the implementation element discuss how all the elements of this Plan will be made consistent.

As discussed above, the City of Muskego has devoted great effort in this 2020 Comprehensive Plan assuring that each element is thoroughly communicated. Further, the objectives of each element of the *Plan* is ultimately collected into making the final decisions and recommendations found in the *Future Land Use Map* of the City.

City staff and the Comprehensive Planning Committee have carefully prepared all information found herein in order to ensure no internal inconsistencies exist between the different elements. Further, it is the desire of the City that the decision-making units will complete the implementation of this Plan by integrating the various elements in a complementary way.

Plan Adoption, Amending, Monitoring, and Updating

The responsible cooperation of the Planning Commission and the Common Council will be required in monitoring the progress in achieving the goals and recommendations of this *Plan*.

Plan Adoption

Upon recommendation of the Planning Commission and various public input/informational meetings, the Common Council must first adopt this *Plan* by ordinance. Official adoption of the plan will formerly initiate the public policies on land development within the City of Muskego. Further, the action formalizes this document as the basic guide to the general development patterns thru the year 2020 and beyond. The adoption of the *Plan* initiates a statement by the City of Muskego that the objectives found herein will be carried out consistently in order to shape the City's growth in a desired manner.

Plan Amendments

The Comprehensive Plan is not a strict blueprint for development and land use patterns in the City of Muskego. The Plan will be flexible as constraints of the environment and community desires may change. The recommendations and objectives set forth herein were based upon existing factual data and the spoken priorities of those involved in the planning process. During the course of the planning process, it was known by those involved that constraints of the environment, infrastructure needs, or individual aspirations might change. Thus, this *Plan* should be amended if demonstrated as appropriate to the Common Council. However, amendments should only be made after a rational evaluation of the existing conditions and the potential impacts of such a change are made. Thus, this Plan recommends that the following be answered and/or shown to the Common Council and Planning Commission, with a public hearing, before any amendment request is fulfilled:

1. What has changed with the parcel(s) since the adoption of the 2020 Plan that warrants a new thinking/direction for the area?
2. Demonstrate that the proposed amendment is consistent in all respects to the spirit and intent of the City's ordinances, is in conformity with the general plans for community development, would not be contrary to the general welfare and economic prosperity of the City or of the immediate neighborhood, that the specific development plans have been prepared with competent professional advice and guidance, and that the benefits and improved design of the resultant development justifies the variation from the normal requirements of the adopted Comprehensive Plan.
3. Any other criteria that the Council and/or Planning Commission deems necessary. Said criteria may be adopted in the form of an adopted policy by the aforementioned bodies of Muskego government.

Plan Monitoring

Throughout the planning period, the City will monitor the progress of the plan and compare the decisions against the Plan's recommendations. The recommendations set forth in this Plan, within Chapter 10, are setup in a format that specifically allows the City to track the performance of each from year to year. Staff should annually review the recommendations to see what has been accomplished from year to year to assure compliance.

Plan Update

The City of Muskego intends on updating the Comprehensive Plan every ten years since the objectives and recommendations are based on development characteristics that can change as factual data about housing and population changes. Further, development patterns could alter within the planning timeframe as new concepts are brought to light or desires of elected officials and residents occur. The City will start a new effort to update this *Plan* before the 2020 timeframe occurs and a public participation procedure similar to the one used in adopting this *Plan* will be used.

Chapter 10:

Recommendations

The recommendations set forth in this Plan are separated into Chapter 10 in order to present them in a more concise organized order based upon the goals and objectives that have been recognized in the various chapters presented herein. The City of Muskego has worked diligently with its elected officials, staff, and concerned residents during the formulation of this *Plan*. As part of the 2020 Comprehensive Plan adoption, the community is expressing a greater goal and vision for its future. Whether or not the objectives, goals, and recommendations of this *Plan* are realized depends largely on the extent to which the elements of this Plan are put to action by the decision-making units.

It is the hope of the residents, stakeholders, elected officials, and City staff that the recommendations presented will further the vision discussed in Chapter 1, which states:

The Vision that motivates this document is, that through attentiveness to the desires of its citizens, Muskego strives to be a community that provides a wholesome and balanced environment in which open space, agriculture, recreation, residential, commercial and industrial land uses can continue to successfully coexist and prosper.

The 2020 Strategic Plan is intended to guide long-term decisions. Its worth derives from its comprehensive nature *and* its stability. It has been constructed much as an extension of the 2010 Plan, which has proven to be very stable, so its stability can reasonably be expected. It can be changed, but the threshold of argument required to justify such a change is intentionally set very high. While the Common Council has the prerogative to change the Plan at its discretion it is expected that no serious changes would be considered for five or more years into the ten-year life of the Plan.

The 2020 Plan addresses real life in all its complexity. It is intended to provide a framework for decision-making, but is not intended to prescribe every detail of a decision making process. Tension inherently exists between goals in different areas of the Plan. This tension is completely natural. Mechanisms have long been in place to resolve such unclear situations. The Planning Staff is the first element of this mechanism. If the Staff cannot resolve an issue satisfactorily it will ask the Plan Commission to consider it. The primary role of the Plan Commission is to make definite decisions in situations that are inherently unclear. Even after the Plan Commission has made its recommendation(s) the Common Council will review the recommended action to see if the Council concurs.

Muskego Goals, Objectives, and Recommendations

The goals, objectives, and recommendations of this document are reflective of extensive citizen input, valuable expert testimony, and consequent thoughtful deliberation. They provide the basis and rationale for the overall vision expressed in the *introduction*.

The goals, objectives, and recommendations in each section constitute a hierarchy. Goals are broad statements of vision. Objectives are measurable restatements of key aspects those goals stating what is to be accomplished. Recommendations are the key actions needed to accomplish the objectives. Actions listed as recommendations are expected to yield 80+% of the desired result, but not all. Secondary recommendations, many elaborations of the stated recommendation, are presented in the “Notes” section. We have not made any effort to prioritize recommendations in the “Notes” section.

Housing

It is worth noting that the city’s housing stock is market driven, not government driven. Property owners have the primary right to initiate development proposals. Government can only constrain, allow, and influence the design of a development through ordinances, incentives, design guides, etc.

Housing Goal: Provide a diverse housing supply that meets the City’s future population requirements. This includes homes for new residents without prejudice as well as for long time residents whose housing requirements might have changed because of age, etc.

Housing Objectives:

1. Maintain existing neighborhoods.
2. Develop new neighborhoods or individual developments that increase the diversity of housing options in the city, consistent with the City’s Land Use objectives.

Housing Recommendations:

In order to meet the goals and objectives of the housing section set forth in this Plan, the following recommendations have been proposed:

1. Adopt the 2020 Future Land Use Map proposed in this Plan. This Plan is largely an extension of the 2010 Plan. It allows for a mix of densities of developable land that provide a diverse array of housing options, which include affordable opportunities and housing for elderly. This will work to keep families together and allow diverse populations to exist. While some lands will allow low-density single-family development, opportunities will still exist in some of the more urban areas of Muskego for higher density residential uses and mixed-use developments.
2. Promote and enhance the City’s Conservation Subdivision ordinances. Allow Planned Developments and Conservation Planned Developments, when showing a benefit to the community via density transfers and increased open space conservancy and dedication, will provide a livable atmosphere that preserves Muskego’s urban to rural character and also benefit individual property owners.
3. Extend and enhance planning requirements applied to new developments. This will become increasingly important as Muskego becomes more and more built out (see Note 1 below.).

Notes

1. The following recommendations are proposed in the formulation of future new development patterns in the City. They represent lessons learned during the last ten years. Other lessons will be learned and incorporated into new planning practices during the life of the 2020 Plan.
 - Develop all new land uses consistent with the 2020 Plan, regardless of conflicts with existing zoning, or the proximity of city infrastructure (esp., sewer and water.).
 - Ensure large ownership parcels (farm tracts) are developed with a coordinated development plan for the entire property.
 - Promote shared utilities, open spaces, and transportation opportunities in new developments.
 - Adhere to strict landscape standards for new development that can work to minimize impacts of adjoining land uses (industrial, commercial, or more intense residential) and/or adjoining traffic networks (highways, streets).
 - Promote road connectivity between neighborhoods.
 - Incorporate pedestrian and recreational amenities in new developments.
 - Mandate that residential developments adhere to all City adopted plans (Parks/conservation, utilities, transportation networks, etc.).
 - Enforce zoning ordinances in relation to housing, when appropriate, so that current/future housing developments preserve their originally intended qualities and the residents are allowed to keep their investments protected.
 - Continue to require that the burden of infrastructure improvements and/or park/conservation needs be on the developer of a new residential land division.

Transportation

Transportation is an area where the city of Muskego has the least autonomy. Waukesha County and the Wisconsin DOT have total responsibility and control of some of our major roadways. Since their plans are seldom focused solely on Muskego's interest our challenge is to work with them and around them to achieve our transportation goals. Fortunately, both of these governmental organizations plan for road development at least as far ahead as the horizon of our 2020 Plan.

Transportation Goal: Provide an accessible interconnected network of highways, streets, and trails within the community in order to present a safe, affordable, and efficient transportation system that meets the needs of multiple users; Assure mobility of the transportation network within Muskego and the surrounding region while minimizing the impacts a transportation system can bear.

Transportation Objectives:

1. Extend the existing transportation network to new residential neighborhoods and commercial/industrial developments ensuring accessibility to all areas of the community for both pedestrian and vehicular traffic.
2. Ensure the utmost maintenance and implementation of arterial roads in Muskego to enhance safety and ensure resident and consumer traffic is not hampered when accessing destinations within the community and region.
3. Utilize the transportation system to encourage new businesses to locate to the City and helps existing businesses to succeed.

Transportation Recommendations:

Major recommendations are presented in this section and expanded upon in the Notes below.

1. The 2020 Transportation Facilities Map (Map 3.5) serves as the Official Street Map of the City of Muskego.
2. Coordinate transportation decisions with land use decisions.
3. Implement enhanced safety methods in new and existing transportation facilities as new technology evolves (Note 1 below).
4. Implement a proactive road improvement program (Note 2 below).
5. Implement a system of safe and functional off-street recreation trail connections within Muskego and connecting to adjoining cities (Note 3 below).
6. Focus on appearance, as well as function, in all transportation facility projects (Note 4 below).

Notes

1. Transportation methods of today need to be thought out with safety as the key factor in mind. The following recommendations are key to this endeavor:

- Correct “dangerous intersections” and maintain roadways identified by the City, State, or County.
 - Interconnect City streets for public safety reasons to ensure efficiency in the City transportation network. Advertise street stubs (have a sign constructed) noting that the street will be extended upon future development.
 - Minimize driveway and access points in the vicinity of major intersections.
 - Identify hi-prone areas and implement infrastructure updates for safety.
2. One large deficiency found in the creation of the new 2020 Plan was in relation to how the City plans for the future road infrastructure. The following recommendations are proposed in order to maintain efficient and effective roadway reconstructions:
- Maintain a road improvement program that utilizes capital budget monies for improvements and/or new construction of City roadways and trails. The road program can be changed yearly, but should show improvements desired out to a 5-year period. To ensure future road maintenance, the road program should be reviewed yearly.
 - Maintain a GIS file on when roads and trails received maintenance, were constructed or reconstructed, or were resurfaced in order for proper future road program budgeting decisions to be made.
 - Utilize best management practices during transportation construction in order to reduce environmental aspects such as air, water, and noise impacts.
 - Consider implementation of roundabouts for new intersections where the constant moving of traffic is a must and where safety is a high concern.
 - Examine ways to maintain the City’s rural to urban feel during any reconstruction or maintenance of a roadway. Ensure the rural quaintness of Woods Road, Martin Drive, and Durham Drive is maintained if reconstruction to a 100-foot ultimate width should become a need in the planning period.
 - Work with the County to determine the feasibility/timing of expanding Racine Avenue to four lanes from the northern border to Janesville Road.
3. In order to maintain the “play” aspect of Muskego, the facilitation of a system of safe and functional off-street recreation trail connections is needed. Facilities should provide for such activities as walking, running, biking, cross-country skiing, in-line skating, hiking, and nature observation. Horseback riders and cross-country skiers also utilize portions of these trails and consideration for equestrian activity on unpaved recreation trails should be addressed. These opportunities will contribute to the overall quality of life in the City and preserve the many rural aspects Muskego has to offer. The following recommendations will enhance the ongoing efforts.
- Implement a five-year capital budget plan for recreation trail construction.
 - Expedite the implementation of a system of trails around the City and Big Muskego Lake. Concentration on at least completing a full trail system along Janesville to Moorland/Durham to North Cape to Hwy 36 to Muskego Dam to Racine should be a priority.
 - Work to attain easements where right-of-way acquisition is unavailable for completion of trail systems.
 - Commit to installing segments of trails, which are least likely to be installed by developers in conjunction with abutting subdivision development.
 - Install clearly marked signage where trails exist noting the allowed users of each trail segment where applicable.

Chapter 10: Recommendations

- Study alternate public transportation options (bus systems, senior taxis, cab systems, etc.) that may prove to be a benefit of the community in the future.
 - Mandate interior circulation of all multi-family, commercial, industrial, and mixed-use developments with interior roadways and/or cross-access easements to reduce the amount of local traffic.
 - Work with the Muskego Icetronauts Snowmobile Club in completing multi-use trails throughout the City. Both groups could benefit from attaining easements, acquisitions, and funding of the development of trails in the City.
 - Not allowing future street closures or right-of-way vacations where pedestrian access might be appropriate for the future.
4. Beautification is not a term often thought of when thinking of a roadway system and transportation methods. However, it is the desire of this Plan that the City should carefully plan current and future roadways with beautification in mind. The recommendations below are encouraged as Muskego recognizes that street improvements are not limited solely to expand capacity and improved traffic flow. How a road is constructed and how it is visually presented within some areas of the City is also key:
- Budget, at the same time as the yearly road program, to enhance and continually maintain the main gateways to the City so that they are attractively designed.
 - Incorporate community way finding signage.
 - Utilize traffic calming options. When applicable, streets should be developed with boulevards or curves to avoid speeding and other traffic impacts.
 - Develop ordinances, which ensure that the street trees and landscaping installed as part of roadway developments is maintained in perpetuity.
 - Promote building/site designs that facilitate pedestrian friendly areas.

Utilities and Community Facilities

Tension will naturally exist between Muskego's utility providers, whose facilities universe naturally seems to expand; and Muskego's land use planners, whose plans for the rural areas of Muskego might make such expansion impractical in those areas. When such contention arises the provisions of the 2020 Comprehensive Plan will govern.

Utilities and Community Facilities Goal: Provide efficient and cost effective services, utilities, and community facilities necessary to improve the quality of life of Muskego's residents, business and property owners, and guests. Supply and coordinate the location of public utilities and facilities consistent with Muskego's projected growth, resident expectations, and development patterns presented herein.

Utilities and Community Facilities Objectives:

1. Maintain a high level of utility service to existing and new facility users. Existing users should not be negatively impacted while expanding existing facilities or developing new facilities to serve future users.
2. Provide a park system that meets the needs of the future population of Muskego providing City residents with a wide variety of accessible recreational opportunities.

Utilities and Community Facilities Recommendations:

Major recommendations are presented in this section and expanded upon in the Notes below. Much of what is presented in this section are plans incorporated from other Muskego Committees or Boards.

1. Manage Muskego's resources on a long-term basis and implement a Capital Improvement Program for sewer, water, and storm projects (Notes 1A-1B).
2. Implement Muskego's Master Sewage Facility Plan and Water Facilities Plan.
3. Implement Muskego's Parks and Conservation Plan recommendations and the newly associated recommendations below (Other recs in Notes 2A – 2C).
4. Coordinate utility and community facility systems planning with land use, transportation, and natural resource planning.

Notes

1A. The recommendations below are a result of the existing needs of Utilities and Community Facilities in relation to Administration. When future facilities look to renovate/expand/move, a cost benefit analysis should be completed to ensure that the need isn't better suited where the majority of the facilities currently are or if the moving all the facilities may not be a better fit.

- Explore future storage needs for the Public Works Garage as needs demand.
- Explore the expansion or rebuild of the Police facilities before the planning period of this *Plan*.
- Explore future needs for the City parks garage as needs demand.

Chapter 10: Recommendations

1B. School related services within the Muskego community was an item previously not covered under the Comprehensive Plan. However, thru increased cooperation between the City and the School District, this topic is known to be an essential part to balancing a community that wishes to enjoy a higher quality of life:

- Coordinate frequent dialog between Plan Commission / Common Council and the School Board regarding facilities and services to reduce redundancies.
- Plan the locations of new school facilities in advance of their need.

2A. Since the preservation of rural open spaces and the City's rural character is an ongoing theme within this Plan, the recommendations below are believed to be essential in further establishing these conservation goals:

- Conserve environmentally significant lands and other open spaces via land acquisitions via fee simple purchase, land dedications, easements, and other planning techniques such as conservation developments.
- Establishment of an outdoor interpretive learning center at the Engel Conservation Area within the 10-year planning period.
- Require enhanced stormwater pond enhancements that include the seeding and establishment of native vegetation around the side slopes and lands directly adjacent to stormwater retention basins. A diversity of native flora can deter geese and enhance habitat for more desirable wildlife such as ducks, shorebirds, butterflies, frogs, and turtles while the interesting structures and colorful blossoms of native plants can improve human aesthetics.
- Seek partnerships and financial assistance from private conservation organizations in the area. These may include *Muskego Lakes Land Conservancy*, *Waukesha County Land Conservancy*, *Wisconsin Waterfowl Association*, *Ducks Unlimited*, *Wisconsin Society for Ornithology*, *Prairie Enthusiasts*, *Wild Ones*, and *the National Wild Turkey Federation*.

2B. Fund a future gymnasium facility when demonstrated the need exists within the community and investigate new permanent site to Muskego Community Festival as alternative to Veteran Memorial Park.

2C. Funding for Parks and Conservation Acquisitions and Developments: Consideration should be made to allocate more landfill funds whenever City budget for that given year allows. Other funding sources beyond the landfill payment and general fund should be actively pursued. Federal, state, and private grants should be sought to financially assist the acquisition and management of parklands.

Agricultural, Natural, and Cultural Resource

The future shape of Muskego is largely dependent on how the community protects, preserves, and enhances its existing environmental features. It is critical that we maintain a long-term outlook when making any decisions regarding these resources.

Agricultural, Natural, and Cultural Resource Goal: Preserve and protect the significant natural features identified in the Conservation Inventory in order to maintain Muskego’s rural, scenic, and historic rural character; Assure future public enjoyment of these valuable areas. Preserve farming as a valuable way of life in Muskego and sustain productive farmland for continued agricultural use.

Agricultural, Natural, and Cultural Resource Objectives:

1. Enhance Muskego’s lakes and their environs; especially Little Muskego Lake, Lake Denoon, and the entirety of the Big Muskego Lake Wildlife Area.
2. Realize Muskego’s rural character and the definition this brings to the community at large. Preserve productive farmland from development.
3. Identify and protect unique and historic features within the City.
4. Enhance the protection of endangered species in Muskego.

Agricultural, Natural, and Cultural Resource Recommendations:

Major recommendations are presented in this section and expanded upon in the Notes below.

1. Invest in Muskego’s three lakes and their environs with a long-term outlook (Note 1).
2. Encourage land use patterns that are environmentally sensitive by promoting and enhancing the City’s Conservation Subdivision (Note 2).
3. Implement novel ideas to enhance Muskego’s quality of life (Note 3).
4. Maintain a long-term outlook when evaluating Muskego’s resources and implement the recommendations iterated in the City’s adopted Conservation Plan (Note 4).

Notes

1. Muskego’s lakes were found to be one of the most valuable and identifiable resources the community has. The following are proposed so that the lakes continue to be an identifiable asset for residents in the coming decades:
 - Invest monies into purchases of the Big Muskego Lake Wildlife Area (BMLWA).
 - Engage literature to properties within BMLWA requesting sale or easements.
 - Continue to test and monitor Muskego’s main lakes assuring safety.
 - Aid lake districts in maintenance of invasive species and eradication methods.
 - Work to ensure that the Land Division Ordinance, which allows for City acquisition of conservation priority lands through dedication and reservation, is adequately enforced when needed.

Chapter 10: Recommendations

2. Update the City's Conservation Subdivision Ordinance with the adoption of this Plan. Consider lowering the open space percentages and increasing the allowable number of bonus parcels for Conservation Planned Developments.
3. The following basic recommendations materialized during the formulization of the Agricultural, Natural, and Cultural Resource research and studies:
 - Promote new developments to display themes of the City's rural character, agricultural heritage, and history.
 - Promote sites within Muskego for inclusion as national/state historic sites.
 - Work to institute a farmer's market to further promote the city's resources.
 - Invest in trails to provide access and corridor protection of natural areas.
 - Actively pursue and implement rustic structure designations on those structures that are found to meet the ordinance. Allow conditional uses for these structures and encourage maintenance programs for those deemed rustic.
 - Maintain the City's status as a tree City USA.
 - Work with other jurisdictions on preservation of the City's natural features.
4. During the formulation of this Plan it become evident that Muskego has many acres of park and conservation lands within the community at times, some of these lands are questioned to their needs as an alternate type of land use. The following recommendations, or process, is sought in order to assure that any conversion of park or conservation land to an alternate land use is first thought thru appropriately:
 - Assure more scrutiny in the event the City should choose to look at selling/dedicating/granting some of its existing open spaces or recreation lands for a conversion of use by first attempting to find that the following has occurred:
 - Well-documented public need that substantially outweighs the public good afforded by the government conservation property at issue.
 - Well-documented and thorough search for other possible non-conservation host lands and clear conclusion that the government property at issue is the only feasible site.
 - The area of the government conservation property being considered for conversion is the minimum area necessary to meet the need.
 - Prior to final approval and conversion of the government owned property at issue, an attempt to acquire a new and not yet conserved parcel, about equal in natural resource value and/or acreage to the parcel at issue, should be acquired/attained by the government for conservation purposes.
 - Well-documented and thorough evaluation of original grantors and/or donors to ensure that there is no violation of such intent (In other words, honor those that helped the municipality acquire the conservation parcel at issue.).
 - No conversion will run counter to any applicable laws and/or affect the status of the municipality under any applicable laws.

Economic Development

Economic Development and budget issues are closely linked, with the expectation that as more business comes into Muskego property taxes will decrease. Most people would agree with this in general; unless, of course, new development was occurring in their backyard. This testifies to the obvious tension between economic development and quality of life concerns. Since we will not achieve the goal of doubling our economic base without new development in new places the development challenge is actually twofold. First, to find ways to attract suitable new business; and second, at the same time to find ways to make the new development acceptable to affected citizens who like Muskego the way it is.

Economic Development Goal: Diversify the tax base to relieve property tax burdens, and to provide more local shopping and employment opportunities; Establish a memorable community image that builds on the City’s small town atmosphere and natural amenities; Improve the overall ‘climate’ for economic development through public outreach, business development programming, and through the actions and behaviors of city representatives; and, Protect and improve the quality of life by balancing sound fiscal and environmental management.

Economic Development Objectives:

1. Increase the commercial tax base of the City of Muskego from its present 9% to at least 16-18% by the year 2020.
2. Provide new high quality employment opportunities.
3. Develop a strong downtown with cultural attractions and services that create a high quality of life. Enable the development of a “park-once-and-walk” downtown.

Economic Development Recommendations:

1. Implement the adopted Economic Development Strategic Plan recommendations (Discussed in Chapter 6 and within the ED adopted Plan).
2. Complete development of the Moorland Corridor Business Park.
3. Redevelop the Muskego Business Center.
4. Redevelop the Downtown Center (see Note 1).
5. Utilize City Boards and Committees for more initiatives (Note 2).
6. Think “outside the box” to find new development initiatives to pursue (Notes 3-7).
7. Market that Muskego is a regional opportunity for business within the economic corridor of Milwaukee, Chicago, and Rockford-Beloit-Janesville.
8. Entertain Tax Incremental Financing (TIF) from private developers when adopted TIF process is followed and proposals are appropriate for the community.
9. Give special consideration to Environmentally Contaminated Sites in regards to future development and land use decisions

Notes

1. The downtown of Muskego (generally located along Janesville Road) should be focused upon in order to facilitate groupings of viable businesses. The downtown should work around the future Janesville Road reconstruction project to incorporate a sense of place and destination for residents and visitors. The following recommendations are sought to aid the future viability of Muskego's downtown:
 - Explore the formulation of a Business Improvement District (BID) pursuant to Wisconsin Statutes once increased development of the "downtown" takes place.
 - Encourage, where applicable, a high degree of commercial, retail, office, and residential use in the downtown area. Continue to allow amendments to the Zoning Code, when required, to permit greater flexibility in the uses of downtown property.
 - Work towards a "park-once-and-walk" downtown.
 - Amend the Downtown Design Guide to reflect the identities and boundaries found within the "downtown."

2. The Mayor's Task Force (MTF) and Community Development Authority (CDA) are groups of residents and business owners in Muskego working toward a common goal to increase economic development efforts in the community. The following recommendations are set forth so that the MTF and CDA can adequately continue these efforts:
 - Re-evaluate and possibly recreate the Sustainable Economic Development Strategic Plan around the year 2015 via the MTF.
 - Continue to utilize the MTF for new development objectives and the CDA for redevelopment objectives.
 - Undertake each "Key Action Area", as defined by the Mayor's Task Force on Economic Development, by the year 2020.
 - Make the "Downtown", "Moorland Corridor", and "Industrial Park" action areas identified in this Plan a priority for the community.
 - Utilize the MTF and the CDA to assist new business development by providing:
 - Management assistance (direction to programs on entrepreneurship, business accounting market research, and product development).
 - Financial assistance programs (TIF, U.S. Small Business Administration, revolving loan funds, economic development loan funds).
 - Networking opportunities (roundtables, CEO networking groups, trade associations).
 - Feedback (business appreciation events and promotion of the successes of small and emerging businesses).

3. Market that Muskego is a regional opportunity for business within the economic corridor of Milwaukee, Chicago, and Rockford-Beloit-Janesville. Many firms otherwise attracted to these communities may also consider locating in Muskego because of its convenient location and its proximity to skilled labor, urban amenities, and sub-rural/lake-oriented lifestyles. Many studies have been completed regarding the current economic makeup and economic desires of the community. The following is set forth encouraging business types that fit the future needs of Muskego:
 - Encourage industries in which Muskego is well positioned to absorb new growth: Wholesale trade, light manufacturing, and services.

- Focus on the following to build a sustainable market environment that is identifiable and viable solely for Muskego:
 - Growth in service sector employment – Service-sector jobs has lead the employment and earnings growth in metropolitan Milwaukee over the past decade.
 - Small businesses – Smaller firms and new ventures are important to the makeup of the City of Muskego.
 - Job commuting of residents – focus on new businesses related to finance, insurance, real estate, services, and manufacturing as these employers employ a large number of the current job-commuters in the City.
 - Target the following industries for recruitment, which build upon Muskego’s strengths and opportunities:
 - Advertising
 - Engineering
 - Architectural
 - Accounting and Auditing
 - Management Consulting
 - Environmental Consulting
 - Business Consulting
 - Computer and Data Processing
4. Implement new design guides as new areas, that require special identities, may develop in the City. Enable the annual review of the design guides, as the guides are a useful tool for developers, staff, and Plan Commission members when evaluating and developing proposals.
 5. Entertain Tax Incremental Financing (TIF) from private developers when adopted TIF process is followed and proposals are appropriate for the community. Work to meet the “desired qualifications” of the adopted TIF guidelines whenever possible.
 6. Give special consideration to Environmentally Contaminated Sites in regards to future development and land use decisions in regards to brownfield and environmentally sensitive locations.
 7. Work with surrounding jurisdictions and area regional economic development program initiatives that benefit the City and region and evaluate the initiatives’ return on investment by considering social, environmental, economic and fiscal factors.

Intergovernmental Cooperation

The technology of government and the pace of living are increasing relentlessly. The cost of providing governmental services in this environment is likewise increasing. At the same time the prosperity of our local and regional economies is declining, and this decline likely will continue throughout the planning period. Local governmental units face the challenge of surviving as autonomous units in this environment. To do so local governments will have to stop simply competing among themselves and learn to cooperate on a new scale. This cooperation will initially be ad hoc and event driven.

Intergovernmental Cooperation Goal: Significantly improve the effectiveness of delivering governmental services while achieving significant overall cost reduction within the region, and specifically within Muskego. At the same time retain our local identity and the associated prerogatives of determining what that identity will be in the future. The other alternative is to concede these prerogatives to a higher authority (e.g., the state or federal government), which will be only too happy to tell us what our identity will be.

Intergovernmental Cooperation Objectives:

1. Build relationships of trust and cooperation with regional governmental units.
2. Develop strategies for combining services with other local governments.
3. Identify the key aspects of Muskego's identity and preserve them.

Intergovernmental Cooperation Recommendations:

1. Coordinate planning efforts with regional and neighboring jurisdictions (Note 1).
2. Explore the use of shared facilities of regional and neighboring jurisdictions.
3. Pursue cooperative economic development tasks with neighboring communities.
4. Work with the City of New Berlin, City of Franklin, Town of Vernon, Town of Norway, Village of Big Bend, Waukesha County, and other jurisdictional agencies on issues of mutual concern (Notes 2-3).
5. Resolve conflicts with government entities and jurisdictions in a non-confrontational manner in order to attain mutual goals. Keep an open line of communication with other government officials.

Notes

The recommendations below reflect the beginning state of development existing today. We expect the emphasis in this area will grow dramatically in the period from 2010 to 2020. We expect the focus of this development will be along the line of the recommendations presented above; however, we recommend the Mayor should be guided by, but not limited by, the simplistic provisions of this plan as he pursues this ever more important area of development.

1. The lack of cooperation between surrounding local governments and other governmental entities was realized in the formulation of this Plan. It is Muskego's goal to rectify any intergovernmental deficiencies within the 2020 planning period via the following measures:

- Provide copies of this Comprehensive Plan to all surrounding local governments during draft and final implementation phases.
 - Work with incorporated neighboring jurisdictions to develop compatible land use and zoning regulations and approvals.
 - Cooperate with surrounding governments in determining feasibility of combining City services while avoiding duplication of any services.
 - Develop intergovernmental agreements, if needed, with surrounding towns regarding services and/or extraterritorial powers.
 - Identify dissimilarities between this *Comprehensive Plan* and those of the neighboring communities. Work to resolve dissimilarities, especially those involving land uses and economic development.
 - Work with other jurisdictions and surrounding cities/towns in preserving the natural resources. Protecting the state waters and surrounding lands that contributes to the ecosystem. Include purchases of lands and easements as they become apparent and necessary.
 - Cooperate with other units of government on recreational and transportation facilities that are under shared authority, cross-jurisdictional boundaries, or provide direct benefit to Muskego or the neighboring communities.
2. Specifically in regards to the Cities of New Berlin and Franklin:
- Adopt future land use decisions along the borders to New Berlin’s and Franklin’s adopted 2020 land uses. Assure land use decisions in this area can benefit both communities providing quality services and economic prosperity.
 - Be open to discussion of joint protection services where the sharing will result in lower costs and increased efficiencies (Police, fire, ambulance and emergency protection services).
 - Work with the City of New Berlin in regards to the “Mill Valley” area near the northwest gateway to Muskego. Make certain that utilities, road infrastructure, and quality architecture are in place during the course of the future development and find alternatives that make sense for the future viabilities of both communities, while also ensuring that each is made whole (installation fees, connection fees, ongoing maintenance, future taxing, etc.).
3. Work in partnership with the Muskego-Norway School district in determining school service needs for the community and the burdens and requirements on school related facilities. Encourage district participation in future land division and density decisions.

Land Use

Land is the key physical resource in the City. There is only so much of it. Intrinsic value is ascribed to it because landowners have the right to develop the land within prescribed limits. Achieving results in all the other areas of development included in this Plan require using land. And land, once developed, becomes the most difficult resource to change.

Therefore, the Land Use goals are simply the synthesis of goals from the previous elements in this Plan. At the highest level the Land Use goals stated seem grand and give the impression of natural harmony. At lower levels in the decision hierarchy, however, where practical action takes place there are many issues in natural tension. Decisions made at the action level most often involve making compromise(s) among different goals.

While each separate element in the Plan plays an important role in assuring a balanced Muskego community, each element actually competes for permission to develop land to realize its objectives. Such competition most likely manifests itself in the form of a petition to develop a parcel of land.

Some petitions, with little or no controversy, are handled by the planning staff. Petitions with more controversy are presented to the Plan Commission for recommendation and then to the Common Council for review. In all cases that come to the Plan Commission the first and most basic consideration applied to the petition is to compare the intended use with the Land Use Map in the Comprehensive Plan. A petitioner who wants to develop property in a manner inconsistent with the Plan will have a very, very difficult time getting past this first step in analysis.

Great effort has been put into developing the 2020 Land Use Map, which is based on the 2010 Land Use Map, because it is the cornerstone of the entire 2020 Comprehensive Plan.

Land Use Goal: The Land Use goals are simply the synthesis of goals from the previous elements in this Plan. Each element plays an important role in assuring a balanced Muskego community and each directly influences the future desires of land use in this Plan. Muskego intends to maintain a land use plan and map that reflects current community values and establishes the City as a vibrant community, destination, and regional focal point. Further, Muskego intends to promote growth and development of the community in a way that allows change while preserving the overall community character.

Land Use Objectives:

1. Utilize land as efficiently as possible while protecting priority recreation, conservation, and other environmentally sensitive areas.
2. Protect the rights of property owners as development occurs.

Land Use Recommendations

1. Implement and adhere to the Future Land Use Map contained in this 2020 Comprehensive Plan. Allow land uses as per the densities on the 2020 Future Land Use Map and the Desired Development Areas (DDAs) listed in Chapter 8. Specifically, when conflicts arise between land uses in the 2020 Comprehensive Plan and existing Zoning Ordinances the provisions of the 2020 Comprehensive Plan will govern.

2. Promote the use of conservation subdivisions and design in order to assure the optimum development of the City's environmentally significant areas. Ensure a balance of open space to developed areas is planned for in all new residential, industrial, business park, and commercial development.
3. Establish high quality standards of excellence in site planning, architecture, landscaping, lighting, etc. for new and infill development. Build on Muskego's existing base of standards, design guides, etc., and extend requirements as development practice evolves.
4. Implementing growth management strategies to maintain a healthy balance between infrastructure requirements and availability (Notes 1 and 2 below.) Distribute land uses in a way that they are accessible to supporting infrastructure systems in order to assure the most efficient allocation of services.

Notes

1. The market should drive population growth in Muskego. However, if the rate of growth exceeds 5% in any 12-month period, or 8% in any 24-month period, the Plan Commission and Common Council should review the adequacy of both this Plan and the City's development standards (*The Community Development Department should monitor population growth through available sources, including the Wisconsin Department of Administration, SEWRPC, and the US Census Bureau and advise the Common Council when these thresholds are breached*).
2. Data has shown that the number of lots/units allowed within a given year can directly affect the population growth for the City in successive years. In order for the municipality to stay abreast of growth before it takes place, the City must be cognizant of the ramifications of approving too many lots or units in a any given year in order to maintain the services the City desires. The recommendation directly above looks to review this Plan after large growth has occurred, but this recommendation is more directed at watching over growth before it is too late. As discussed above, the market should drive population growth in Muskego. However, if the municipality is breaching 300 or more units or lots in any given year, the Plan Commission and Common Council should request an increased amount of data before approving any more developments. This data may or may not include the following:
 - Market Analyses: Showing that the market in the location proposed is ready to absorb the proposals amount of units/lots.
 - City Service Analyses: Showing that the proposal puts no increased drain on City Services that the municipality can't absorb.
 - Growth Analyses: Showing that the City is still within the population growth constraints of Issue 1 above (That the City is not exceeding 5% population growth in any 12 month period, or 8% population growth in any 24 month period).

(The Planning Department should monitor the number of units and lots that gain final approval in a given year and mandate that the strategies discussed above are submitted by a developer to the Planning Commission and Common Council for review when a proposed development proposes an amount of combined lots and units larger than the threshold of 300 for that year. Note: The unit and lot count should be derived only by final approvals for a CSM, Building, Site and Operation Plan, or Plat.

Implementation

Plan Amendments: The Comprehensive Plan is not a strict blueprint for development and land use patterns in the City of Muskego. The Plan will be flexible as constraints of the environment and community desires may change. The recommendations and objectives set forth herein were based upon existing factual data and the spoken priorities of those involved in the planning process. During the course of the planning process, it was known by those involved that constraints of the environment, infrastructure needs, or individual aspirations might change. Thus, this *Plan* should be amended if demonstrated as appropriate to the Common Council. However, amendments should only be made after a rational evaluation of the existing conditions and the potential impacts of such a change are made. Thus, this Plan recommends that the following be answered and/or shown to the Common Council and Planning Commission before any amendment request is fulfilled:

1. What has changed with the parcel(s) since the adoption of the 2020 Plan that warrants a new thinking/direction for the area?
2. Demonstrate that the proposed amendment is consistent in all respects to the spirit and intent of the City's ordinances, is in conformity with the general plans for community development, would not be contrary to the general welfare and economic prosperity of the City or of the immediate neighborhood, that the specific development plans have been prepared with competent professional advice and guidance, and that the benefits and improved design of the resultant development justifies the variation from the normal requirements of the adopted Comprehensive Plan.
3. Any other criteria that the Council and/or Planning Commission deems necessary. Said criteria may be adopted in the form of an adopted policy by the aforementioned bodies of Muskego government.

Appendices

1a. 2008 Comprehensive Plan Survey

City of Muskego - 2020 Comprehensive Plan Survey						
Please have the survey completed and sent in by September 21st, 2008 OR feel free to complete the survey online at http://webapps.ci.muskego.wi.us/2020Survey						
YOUR INFORMATION						
NAME(S): _____		ADDRESS: _____				
1. PRESENT/FUTURE DEVELOPMENT						
<p>One of the main discussion topics the 2020 Comprehensive Planning Committee is having is in regards to preserving the City's urban to rural character for decades to come. The definition of rural character, in this sense, being those larger lots, agricultural, and open spaces that are predominantly found in the southern areas of Muskego. One of the ideas to ensure that this rural character is preserved into the future is to make any future land division meet cluster development techniques. By doing this, a landowner would still be allowed to get the same density (amount of lots) they are entitled to now, but they would have to cluster development into smaller lots and then divide the remaining land so a majority is preserved as agricultural workable lands or conservation lands. Thus, large open tracts of land would still be found in the community years from now. Currently, zoning codes allow much of the City's rural lands to divide at a rate of 1 lot per 2.75 acres by right. In light of this information, please answer the following statements:</p>						
		Agree	Neutral	Disagree	No Opinion	
1.1	The City should try and maintain the amount of workable farmland currently found in the community.	3	2	1	0	
1.2	A 2.75 acre parcel is considered rural character.	3	2	1	0	
1.3	Zoning for our agricultural and rural areas should continue to allow a 2.75 acre lot by right.	3	2	1	0	
1.3a	If you disagree with the above statement, what minimum lot size do you think should be encouraged (5, 10, 20 acre or other)? _____					
1.4	As long as an existing landowner is entitled to the same density (amount of lots) they are today, the City should make cluster developments mandatory in order to assure that larger lots and rural open spaces will be found in the decades to come.	3	2	1	0	
<p>Currently, over half of the City's total parcels of land are a 1/2 acre or less. Many of which are used for single-family residential uses. Further, there are only a handful of parcels left in the City that will allow a higher density single family development by right (1/2 acre parcels or less). In light of this information, please answer the following statements:</p>						
		Agree	Neutral	Disagree	No Opinion	
1.5	The City should allow <u>new</u> areas for denser single family conventional development in the 2020 Land Use Plan (denser single family development in this case meaning allowing lots of a 1/2 acre size or smaller)?	3	2	1	0	
1.6	Other opinions on development? What should the City be doing more or less of in regards to promoting/controlling future development? _____ _____ _____					
2. ECONOMIC DEVELOPMENT						
<p>The City currently has many individuals working on the state of economic development in the City, including the Community Development Authority and the Mayor's Task Force. Please answer the statements/questions below in regards to where the City should direct their continued economic development efforts.</p>						
2.1	Please rank where you believe the City should focus Economic Development efforts in the next 10 years (circle number shown with 1 being highest priority)					
	Moorland Corridor	1	2	3	4	5
	Janesville Road (Downtown: Pioneer to Bay Lane Drive)	1	2	3	4	5
	Janesville Road (Downtown: Racine Avenue Area)	1	2	3	4	5
	Janesville Road (Tess Corners Area)	1	2	3	4	5
	Racine Avenue/I-43 Gateway	1	2	3	4	5
	Industrial Parks	1	2	3	4	5
	Other _____	1	2	3	4	5
2.2	What types of businesses would you like to see in Muskego (Apparel, restaurants, etc. OR actual names of businesses)? _____ _____					
2.3	What is the most important issue facing economic development in Muskego? _____ _____					
2.4	Other opinions on economic development? What should the City be doing more or less of in regards to economic development? _____ _____					

1b. 2008 Comprehensive Plan Survey Summary

Introduction

The City of Muskego 2020 Comprehensive Plan Survey was orchestrated and designed by the City's appointed Comprehensive Planning Committee in August 2008. The 2008 survey was the second survey completed solely for the formulation of recommendations for the 2020 Comprehensive Plan. The first survey was completed in 2005, tackled a broader spectrum of issues, and was sent to a random sample of 1500 property owners. The 2008 survey was tailored by the Comprehensive Planning Committee to gather information specific to the main issues that the Committee believed was going to affect the community in the next decade. The survey was sent to all property owners in the community in order to attain as many points of view as possible.

The survey was conducted by a mailing to all possible property addresses in the City in August 2008. The mailing included owners and tenants alike. Further, the survey was publicized in the City's newspapers and an on-line version of the survey was posted on the City's website for further convenience. Five dinner gift certificates, from Muskego restaurants, were awarded at random to the respondents filling out the survey. After factoring out duplicate addresses, multiple owned properties, and various commercial/industrial properties, it was approximated that a total of 8,439 surveys could have been returned. A total of 983 surveys were received, which results in a 12% return. It was determined that seven hundred nine (709) or 72% were submitted via mail and two hundred seventy-four (274) or 28% were submitted via the Internet. The amount of data received from the residents is substantial as the 983 surveys are 472 more than received in the 2005 survey. Further, as the results indicate below, almost all participants provided a wealth of written data for the City to observe what types of opinions are within the community.

Present/Future Development

The first section of the survey directed questions relating to how the public perceived future development patterns taking place in the community in relation to preservation of open spaces and farmland. Further, questioning concerned the public's perception on how 'rural character' is defined and if people agree with promoting different mechanisms to promote preserving the rural character of Muskego.

Overall, the responses showed that a majority (67%) of individuals believed that the City should do all they can to preserve the amount of workable farmland and rural open spaces as possible. Many (56%) thought that the existing zoning of allowing 2.75-acre parcels by right in the rural portions of Muskego should continue to be allowed. However, even though the 2.75-acre designation was favored, an overwhelming majority (64%) believed that the City should make mechanisms, such as cluster developments, mandatory when individuals look to subdivide their lots, in order to preserve larger tracts of open lands and open space. Lastly, a majority (64%) believed that the City should not look to promote new areas that allow high-density residential lots (1/2 acre or smaller).

The set of questions began with the following synopsis:

One of the main discussion topics the 2020 Comprehensive Planning Committee is having is in regards to preserving the City's urban to rural character for decades to come. The definition of rural character, in this sense, being those larger lots, agricultural, and open spaces that are predominantly found in the southern areas of Muskego. One of the ideas to ensure that this rural character is preserved into the future is to make any future land division meet cluster development techniques. By doing this, a landowner would still be allowed to get the same density (amount of lots) they are entitled to now, but they would have to cluster development into smaller lots and then divide the remaining land so a majority is preserved as agricultural workable lands or conservation lands. Thus, large open tracts of

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land would still be found in the community years from now. Currently, zoning codes allow much of the City's rural lands to divide at a rate of 1 lot per 2.75 acres by right. In light of this information, please answer the following statements:

The questions asked along with their response rates were as followed:

1.1 The City should try and maintain the amount of workable farmland currently found in the community.

Responses: Agree 67% (654/983) Neutral 17% (168/983)
Disagree 13% (131/983) No Opinion 3% (30/983)
Average Response = 2.47
Highest Response = Agree (654 – 67%)

1.2 A 2.75-acre parcel is considered rural character.

Responses: Agree 56% (550/983) Neutral 16% (160/983)
Disagree 20% (195/983) No Opinion 8% (78/983)
Average Response = 2.20
Highest Response = Agree (550 – 56%)

1.3 Zoning for our agricultural and rural areas should continue to allow a 2.75-acre lot by right.

Responses: Agree 54% (534/983) Neutral 13% (126/983)
Disagree 22% (216/983) No Opinion 11% (107/983)
Average Response = 2.11
Highest Response = Agree (534 – 54%)

1.3a If you disagree with the above statement, what minimum lot size do you think should be encouraged (5, 10, 20 acre or other)?

Verbatim responses in Appendix B. Majority of the responses are broken down below:
Responses: ½ acre 2% (5/245) 1 acre 6% (15/245)
5 acres 44% (108/245) 5 to 10 acres 4% (10/245)
10 acres 16% (38/245) 20 acres 9% (21/245)
50 acres 1% (2/245)
Highest Response = 5 acre 44% (108 – 44%)

1.4 As long as an existing landowner is entitled to the same density (amount of lots) they are today, the City should make cluster developments mandatory in order to assure that larger lots and rural open spaces will be found in the decades to come.

Responses: Agree 64% (632/983) Neutral 12% (119/983)
Disagree 16% (161/983) No Opinion 7% (71/983)
Average Response = 2.33
Highest Response = Agree (632 – 64%)

1.5 The City should allow new areas for denser single-family conventional development in the 2020 Land Use Plan (denser single family development in this case meaning allowing lots of a 1/2 acre size or smaller)?

Responses: Agree 23% (224/983) Neutral 10% (98/983)
Disagree 64% (625/983) No Opinion 4% (36/983)
Average Response = 1.52
Highest Response = Disagree (625 – 64%)

1.6 Other opinions on development? What should the City be doing more or less of in regards to promoting/controlling future development?

Verbatim responses in Appendix B.

Economic Development

The second section of the survey related to the future of economic development and where the City should be concentrating these efforts. The 2020 Planning Committee requested questions directly related to economic development efforts in order to best gauge where recommendations should fall in the next decade. The City's Community Development Authority and Mayor's Task Force on Economic Development primarily serve the City's economic development functions. Questions also considered what types of businesses residents desired in the community and what are the most important issues surrounding economic development in the City.

While responses varied, the Moorland Corridor and Janesville Road received the most attention to where the residents felt economic development efforts should be concentrated upon. Aiding the industrial parks received considerable favoritism as well.

The types of businesses people desired also varied, but the opinions indicated that a huge majority wanted to see more chain restaurants (not fast food) in the community. Further, a need for an alternative higher end grocery store was evident. The opinions suggested that a chain home improvement store was also appealing.

Lastly, a large amount of responses were found in regards to questions 2.3 and 2.4 (most important issue facing economic development and other opinions on economic development). The re-occurring answers are found below, however, it should be noted that making something happen with the former Parkland Mall property was an overwhelming response:

- Need development vision
- Taxes/rents too high
- Maintaining urban to rural mix
- Infrastructure planning
- Bringing more business into City
- Increase tax base
- Creating identity solely for Muskego
- Creating a downtown
- Water supply
- Developing Parkland Mall
- Being "business friendly"
- Traffic concerns on main roads
- Rebuilding Janesville Road
- No good restaurants
- Balancing commercial/residential tax base
- Need more business development
- More industry
- Increase architecture awareness
- Keep existing properties clean
- Create demographic attractive to retailers
- Need public transportation
- Controlling growth
- Promote business park
- Add more skilled jobs to community
- Preserve small town feeling
- Make the City more inviting
- Decorate for the seasons
- Need industry on Moorland
- Market community, Moorland Road, Janesville Road, Industrial Parks
- Bring lakes back to community
- Less apartments and condominiums
- Bring in business and light manufacturing
- Need cultural and sporting activities
- Add aesthetic signage of City facilities
- Slow down single-family residential homebuilding
- Offer incentives to businesses for locating in Muskego
- Be cognizant of green space when developing

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- Update older business structures
- Provide significant budget for City economic development activities
- Keep roads maintained first
- Need to create destination
- Utilize/encourage green development

The economic development set of questions began with the following synopsis:

The City currently has many individuals working on the state of economic development in the City, including the Community Development Authority and the Mayor's Task Force. Please answer the statements/questions below in regards to where the City should direct their continued economic development efforts.

The questions asked along with their response rates were as followed:

2.1 Please rank where you believe the City should focus Economic Development efforts in the next 10 years (circle number shown with 1 being highest priority)

Moorland Corridor

Responses: 1's 42% (414/983) 2's 17% (170/983) 3's 14% (135/983)
4's 8% (86/983) 5's 18% (178/983)

Average Response = 2.43

Highest Response = 1 (414 – 42%)

Janesville Road (Downtown: Pioneer to Bay Lane Drive)

Responses: 1's 49% (480/983) 2's 19% (189/983) 3's 10% (97/983)
4's 7% (66/983) 5's 15% (151/983)

Average Response = 2.21

Highest Response = 1 (480 – 49%)

Janesville Road (Downtown: Racine Avenue Area)

Responses: 1's 22% (220/983) 2's 21% (206/983) 3's 23% (223/983)
4's 12% (116/983) 5's 22% (218/983)

Average Response = 2.90

Highest Response = 3 (223 – 23%)

Janesville Road (Tess Corners Area)

Responses: 1's 10% (100/983) 2's 13% (124/983) 3's 21% (211/983)
4's 18% (180/983) 5's 37% (368/983)

Average Response = 3.60

Highest Response = 5 (368 – 37%)

Racine Avenue/I-43 Gateway

Responses: 1's 16% (159/983) 2's 16% (162/983) 3's 19% (183/983)
4's 15% (148/983) 5's 34% (331/983)

Average Response = 3.34

Highest Response = 5 (331 – 34%)

Industrial Parks

Responses: 1's 28% (279/983) 2's 17% (168/983) 3's 18% (178/983)
4's 9% (87/983) 5's 28% (271/983)

Average Response = 2.90
 Highest Response = 1 (279 – 28%) & 5 (271 – 28%)

Other

Verbatim responses, with the stated rankings, in Appendix B.

2.2 What types of businesses would you like to see in Muskego (Apparel, restaurants, etc. OR actual names of businesses)?

Verbatim responses in Appendix B.

2.3 What is the most important issue facing economic development in Muskego?

Verbatim responses in Appendix B.

2.4 Other opinions on economic development? What should the City be doing more or less of in regards to economic development?

Verbatim responses in Appendix B.

Housing

The housing section of the survey concentrated on what people thought in regards to encouraging more apartment, condominium, and senior housing development in the community in the next decade. Basically, should the community be making new land opportunities available for these types of multi-family development.

Overall, the responses showed that a majority of individuals (64%) believed that the City should not encourage new apartment living developments. A mix of opinions was found in relation to allowing new condominium developments (Agree-29%, Neutral-30%, Disagree-34%, No Opinion-7%), however again, the highest response (34%) felt that promoting new areas for condos was not in the City's best interest. One area that the citizens did highly agree to was promoting new areas for senior housing (39%).

A question was asked in relation to where people might want to see new apartment, condominium, or senior housing developments in the City. The verbatim responses can be found in Appendix B and the re-occurring responses are found below. However, it should be noted that the majority of the responses were to place these types of uses next to where existing services are located. Thus, the downtown and along the City's major arterial roads was discussed to be the primary location for future placing of these multi-family uses due to the existing businesses present (grocery, banking, pharmacy, clinics, etc.).

General

- Keep all away from single-family housing
- Diversified throughout City
- Near downtown, next to services
- Ensure any is constructed at a high end
- Racine/43 gateway
- Near Hwy 36, southeast corner of City
- Along Racine Avenue
- Tess Corners
- Where existing multi-family housing exists
- Parkland Mall property
- Moorland Road-Moorland corridor
- Around Big Muskego Lake

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- Janesville Road east of Salentine Auto
- Only look to attract full-time residents (senior or condos, not apartment living)
- Not in established residential areas/subdivisions
- College Avenue
- Along with clustered planned developments

Apartments

- Multi-family should be next to main thoroughfares, not through residential areas
- Multi-family close to schools
- Above businesses

Condominiums

- Condos/senior housing close to grocery or medical facilities
- Near schools/parks
- Little Muskego lakefront
- Above businesses

Senior Housing

- Condos/senior housing close to grocery or medical facilities
- Near Janesville/Downtown
- Anywhere in City due to small impact, but should be a planned development like Regency
- Near schools/parks
- Close to rescue services

Lastly, a question was asked in regards to the public's general thoughts on housing in Muskego and what the City should be doing more or less of in regards to housing. The verbatim responses can be found in Appendix B and the more re-occurring responses are found below.

- When approving single-family developments, keep to high standards like those in Belle Chasse, Candlewood, etc.
- No new apartment developments anywhere
- Keep in mind school space when approving future housing
- Keep open space in mind when approving future housing
- Keep infrastructure in mind when approving future housing
- Promote business, not housing, due to impacts on budget with new housing
- Cut back on housing as a whole
- Zoning on upkeep of existing housing should be enforced
- More walk ability (paths) and alternative transportation (bike/battery operated vehicles paths) should be approved with new/existing housing
- Disagreement with any new multi-family uses, stick to single-family
- Housing that demonstrates less strain on services
- More affordable single-family homes
- Increase architectural requirements for all new housing
- Larger lots, keep rural feel, less-density
- Limit residential housing, possible moratorium on housing
- Encourage ownership types of housing (single-family, condos, etc.)
- Build efficient houses, built to last
- More low/moderate income housing

The set of questions began with the following synopsis:

The City currently has multi-family, condominium, and senior housing developments along the more urban areas in the northern parts of Muskego. Please answer the following statements to aid the Comprehensive Planning Committee in determining where Muskego should progress in relation to these uses in the next decade.

The questions asked along with their response rates were as followed:

3.1 The City should promote new areas for multi-family development.

Responses: Agree 13% (126/983) Neutral 16% (161/983)
Disagree 64% (625/983) No Opinion 7% (71/983)

Average Response = 2.09

Highest Response = Disagree (625 – 64%)

3.2 The City should promote new areas for condominium development.

Responses: Agree 29% (283/983) Neutral 30% (297/983)
Disagree 34% (335/983) No Opinion 7% (68/983)

Average Response = 2.80

Highest Response = Disagree (335 – 34%)

3.3 The City should promote new areas for apartment development.

Responses: Agree 8% (82/983) Neutral 18% (179/983)
Disagree 65% (642/983) No Opinion 8% (80/983)

Average Response = 1.97

Highest Response = Disagree (642 – 65%)

3.4 The City should promote new areas for senior housing.

Responses: Agree 39% (379/983) Neutral 35% (346/983)
Disagree 19% (182/983) No Opinion 8% (76/983)

Average Response = 3.17

Highest Response = Agree (379 – 39%)

3.5 If you agree to any of the statements above, any ideas on where that type of housing should be located?

Verbatim responses in Appendix B.

3.6 Other opinions on housing? What should the City be doing more or less of in regards to housing?

Verbatim responses in Appendix B.

Transportation

Transportation is a major smart growth element of the new 2020 Comprehensive Plan and the 2020 Committee requested aid from the citizens, via the survey, in order to determine the perceived problem transportation areas in Muskego. Further, the survey directed questioning as to the public's thoughts on the interconnection and promotion of recreation trails.

The survey returned that a majority (65%) of respondents desired that the City continue to interconnect corridors of bike and pedestrian paths throughout Muskego. Only a small portion of individuals disagreed (9%) with this question. Of those agreeing to interconnect path corridors, the most predominant responses stressed by respondents to construct sooner rather than later are found below (Find verbatim responses to this in appendix B).

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- Durham Drive from McShane south
- Janesville Road from Racine Avenue east
- Along Janesville Road from County Park to Big Bend
- All along Janesville Road
- Around Big Muskego Lake
- Racine Avenue from Janesville Road north to I-43
- Racine Avenue from Janesville Road south to High School
- Racine Avenue from High School south to County border
- North Cape Road
- Field Drive
- Bay Lane Drive
- Connecting schools to neighborhoods
- Connect Denoon Middle School to Muskego High School
- Crowbar Road from Racine County line to Janesville (bike lane)
- All along Woods Road
- Around lakes in general
- Tess Corners Road from College to Woods
- Muskego Dam Drive
- Path connecting Candlewood/Quietwood subdivisions to Moorland Park/Moorland Road
- McShane Drive
- Lannon Drive
- Martin Drive
- Country Brook estates to Meadow Green West Subdivision

The questionnaire referred an inquiry to the community on perceived problem transportation areas within the City as well. The 2020 Committee is looking to formulate specific recommendations that might involve capital projects and knowing where vital traffic infrastructure improvements may be required was critical. The most common responses that were found are discussed herein (Find verbatim responses to this in appendix B).

Roads

- Upgrade Durham Road
- Sidewalk or bike path along Racine Avenue and Janesville Road
- Re-open Durham at Janesville Road
- Difficult leaving Muskego Elementary on Janesville Road
- Trails on roads around High School – To get Cross Country runners safe

Intersections

- Signals at Janesville/Martin
- Signals at Janesville/Parkland
- Hwy 36/'OO' intersection needs turn arrows on signals
- Intersection upgrade Lannon/Janesville
- Intersection upgrade to Woods /Janesville
- Intersection upgrade to Racine /College
- Intersection upgrade to Field Drive / Hillendale Drive
- Intersection upgrade Racine /Saturn
- Intersection upgrade to Kelsey /Racine
- Signals at Woods/Moorland

- Intersection upgrade to Pioneer /Janesville
- Intersection upgrade to Tans /Racine

Enforcement

- Crowbar Road in front of Lake Denoon Middle School speed enforcement
- Hi-View Drive speed enforcement due to people crossing from Durham to North Cape
- Hwy 36 and Muskego Dam Road speed enforcement
- Woods Road speed enforcement
- Ryan Road speed enforcement
- Mystic Drive speed enforcement
- Speed limit reduction on Janesville Road west of Muskego Industrial Park

General

- No roundabouts
- Encourage roundabouts

Lastly, a question was asked in regards to the public's general thoughts on transportation in Muskego and what the City should be doing more or less of in regards to transportation. The verbatim responses can be found in Appendix B and the more re-occurring responses are found below.

- Improve Durham Drive
- No roundabouts
- Encourage roundabouts
- Include bike lanes when updating roads
- More recreation paths
- No money towards public transportation
- Add alternative/public transportation
- Keep adding trails
- Maintain road surfaces
- Larger park and ride at Racine Avenue
- Plow bike paths in winter
- Keep supporting senior taxi
- Update Janesville Road

The set of transportation questions began with the following synopsis:

The City is progressing in making trail corridor connections in many locations throughout the City. Further, problem transportation areas (intersections, degrading roadways, etc.) have become a popular issue over the past years. Please answer the following statements in relation to these areas of concern.

The questions asked along with their response rates were as followed:

4.1 The City should look to interconnect corridors of bike and pedestrian paths in the City.

Responses: Agree 65% (635/983) Neutral 17% (169/983)
Disagree 9% (86/983) No Opinion 9% (93/983)
Average Response = 3.67
Highest Response = Agree (635 – 65%)

4.2 Is there an area in the City that could use a bike/pedestrian path connection or corridor?

Verbatim responses in Appendix B.

Appendix

4.3 Are there specific "problem" roads or intersections you see in Muskego? If so, where and what do you believe are the issues?

Verbatim responses in Appendix B.

4.4 Other opinions on transportation? What should the City be doing more or less of in regards to transportation?

Verbatim responses in Appendix B.

Parks, Recreation, & Conservation

The fifth section of the survey related to the current and future status of the City's Parks, Recreation, and Conservation facilities and lands. Planning for the year 2020 largely depends on what types of recreational options are available for the City's residents and which facilities/lands are attainable for the majority of the population. The first question inquired if current park facilities and lands were sufficient in the respondent's minds. The majority of the respondents agreed (49%) with this statement with only a small portion disagreeing (18%).

The second question asked if there is areas in the City that people felt were underserved by parks. Further, if the respondent believed there were underserved areas, where those areas might be and what facilities may be needed. Only 15% of the people felt that there were areas underserved by parks. Of those 15%, the following re-occurring responses were mentioned (Verbatim responses are found in Appendix B).

- Southeast corner of Muskego
- East side of Muskego
- Parks and access enhancements to Big Muskego Lake
- Lighted softball/hardball diamonds
- Need sledding hill
- More recreational fields in general (softball, baseball, football, soccer, etc.)
- More paved biking trails (College and Martin)
- Dog park
- Community outdoor pool
- More facilities at Moorland Park
- Park near Martin/Janesville area
- Develop Park Arthur
- More basketball hoops at parks
- Enhancements and identification of lake access/view points
- Bluhm Park upgrades
- A community center or downtown park (open space, city center, playgrounds)
- More beaches or enhance Idle Isle beach

The survey requested if respondents believed that current conservation land facilities were sufficient as well. While the highest response agreed (31%), many were neutral (29%) or shared no opinion (16%) indicating many new little about the City's conservation facilities. When asked if people believe the City should continue to pursue acquiring conservation lands, however, the respondent's overwhelming agreed (44%) to accomplish this task. Some opinions for and against acquiring new conservation lands can be found further below.

Lastly, a question was asked in regards to the public's general thoughts on parks, recreation, and conservation in Muskego and what the City should be doing more or less of in regards to parks and conservation. The verbatim responses can be found in Appendix B and the more re-occurring responses are found below.

- Market the lakes, make them visible/usable
- Need dog park

- Manage lands we currently have; don't take off more land on tax rolls
- More public access to lakes
- More land conservation around lakes and waterways
- Save land around Big Muskego Lake
- Set aside as much parks/conservation lands as possible
- Mountain bike trails
- Cross-country ski/ice skate areas
- Add outdoor pool/water park
- Rehabilitate existing areas; higher quality is better than quantity
- Preserve green space
- Need swimming pool
- Conserve as much land as possible
- No charges for residents in Muskego County Park
- Bow range facility needed
- Unknown where conservation facilities are
- ATV/snowmobile areas
- More facilities for teens; teen center
- Have a Community Center
- Limit boating on Little Muskego Lake
- Market parks and conservation area locations
- More parks in District 7

The set of questions began with the following synopsis:

Usage of the City's conservation and parklands is at an all-time high as many residents seek alternative outdoor activities. Please answer the following statements/questions relating to Parks, Recreation, and Conservation.

The questions asked along with their response rates were as followed:

5.1 Current park facilities and lands are sufficient.

Responses: Agree 49% (483/983) Neutral 22% (221/983)
 Disagree 18% (180/983) No Opinion 10% (99/983)
 Average Response = 3.27
 Highest Response = Agree (483 – 49%)

5.2 There are areas in the City underserved by parks.

Responses: Agree 15% (144/983) Neutral 31% (304/983)
 Disagree 27% (264/983) No Opinion 28% (271/983)
 Average Response = 2.06
 Highest Response = No Opinion (271 – 28%) & Disagree (264 – 27%)

5.2a If so, where and what is needed?

Verbatim responses in Appendix B.

5.3 Current conservation land facilities are sufficient.

Responses: Agree 31% (302/983) Neutral 29% (287/983)
 Disagree 24% (237/983) No Opinion 16% (157/983)
 Average Response = 2.71
 Highest Response = Agree (302 – 31%)

Appendix

5.4 The City should continue to pursue acquiring more conservation lands.

Responses: Agree 44% (437/983) Neutral 21% (210/983)
Disagree 20% (198/983) No Opinion 14% (138/983)
Average Response = 3.04
Highest Response = Agree (437 – 44%)

5.5 Other opinions on parks, recreation, and conservation? What should the City be doing more or less of in regards to the parks and conservation?

Verbatim responses in Appendix B.

Other

Lastly, the survey included a section requesting any other information someone would like the 2020 Planning Committee and elected officials to know during the formulation of the new 2020 Comprehensive Plan. The verbatim responses can be found in Appendix B, however, an assemblage of some of the re-occurring points is found herein:

- Something needs to be done about Parkland mall site
- Do nothing about Parkland Mall site, leave it to private development/owner
- Skateboard park in wrong place
- Control tax base
- Develop and identify downtown (Janesville Road)
- Develop Moorland Road
- Keep rural feel of community
- Encourage slow population growth
- Promote commercial/industrial, not residential growth
- Balance growth
- Preserve lakes
- Promote regional stormwater planning
- More sidewalks on main roads
- Community park would be nice
- Don't amend plans so easily
- Complete bike/path corridors
- No roundabouts
- High end businesses needed
- Restaurants needed
- Re-vamp old landfill along Crowbar Drive – Park/trails, residential housing
- Be weary of water resources
- Beautify industrial park
- Beautify Janesville Road
- Improve Idle Isle beach or add additional more accessible beach to showcase community
- Go smoke free
- Be cognizant of phosphorus fertilizers, ban them
- Ban burning in denser residential areas
- Have walk lights and pedestrian pavement lines at main intersections

2a. 2005 Comprehensive Plan Survey

City of Muskego - Comprehensive Plan Survey (Webversion November 2004)						
Please take a few minutes to give us your opinions on how the City of Muskego should best plan for the future. Remember, there are no right or wrong answers and everyone's opinion counts! Your responses will be strictly confidential!						
1. HOUSING Please indicate your agreement with the following statements about Muskego's housing situation.						
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion
Single-family availability is adequate	5	4	3	2	1	0
Apartment availability is adequate	5	4	3	2	1	0
Single-family prices are reasonable	5	4	3	2	1	0
Apartment rents are reasonable	5	4	3	2	1	0
Mortgages are difficult to obtain	5	4	3	2	1	0
Elderly housing availability is adequate	5	4	3	2	1	0
Affordable single family housing should be a priority of the City	5	4	3	2	1	0
Currently, the smallest lot size allowed by City Ordinance is 15,000 sq. ft. This permits a minimum 1200 square foot home. Please indicate your agreement with the following statements about <u>minimum lot sizes</u> .						
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion
Minimum lot sizes should be increased	5	4	3	2	1	0
The City should allow smaller lot sizes (smaller than 15,000 sq. ft.)	5	4	3	2	1	0
The City should allow smaller house sizes (smaller than 1200 sq. ft.)	5	4	3	2	1	0
Since 1990 the City's population has increased from 16,813 to 22,203 in 2004. This is an average increase each year of 385 persons or approximately 2%. Projecting this over the next seven years, by 2010 our population could be 24,500. Please indicate your agreement with the following statements about <u>population growth</u> in Muskego.						
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion
The City should slow growth below the current rate of increase	5	4	3	2	1	0
The City should allow population growth to increase to 5% per year	5	4	3	2	1	0
What is the most important thing the City should do about housing? _____						
2. SCHOOL-EDUCATION Now about education in Muskego. Please indicate your agreement with the following statements about <u>educational opportunities</u> in Muskego.						
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion
Access to technical schools is acceptable	5	4	3	2	1	0
Adult educational opportunities are sufficient	5	4	3	2	1	0
The quality of schools (public or private) is an important reason why I live here	5	4	3	2	1	0
What is the most important thing that should be done to improve the quality of Muskego schools? _____						
3. GOVERNMENT Please indicate your agreement with the following statements about <u>City of Muskego government</u> .						
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion
City Hall hours meet my needs	5	4	3	2	1	0
City Hall should open earlier in the morning	5	4	3	2	1	0
City Hall should stay open later in the evening	5	4	3	2	1	0
City Hall should be open Saturday mornings	5	4	3	2	1	0
City meetings and events are well publicized	5	4	3	2	1	0
City Hall grounds are accessible to me	5	4	3	2	1	0
City facilities are not well maintained	5	4	3	2	1	0
Polling/voting places are accessible to me	5	4	3	2	1	0
Overall, the quality of City government is good	5	4	3	2	1	0
Elected officials respond to my needs	5	4	3	2	1	0
City Staff respond to my needs	5	4	3	2	1	0
Land use decisions (which uses go where) are logical	5	4	3	2	1	0
Muskego Police are currently concentrating on the right things	5	4	3	2	1	0
Muskego Police should concentrate more on <u>traffic control</u>	5	4	3	2	1	0
Muskego Police should concentrate more on <u>home safety</u>	5	4	3	2	1	0
What is the most important issue facing Muskego government? _____						
4. ECONOMIC DEVELOPMENT The City of Muskego currently has 4.2% of its land area devoted to commercial activities. Industrial land area currently totals 1.8%. In similar communities (Franklin, New Berlin, Brookfield, Oak Creek), the average land area for commercial use and industrial use is about 2% each. With this information in mind, please indicate your agreement with the following statements about <u>economic development</u> in Muskego.						
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion
Muskego needs to work to attract more.....						
Shopping	5	4	3	2	1	0
Office and professional facilities	5	4	3	2	1	0
Auto servicing centers	5	4	3	2	1	0
Industrial development	5	4	3	2	1	0
Business geared toward youths	5	4	3	2	1	0
Restaurants	5	4	3	2	1	0
The City should establish an Economic Development Committee	5	4	3	2	1	0
What commercial entities would you like to see added to Muskego? _____						

Appendix

ECONOMIC DEVELOPMENT Continued.....							
Muskego's Downtown area is on Janesville Road from Bay Lane to Racine Avenue. Please indicate your agreement with these statements about Downtown Muskego.							
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion	
Downtown Muskego needs street trees	5	4	3	2	1	0	
Downtown Muskego needs decorative street lights	5	4	3	2	1	0	
Downtown Muskego needs decorative banners	5	4	3	2	1	0	
Downtown Muskego needs more bike/pedestrian paths	5	4	3	2	1	0	
What is the most important issue facing downtown Muskego? _____							
5. UTILITIES Please indicate your agreement with the following statements about the utility services provided by the City of Muskego.							
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion	
Current sewer services are adequate	5	4	3	2	1	0	
Current water services are adequate	5	4	3	2	1	0	
I would like municipal sewer service	5	4	3	2	1	0	
I would like municipal water services	5	4	3	2	1	0	
How could the City improve it's public utilities? _____							
6. TRANSPORTATION Think for a moment about transportation in Muskego. Please indicate your agreement with the following statements about transportation in Muskego.							
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion	
The City should work to attract a taxi service	5	4	3	2	1	0	
Bus service to Waukesha is desirable	5	4	3	2	1	0	
Bus service to Milwaukee County is needed	5	4	3	2	1	0	
Light rail service to Milwaukee and Waukesha is needed	5	4	3	2	1	0	
Janesville Road should be expanded to at least four lanes from Moorland Road to Racine Avenue	5	4	3	2	1	0	
Racine Avenue should be expanded to at least four lanes from Janesville Road to I-43	5	4	3	2	1	0	
Subdivisions should have interconnecting streets to reduce pedestrian, bike and auto traffic on major roads	5	4	3	2	1	0	
More bike and pedestrian paths are needed	5	4	3	2	1	0	
If it were available, I would regularly ride a bus to Waukesha	5	4	3	2	1	0	
If it were available, I would regularly ride a bus to Milwaukee County	5	4	3	2	1	0	
What is the most important transportation problem facing Muskego? _____							
Is a full Janesville Road expansion viewed as necessary to help Muskego meet it's economic needs? Why or why not? _____							
7. PARKS AND RECREATION Please indicate your agreement with these statements about parks and recreation.							
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion	
Current park facilities have sufficient, attractive open spaces	5	4	3	2	1	0	
Parks have sufficient recreational facilities for adults	5	4	3	2	1	0	
Parks have sufficient recreational facilities for children	5	4	3	2	1	0	
More public boat launch sites are needed	5	4	3	2	1	0	
What facilities would you like to see added to Muskego's parks? _____							
8. ENVIRONMENTAL ISSUES Please indicate your agreement with the following statements about environmental issues in Muskego.							
	Strongly Agree	Agree Somewhat	Neutral	Disagree Somewhat	Strongly Disagree	No Opinion	
The water quality on Muskego lakes is acceptable	5	4	3	2	1	0	
Wetland preservation efforts by the City are adequate	5	4	3	2	1	0	
Preservation of wooded areas in Muskego is adequate	5	4	3	2	1	0	
Preservation of native plants is necessary	5	4	3	2	1	0	
I am willing to allow City dollars to be used to support preservation efforts (water quality, woodlands, wetlands, grasslands)	5	4	3	2	1	0	
I am willing to pay higher City taxes to support preservation efforts	5	4	3	2	1	0	
The City should maintain the current amount of farmland	5	4	3	2	1	0	
How many miles do you live from a working farm? _____ miles							
A conservation subdivision (COPD) is intended to allow for residential development in clusters in a rural or semi-rural setting. It allows reduced parcel sizes while maintaining the # of lots permitted by the Comprehensive Plan, except bonuses may be granted where the developer implements additional conservation measures. It is further intended to encourage the preservation of high-quality open land as identified in the City's Conservation Plan. Overall, a COPD must provide for 50% of the development as open undeveloped lands. Please indicate your agreement with these statements about COPDs.							
I support COPDs whenever proposed	5	4	3	2	1	0	
I support the granting of bonus lots to encourage COPDs	5	4	3	2	1	0	
What is the most important environmental issue facing Muskego? _____							

9. **ABOUT YOU** So that the Comprehensive Plan Committee can get a better idea of who is responding to the survey,

<p>·How old are you?</p> <ol style="list-style-type: none"> 1. Less than 18 years old 2. 19 to 29 3. 30 to 44 4. 45 to 54 5. 55 to 64 6. 65 to 74 7. 75 or older 	<p>·How many years have you lived in Muskego?</p> <ol style="list-style-type: none"> 1. 2 years or less 2. 3 to 5 years 3. 6 to 10 years 4. 11 to 20 years 5. 21 to 30 years 6. More than 30 years 	<p>·Are you....</p> <ol style="list-style-type: none"> 1. Female 2. Male
<p>·What kind of work do you do?</p> <ol style="list-style-type: none"> 1. Management/Professional 2. Clerical 3. Sales or service 4. Construction 5. Manufacturing 6. Skilled 7. Farming 8. Retired 9. Keeping house 10. Unemployed 	<p>·Where do you work?</p> <ol style="list-style-type: none"> 1. In my home 2. Muskego 3. New Berlin 4. Franklin 5. Waukesha 6. Milwaukee 7. Racine 8. Brookfield 9. Other _____ <p>How many miles do you drive? _____</p>	<p>·What is your annual household income?</p> <ol style="list-style-type: none"> 1. Less than \$10,000 2. \$10,000 to \$19,999 3. \$20,000 to \$29,999 4. \$30,000 to \$49,999 5. \$50,000 to \$69,999 6. \$70,000 to \$89,999 7. \$90,000 or more
<p>·Do you...</p> <ol style="list-style-type: none"> 1. Currently have children in Muskego Schools 2. Have children who attended Muskego Schools 3. Currently have children in a private/parochial school 4. Never had children in Muskego schools 	<p>·Do you own or rent your home?</p> <ol style="list-style-type: none"> 1. Own 2. Rent 	<p>·Including yourself, what is your household size? _____people</p>
<p>·Have you visited the City's Internet web site?</p> <ol style="list-style-type: none"> 1. Yes 2. No 	<p>·Do you read the Muskego Sun?</p> <ol style="list-style-type: none"> 1. Always 2. Sometimes 3. Never 	<p>·Have you watched City meetings on television?</p> <ol style="list-style-type: none"> 1. Yes 2. No

Thank you again for your time. Please return your completed survey to:

University of Wisconsin-Whitewater
The Fiscal and Economic Research Center
Department of Economics
800 W. Main, C4003
Whitewater, WI 53190

The questionnaire will be kept confidential and the information below is for internal use only. We just need verification of residency. Thank You for your time!

Date filled out: _____ Resident Address: _____

2b. 2005 Comprehensive Plan Survey Executive Summary

The City of Muskego Comprehensive Plan Survey was designed to gather information from property owners in Muskego, Wisconsin to help the City plan for future growth and development in Muskego. The survey questionnaire was designed by the City of Muskego's Planning Department and the University of Wisconsin-Whitewater's Center for Fiscal and Economic Research. The survey was conducted by mail between December, 2004 and February, 2005. Surveys were mailed to a random sample of 1500 property owners in Muskego. Five hundred eleven (511) completed surveys were returned, yielding a response rate of 34%. The major findings of the survey include:

- a. A sense that single family housing was available and prices are reasonable
- b. Confidence in the availability of mortgages
- c. A lack of support for affordable housing
- d. A lack of support for smaller lot sizes and smaller homes
- e. A sense that the rate of growth of the City should slow
- f. Confidence in the quality and access to educational opportunities
- g. Support for the operations of city properties, both recreational and civic
- h. A demand for more restaurants and shopping
- i. A lack of demand for more auto service centers
- j. Interest in an Economic Development Committee
- k. An overall demand for more bike/pedestrian paths
- l. A sense of satisfaction with the current service level on water and sewer
- m. Support for the widening of Janesville Road
- n. Support for more interconnection roads to reduce traffic on major roads
- o. An overall lack of support for mass transit
- p. General support for environmental preservation
- q. Strong opposition to additional taxes to pay for preservation
- r. Support for maintaining the current amount of farmland
- s. Mixed support for the COPD program, with diminishing support for bonus lots

I. INTRODUCTION

The City of Muskego Comprehensive Plan Survey was designed to gather information from property owners in Muskego, Wisconsin to help the City plan for future growth and development in Muskego. The survey questionnaire was designed by the City of Muskego's Planning Department and the University of Wisconsin-Whitewater's Center for Fiscal and Economic Research. The survey was conducted by mail between December, 2004 and February, 2005. Surveys were mailed to a random sample of 1500 property owners in Muskego. Five Hundred Eleven (511) completed surveys were returned, yielding a response rate of 34% (see Appendix A, Technical Report).

Significant demographic and geographic differences are noted in the report. Detailed tabular results can be found in Appendix D and results to open-ended questions are included in Appendix C.

II HOUSING

Respondents to the City of Muskego Comprehensive Plan Survey were first asked to rate the level of agreement with several statements about housing in Muskego on a scale of one to five, where one means "strongly disagree" and five means "strongly agree". In addition, respondents were provided the opportunity to answer "no opinion".

In general, Muskego property owners believe that the housing situation in Muskego is satisfactory—homes and apartment are available, mortgages are easy to obtain and elderly housing is believed to be adequate (see Table 2.1). However, there is growing concern regarding the affordability of housing. Note that the Likert scale answers are reversed in the instance of "Mortgages are difficult to obtain". This is to discourage the tendency to "anchor" answers in a pattern (all answers should be "agree", for example) based on the previous answers. In addition,

Appendix

percents do not include those respondents who provided no opinion to the question, see Appendix D for Detailed Tabular Results for all possible answers.

Table 2.1
Housing in Muskego
(1= “strongly disagree”; 5=”strongly agree”)

	Percent “Strongly Agree”	Percent “Disagree” or “Strongly Disagree”	Mean Score	(N)
Housing				
Single family availability is adequate	54.0%	6.7%	4.3	478
Apartment availability is adequate	53.2	3.7	4.3	423
Single family prices are reasonable	17.3	25.8	3.4	474
Apartment rents are reasonable	22.9	12.1	3.5	297
Mortgages are difficult to obtain	1.9	73.0	1.9	415
Elderly housing availability is adequate	28.9	18.7	3.6	384
Affordable single family housing should be a priority of the City	17.7	43.9	2.8	480

Returning to the issue of housing affordability, it is interesting to review the results of the 1998 Comprehensive Planning Survey in relation to the 2005 Survey.

	“Strongly Agree”	“Disagree” or “Strongly Disagree”	Mean Score
Single family (home) prices are reasonable (1998)	20.7	14.9	3.7
Single family (home) prices are reasonable (2005)	17.3	25.8	3.4

This could indicate some concern over the affordability of homes in the community. However, when compared to the results regarding “affordable housing”, the change in answers provides a dichotomous result.

	“Strongly Agree”	“Disagree” or “Strongly Disagree”	Mean Score
Affordable single family housing should be a priority of the City (1998)	19.9	37.1	3.1
Affordable single family housing should be a priority of the City (2005)	17.7	43.9	2.8

This indicates that there has been a decline in the support for affordable housing within the community. At the same time, the earlier question indicated increasing concern over reasonable home prices. One explanation may be the changing demographics within the community. This issue will be confronted later in the report.

Lot & Home Sizes

Muskego property owners were next asked to respond to three statements about lot sizes and house sizes. Muskego property owners do not want the City to allow smaller houses or lots. Eighty-one percent of Muskego property owners disagree or strongly disagree that the City should allow lot sizes smaller than 15,000 square feet. Similarly, 75 percent disagree or strongly disagree that the City should allow houses smaller than 1,200 square feet.

Rather than reducing lot or house size, a plurality of Muskego property owners (55.6%) believe that minimum lot sizes should be increased. (Table 2.2). These results are consistent with the 1998 survey.

Table 2.2
Lot and House Sizes
(1= “strongly disagree”; 5=”strongly agree”)

	Percent “Strongly Agree”	Percent “Disagree” or “Strongly Disagree”	Mean Score	(N)
Lot and House Sizes				
Minimum lot sizes should be increased	33.9%	30.1%	4.3	492
The City should allow smaller lot sizes Smaller than 15,000 sq ft	4.5	81.2	1.7	494
The City should allow smaller House sizes Smaller than 1,200 sq ft	7.3	74.8	1.9	493

Population Growth

Muskego property owners were also asked two question regarding population growth in the community and strongly in favor of limiting growth (Table 2.3) Over half (57.5%) of Muskego property owners agree that “the City should slow population growth below the current rate of increase”. When asked a similar question on population increase, 75.4 percent of Muskego property owners wither disagree or strongly disagree that “the City should allow population growth to increase to 5% per year”.

Table 2.3
Population Growth
(1= “strongly disagree”; 5=”strongly agree”)

	Percent “Strongly Agree”	Percent “Disagree” or “Strongly Disagree”	Mean Score	(N)
Population Growth				
The City should slow growth below the The current rate of increase.	38.3%	25.4%	3.6	496
The City should allow population growth To increase to 5% per year.	4.6	75.4	1.9	480

III EDUCATION

Muskego property owners were asked to agree or disagree with three statements about schools and education in Muskego. In general, property agree somewhat that quality schools are an important reason for their living in Muskego, that access to technical schools is acceptable, and that adult educational opportunities are sufficient (Table 3.1). These results are consistent with the 1998 survey.

Table 3.1
Education
(1= “strongly disagree”; 5=”strongly agree”)

	Percent “Strongly Agree”	Percent “Disagree” or “Strongly Disagree”	Mean Score	(N)
Education				
The quality of schools (private or public) Is an important reason I live here	23.2%	19.5%	3.5	435
Access to technical schools is acceptable	19.6	24.5	3.4	449
Adult education opportunities are sufficient	24.4	23.7	3.4	443

IV GOVERNMENT

City Facilities

City property owners were next asked a series of questions about Muskego’s City government, including several questions concerning access to City facilities. Muskego property owners are generally satisfied with the accessibility of City Hall, but there is moderate support for keeping City Hall open later in the evening and on Saturdays (Table 4.1). These results are consistent with the 1998 survey.

Appendix

Table 4.1
Government Facilities
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Government				
City hall hours meet my needs	31.6%	9.7%	3.9	478
City hall should open earlier in the morning	5.1	24.8	2.9	450
City hall should stay open later in the evening	12.0	20.0	3.2	457
City hall should be open Saturday morning	16.7	29.6	3.4	466
City meetings are well publicized	13.3	24.9	3.3	481
City hall grounds are accessible to me	45.7	2.2	4.3	490
City facilities are not well maintained	6.7	61.6	2.3	481
Polling/voting places are accessible to me	53.7	5.4	4.3	492
Overall, the quality of City government is good	13.0	21.3	3.4	485
Elected officials respond to my needs	5.9	26.8	3.0	440
City Staff respond to my needs	14.2	15.2	3.5	459
Land use decisions are logical	3.2	45.2	2.6	464
Muskego Police are currently concentrating on the right things	12.1	22.1	3.3	471
Muskego Police should concentrate more on Traffic Control	7.1	37.5	2.8	479
Muskego Police are currently concentrating on the Home Safety	19.2	10.2	3.5	480

V ECONOMIC DEVELOPMENT

Office, Retail and Services

A number of questions were asked on the Comprehensive Planning survey concerning economic development in Muskego. First, six questions were asked regarding the types of businesses that property owners want to see in Muskego. Shopping, office and professional facilities and restaurants are the types of businesses most desired by Muskego property owners. Businesses geared toward youth are moderately desired, while industrial development and auto service centers are the least desirable businesses. (Table 5.1)

Table 5.1
Muskego Needs to Attract More...
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Muskego needs to attract more...				
Shopping	37.4%	22.4%	3.7	494
Office and professional facilities	29.6%	19.6	3.6	490
Auto service centers	4.3	47.2	2.5	488
Industrial development	24.4%	35.6	3.2	491
Businesses geared toward youth	12.7%	26.2	3.2	488
Restaurants	34.1%	14.4	3.8	495
The City should establish an Economic Development Committee	28.5%	19.6	3.6	470

Not surprisingly, as a result of development around the Moorland Road corridor, the support for more shopping has diminished since the 1998 survey. However, support for restaurants (21% strongly agree and 23% strongly disagree in 1998) and Office and Professional facilities (26% strongly agree and 22% strongly disagree in 1998) has grown dramatically. As noted in the 1998 report, property owners with high levels of income are more likely to agree that Muskego needs more restaurants. This change in public opinion may reflect the demographic changes in Muskego's income.

The question regarding the creation of an economic development committee is a modification of 1998's question regarding the creation of an economic development office. In light of the lukewarm support given to a City office (a mean score of 3.1 and a level of strongly agree of 16%), the question was modified to refer to a citizen's committee. Given this modification, support grew to 28.5% strongly agree and a mean score of 3.6%.

Downtown Improvements

Survey participants were asked to rate four proposed improvements to Muskego's Downtown area. While none of the proposed improvements are strongly desired by Muskego property owners, more bike/pedestrian paths and street trees are favored by a majority of Muskego property owners. While only 28.3% of Muskego property owners agree that Downtown Muskego needs decorative banners, 51.8% agree that Downtown Muskego needs decorative street lights. Support for trees (59.8% strongly agreed or somewhat agreed) and bike/pedestrian paths (59.8% strongly agreed or somewhat agreed) was strong.

Table 5.2
Downtown Muskego Needs...
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Muskego needs...				
Street Trees	32.5	23.2%	3.6	495
Decorative street lights	25.6	29.2	3.3	497
Decorative banners	12.9	45.9	2.7	495
More bike/pedestrian paths	34.1	23.4	3.6	499

VI UTILITIES

Four questions were asked regarding water and sewer services currently provided by the City of Muskego. First, survey respondents were asked if sewer and water services were adequate. Seventy Seven percent of Muskego property owners agree that current sewer services are adequate while 60.1 percent agree that current water services are adequate (Table 6.1). There is not a great demand among Muskego property owners for water or sewer services—only 24.7% agree that they would like municipal sewer service and 26.3% agree that they would like municipal water services. The lack of participation on these questions reflects the extensive water and sewer coverage already existing in Muskego.

Table 6.1
Utility Services
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Utility Services				
Current sewer services are adequate	33.5	5.6%	4.0	468
Current water services are adequate	24.5	16.0	3.6	421
I would like municipal sewer service	13.6	21.7	3.0	332
I would like municipal water service	14.4	42.8	2.7	402

Appendix

VII TRANSPORTATION

A series of questions were asked to Muskego property owners about various transportation issues and proposals. The proposal which received the highest level of support is the construction of more bike and pedestrian paths. Almost 60% of Muskego property owners agree with this proposal (Table 7.1). There are varying degrees of support for street issues. First, of the questions asked, the idea of widening Janesville Road found the greatest support. While the idea of interconnecting streets found support by a majority of respondents, the widening of Racine Avenue was not supported by a majority.

Property owners are consistent in their view of the appropriateness and interest in mass transportation. From Taxi service, to light rail, to bus service, these programs see little support and little interest.

Table 7.1
Transportation
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Transportation				
The City should work to attract a taxi service	6.7%	49.1%	2.5	481
Bus service to Waukesha is desirable	8.2	41.5%	2.7	465
Bus service to Milw. County is needed	12.3	40.6%	2.8	470
Light rail service to Milw. and Waukesha is needed	8.7	54.9%	2.1	481
Janesville Road should be expanded to at least four lanes from Moreland Road to Racine Avenue	31.4	31.0	3.4	503
Racine Avenue should be expanded to at least four lanes from Janesville Road to I-43	23.7	37.2	3.1	497
Subdivisions should have interconnecting Street to reduce pedestrian, bike, and auto traffic on major roads	22.4	24.5	3.4	490
More bike and pedestrian paths are needed	27.3	21.9	3.5	494
If it were available, I would regularly ride a bus to Waukesha	3.2	76.6	1.7	470
If it were available, I would regularly ride a bus to Milwaukee County	5.0	69.2	1.9	481

VIII PARKS AND RECREATION

Four questions were asked regarding the park and recreational facilities currently available in Muskego. Muskego property owners believe that current park facilities have sufficient attractive open spaces, have sufficient recreational facilities for children and adults (Table 8.1). Most property owners do not agree that more public boat launch sites are needed.

Table 8.1
Parks and Recreation
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Parks and Recreation				
Current park facilities have sufficient, attractive open spaces	28.9	11.3%	3.9	492
Parks have sufficient recreational	21.8	17.5	3.6	487

facilities for adults				
Parks have sufficient recreational facilities for children	25.5	14.5	3.7	478
More public boat launch sites are needed	12.7	40.7	2.8	449

IX ENVIRONMENTAL ISSUES

In order to understand how Muskego property owners feel about the City's role in protecting the environment, several statements were directed toward specific environmental issues. Muskego property owners are less than satisfied with the City's efforts to protect the environment. Only 46.2% of Muskego property owners agree (either strongly or somewhat) that wetland preservation efforts by the City are adequate, 39.1 percent agree that current water quality on Muskego lakes is acceptable, and 43.5 percent agree that preservation of wooded areas in Muskego is adequate (Table 9.1). Further evidence of Muskego property owner's concern over environmental issues is that 56.7% agree that preservation of native plants is necessary.

Table 9.1
Environmental Issues
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Environmental Issues				
The water quality on Muskego lakes is acceptable	8.5	35.7%	3.0	435
Wetland preservation efforts by the City Are adequate	13.3	29.6	3.2	450
Preservation of wooded areas in Muskego Is adequate	11.6	39.2	2.4	464
Preservation of native plants is necessary	25.1	17.5	3.6	474

Property owners were then asked several question about using City monies for environmental preservation efforts and if they would be willing to pay higher taxes to pay for those farmland efforts (Table 9.2). While holding a mixed opinion of the appropriation of tax dollars to support preservation efforts (57.6% in favor while 26.1% opposed), property owners are squarely opposed to higher taxes for this purpose (37.% in favor while 46.0% opposed). The survey respondents are clearer in their support for the ideal of farmland preservation with 64.0% in favor with only 15.2% opposed.

Table 9.2
Environmental Issues
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Environmental Preservation				
I am willing to allow City dollars to be used To support preservation efforts (water quality, woodlands, wetlands, grasslands)	19.8	26.1%	3.4	490
I am willing to pay higher taxes to support preservation efforts	13.9	47.0	2.7	489
The City should maintain the current amount of farmland	41.5	15.2	3.8	427

A final question regarding development and environmental issues was posed regarding an evolving type of development, the conservation subdivision. This question squarely confronted the idea of the COPD and the idea of awarding bonus lots to developers as an incentive to participate. The concept of a COPD appears to have support

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(49.8% in favor while 23.6% opposed). However, support for bonus lots erodes with only 40.6% in favor with 32.3% opposed.

Table 9.3
Conservation Subdivisions
(1= "strongly disagree"; 5="strongly agree")

	Percent "Strongly Agree"	Percent "Disagree" or "Strongly Disagree"	Mean Score	(N)
Conservation Subdivisions				
I support COPD's whenever proposed	19.5	23.6%	3.3	435
I support the granting of bonus lots to Encourage COPD's	15.3	32.3	3.0	431

3. Real or Perceived Contaminated Site Table from Chapter 6

Table 6.6 Real or Perceived Contaminated Sites

Activity Type	Activity Name	Address	Start Date
SPILL	HWY 24 @ LANNON RD [HISTORIC SPILL]	HWY 24 AT LANNON RD	2/17/1978
ERP	HILLTOP RESTORATION #2506	19501 W TANS RD	1/1/1980
ERP	PARKLAND DEVELOPMENT #3120 - FUTURE	W124 S10391 124TH ST	1/1/1980
SPILL	S67 W17927 PEARL DR [HISTORIC SPILL]	S67 W17927 PEARL DR	7/15/1981
SPILL	S76 W18109 JANESVILLE RD [HISTORIC SPILL]	S76 W18109 JANESVILLE RD	4/4/1986
SPILL	W139 S6755 SHERWOOD CT [HISTORIC SPILL]	W139 S6755 SHERWOOD CT	4/4/1988
ERP	NIKE SITE- FORMER	ADRIAN DR	8/30/1988
SPILL	700-800' N OF HWY 24 & 700-800' N OF HWY 24 & LANNON DR [HISTORIC]	LANNON	10/5/1988
LUST	CLARK STATION #1560	S73 W16680 JANESVILLE RD	2/22/1989
SPILL	W187 S6938 GOLD D [HISTORIC SPILL]	W187 S6938 GOLD D	3/25/1989
SPILL	DRAINAGE DITCH BEHIND W124 S10227 124TH	W124 S10227 124TH	5/7/1989
LUST	MILL VALLEY ELEMENTARY SCHOOL	HILLENDALE RD	6/22/1989
LUST	NATIONAL SCHOOL BUS (TESS CORNERS)	W146 S6365 TESS CORNERS RD	8/14/1989
LUST	BENCO OIL	W187 S7825 LIONS PARK RD	1/3/1990
LUST	KELLY DOOR SYSTEMS	W183 S8253 RACINE AVE	7/23/1990
LUST	HAMM LLOYD S INC	S80 W18753 APOLLO DR	9/21/1990
LUST	PAHLE PROPERTY	S80 W18906 JANESVILLE RD	10/8/1990
LUST	TESS CORNERS SCHOOL	W147 S6800 DURHAM DR	10/29/1990
LUST	KERR-MCGEE- SMITH/OLD LOOMIS PUMP	S107 W16311 LOOMIS RD	12/18/1990
LUST	VALLEY SAND & GRAVEL	S63 W19750 LUCKOW DR	2/27/1991
LUST	WAUKESHA CNTY - MUSKEGO CNTY PARK	S83 W20370 JANESVILLE RD	3/6/1991
LUST	EGG PRODUCTS INC	S66 W14328 JANESVILLE RD	1/15/1992
LUST	B F I	W143 S6400 COLLEGE CT	1/16/1992
LUST	BFI	W144 S6350 COLLEGE CT	1/16/1992
LUST	YOUNGS AUTO BODY	S76 W17833 JANESVILLE RD	1/31/1992

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LUST	JOHNNYS PETROLEUM PRODUCTS INC	S76 W17871 JANESVILLE RD	6/2/1992
LUST	MUSKEGO HIGH SCHOOL	W183 S8750 RACINE AVE	9/28/1992
LUST	ALLENS SALES & SERVICE	13300 W JANESVILLE RD	11/12/1992
LUST	SNOW LEASING	W145 S6550 TESS CORNERS DR	12/30/1992
ERP	WHITEHOUSE PROPERTY	W219 S7436 CROWBAR DR	4/20/1993
ERP	DELTA CORP	W188 S8393 MERCURY DR	5/19/1993
LUST	RICCO SUE PROPERTY	W125 S7617 COVENTRY LN	7/15/1993
LUST	REYNOLDS MACHINE CO	17626 W MARTIN DR	10/11/1993
SPILL	W188 S8393 MERCURY DR [HISTORIC SPILL]	W188 S8393 MERCURY DR	10/31/1993
ERP	MUSKEGO CTY PW GARAGE	W189 S8235 MERCURY DR	12/23/1993
LUST	MUSKEGO SAN LF	MUSKEGO	1/17/1994
LUST	MUSKEGO SAN LF	MUSKEGO	1/17/1994
SPILL	583 W18380 SATURN DR [HISTORIC SPILL]	S83 W18380 SATURN DR	2/12/1994
LUST	MUSKEGO PARKS GARAGE (GAS & DIESEL)	W180 S7732 PIONEER DR	6/6/1994
LUST	RAYS GARAGE (FORMER)	S66 W14427 JANESVILLE RD	6/14/1994
SPILL	14444 JANESVILLE RD [HISTORIC SPILL]	14444 W JANESVILLE RD	10/27/1994
LUST	MUSKEGO VOLUNTEER FIRE DEPT	W195 S10030 RACINE AVE	11/30/1994
LUST	WI DOT ECKSTEIN	S98 W12970 LOOMIS RD	1/6/1995
LUST	VALLEY SAND & GRAVEL - SITE #2	S63 W19750 LUCKOW DR	10/17/1995
SPILL	MICHAELS JAY PROPERTY [HISTORIC SPILL]	COLLEGE AVE	3/4/1996
SPILL	NATURESCAPE - MUSKEGO	W12601 W JANESVILLE RD	3/18/1996
ERP	NATURESCAPE	W12601 JANESVILLE RD	6/13/1996
LUST	OPEN PANTRY FOOD MART	S66 W14501 JANESVILLE RD	7/29/1996
ERP	PARKSIDE NURSERY - MUSKEGO	S69W14105 TESS CORNERS DR	3/6/1997
SPILL	DURHAM & HOLZ	DURHAM & HOLZ	5/1/1997
LUST	HOPSON OIL CO BIG BEND	S84 W21172 JANESVILLE RD	5/22/1997
LUST	ACHTENHAGEN RESIDENCE	W144 S7911 DURHAM DR	9/24/1997
LUST	MUSKEGO MOBIL	S75 W17237 JANESVILLE RD	10/8/1997
ERP	MERIT ASPHALT INC	S84 W18645 ENTERPRISE DR	10/23/1997
LUST	MUSKEGO CTY POLICE DEPT	W183 S8150 RACINE AVE	3/20/1998
LUST	CHOIR PRACTICE BAR	S66 W14580 JANESVILLE RD	4/10/1998

LUST	VALLEY SAND & GRAVEL	S63 W19750 LUCKOW DR	7/23/1998
SPILL	LITTLE MUSKEGO LAKE	PUBLIC LAUNCH--PLEASANT VIEW D	9/21/1998
LUST	ERDMANN MOTORS	S98 W12578 LOOMIS RD	10/20/1998
LUST	MANNIGAN ETHEL PROPERTY	12785 W JANESVILLE RD	10/30/1998
SPILL	W1465 6420 TESS CORNERS	W1465 6420 TESS CORNERS	11/4/1998
LUST	LIDLAW TRANSIT INC	W146 S6365 TESS CORNERS RD	1/5/1999
LUST	MUSKEGO CTY PW GARAGE	W189 S8235 MERCURY DR	3/16/1999
LUST	MUSKEGO MOBIL - WASTE OIL LUST	S75 W17237 JANESVILLE RD	3/29/1999
SPILL	MERCURY DR & ENTERPRIZE	MERCURY DR & ENTERPRISE	10/18/1999
SPILL	TNT ASPHALT	NE OF JANESVILLE RD & MERCURY	11/18/1999
LUST	SALENTINE BUICK- PONTIAC	S66 W14444 JANESVILLE RD	3/8/2000
LUST	NIEMAN FARM PROPERTY	S87 W19091 WOODS RD	6/23/2000
LUST	SS EXPRESS LN	S75 W 17226 JANESVILLE RD	11/30/2001
SPILL	GLOCKNER AUTO SALVAGE	S71 W13219 TESS CORNERS DR	5/29/2002
ERP	W M W I - MUSKEGO	MUSKEGO	9/30/2002
SPILL	SUBURBAN ASPHALT	S98 W12878 LOOMIS DR	10/29/2002
LUST	ENGEL ELEANOR ESTATE	S92 W19656 HENNEBERRY DR	11/13/2002
LUST	PRESTIGE AUTO RESTORATION	S66 W14543 JANESVILLE RD	12/16/2002
ERP	MUSKEGO THEATER - FORMER	S67 W19491 TANS DR	1/15/2003
SPILL	WIS COIL SPRING INC	S82 W19151 APOLLO DR	5/28/2003
SPILL	LORRAINE BABE	W175 S7026 HIAWATHA DR	5/28/2003
SPILL	RAWSON CONST	15350 WOODS RD	8/8/2003
LUST	TERRA - FIRMA (SCHUSTER PROPERTY)	S66 W14427 JANESVILLE RD	8/18/2003
ERP	ENGEL ELEANOR ESTATE	S92 W19656 HENNEBERRY DR	8/25/2003
ERP	ROW BY SALENTINE BUICK	S66 W14444 JANESVILLE RD	9/26/2003
ERP	GLOCKNER JACK PROPERTY	S71 W13219 TESS CORNERS DR	11/21/2003
SPILL	WE ENERGY	DURAN DR & DARTMOUTH CIR	2/15/2004
ERP	KWIK TRIP #664 - SURFACE SPILL	S79 W18884 JANESVILLE RD	8/17/2004
ERP	CARITY LAND CORP	1/8 MI SW OF INTERS MORELAND	9/14/2004
SPILL	BIOSOURCE	S67 W14543 JANESVILLE RD	9/15/2004
LUST	COUNTY R-O-W AT S66 W14501 JANESVILLE RD.	S66 W14501 JANESVILLE RD	11/19/2004

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ERP	RAYS GARAGE (FORMER)	S66 W14427 JANESVILLE RD	3/7/2005
	KWIK TRIP STORE #664 - UST SYSTEM		
LUST	RELEASE	S79 W18884 JANESVILLE RD	4/21/2005
ERP	JILL'S DRY CLEANERS	S74 W16834 JANESVILLE RD	4/25/2005
	SCHAUMBERG SITE		
LUST	FORMER	IN R-O-W AT S66 W14512	5/3/2005
SPILL	MUSKEGO MOBIL	S73 W16680 JANESVILLE RD	12/14/2005
	GERALD AND MARY ANN SMITH TRUST		
LUST	PROPERTY	S66 W14584 JANESVILLE RD	4/18/2006



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