

**CITY OF LAKE GENEVA  
626 GENEVA STREET  
LAKE GENEVA, WI**

**PLAN COMMISSION MEETING  
MONDAY MARCH 19, 2018 - 6:00 PM  
COUNCIL CHAMBERS, CITY HALL**

**Agenda**

1. Meeting called to order by Mayor Kupsik.
2. Roll Call.
3. Approve Minutes of the February 19<sup>th</sup> Plan Commission meeting as distributed.
4. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to five (5) minutes.
5. Acknowledgment of Correspondence.
6. Downtown Design Review:
  - a. Application by Shad Branen with the Geneva Theater, a request to install a ticket sales service window and sign, located at 244 Broad Street, Tax Key No. ZOP00246 – ZOP00248.
7. Public Hearing and Recommendation of Conditional Use Permit for the applicant Mark Larkin 500 Stone Ridge Drive, Lake Geneva, WI 53147, to divide the property zoned SR-4 that is an approximately 6 acre property into 4 individual buildable parcels, 3 at .98 acres and 1 parcel at 2.96 acres located to the north of Dodge Street, and west of Freemont Ave located in the SR-4 zoning district. Tax Key No. ZYUP00053.
8. Public Hearing and Recommendation for a Conditional Use Permit for the applicant Samantha Strenger, 615 Center Street, Lake Geneva, WI 53147, to conduct a Bed and Breakfast Establishment (B&B) located in the Single Family – 4(SR-4) zoning, Tax Key No. ZGC00160.
9. Public Hearing and Recommendation of a Conditional Use Permit Amendment filed by Sean Payne, on behalf of the Horticultural Hall, 330 Broad Street, Lake Geneva, WI, 53147, to amend the existing site plan in conjunction with the existing Conditional Use Permit for the Farmers Market use from April to October every Thursday, Tax Key No. ZOP000163.

10. Public Hearing and Recommendation to amend the existing Precise Implementation Planfiled by Oak Fire Properties LLC, 831 Wrigley Drive, Lake Geneva, WI 53147, to allow for the installation of a second floor Pergola and install planter box street side to better identify the outdoor dining area. Tax Key No. ZOP00340. Located in the Central Business (CB) zoning district.
11. Conceptual plan for the Hampton Inn located at 1111 N. Edwards Blvd., filed by the applicants of 1111 N. Edwards Blvd LLC, to discuss the proposed construction of a 5 story, 92 unit, Hampton Inn hotel at the South East corner of the Sheridan Springs Rd. and North Edwards intersection adjacent to the Highway 12 corridor. Tax Key No. ZA468000003.
12. Conceptual plan for the proposed subdivision of Regent Hills located on the 17.14 acres of land located south of LaSalle Street and west of Woodridge Ct., the applicant is looking to develop the property into a higher density single family development than currently permitted, which would require the need to submit as a Planned Development. Tax Key No. ZA424700001.
13. Residential Short Term Rental discussion and updates.
14. Presentation on Form-Based Codes.
15. Lake Geneva Bicycle and Pedestrian Path update and review.
16. Adjournment

**QUORUM OF CITY COUNCIL MEMBERS MAY BE PRESENT**

*Requests from persons with disabilities, who need assistance in order to participate in this meeting, should be made to the City Clerk's office, in order for appropriate Accommodations.*

*Posted 3/14/2018*

**PLAN COMMISSION MEETING  
MONDAY, FEBRUARY 19, 2018 – 6:00 PM  
COUNCIL CHAMBERS, CITY HALL**

Mayor Kupsik called the meeting to order at 6:00 p.m.

**Roll Call.** Present: Mayor Kupsik, Alderman Doug Skates, John Gibbs, Sarah Hill, Ted Horne. Absent (Excused) Ann Esarco, Tyler Frederick. Also Present: City Planner Slavney, City Attorney Draper, City Administrator Oborn, Building and Zoning Administrator Walling, Building & Zoning Administrative Assistant Follensbee.

**Approve Minutes of the January 15<sup>th</sup> Plan Commission meeting as distributed.**

Horne/Gibbs motion to approve. Motion carried unanimously.

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

Speaker #1: Selena Proksa, 517 Franklin Avenue, shared concerns for short term rentals in the city of Lake Geneva.

Speaker #2: Trish Schaefer, 403 Center Street, emphasized the need for local regulation for short term rentals in the city of Lake Geneva.

Speaker #3: Mary Jo Fesenmaier, 1085 S Lake Shore Drive, focused on the short term rental document in the packet which is a starting point for discussion.

**Acknowledgement of Correspondence.**

None.

**Downtown Design Review**

**6.A. Application by Jirapa Cox, to install an awning structure with signage and monument sign, located at 306 Center Street, Sabia Sabia, Tax Key No. ZOP00162.**

Zoning Administrator Walling stated he met with the applicant several times. The application meets all the requirements for the downtown design overlay for the monument sign and the awning at this location.

Kupsik/Horne motion to approve and include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**6.B. Application by Lake Geneva Architects, to install a rooftop addition structure on the second story to accommodate an interior stairway located at 623 W Main Street, Tax Key No. ZOP00290.**

Chris Roberts, Lake Geneva Architects, on behalf of Crown Dominion Commercial Properties LLC, presented the owners request.

Skates/ Horne motion to approve and include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**6.C. Application by Letitia Erdman, to install an on-building sign located at 640 W Main Street, The Downtowner, Tax Key No. ZOP00306.**

Tisha Erdman, builder of the Downtowner, presented request for a sign at this location. Zoning Administrator Walling verified the sign needed to go through Plan Commission. Alderman Skates said there have been many positive comments regarding this project.

Skates/Hill motion to approve and include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**6.D. Application by Pete Juergens, to install a pergola on the second floor exterior dining area & planter box for exterior dining area identification located at 831 Wrigley Drive, Oakfire Restaurant, Tax Key No. ZOP00340.** Zoning Administrator Walling stated the application would be used as a discussion tonight since this project falls in the realm of an amendment to the Precise Implementation Plan (PIP). Commissioner Hill asked for clarification of request. Pete Juergens, applicant, presented the project request and explained the original plan, which did not work due to the wind off the lake. Administrator Oborn added the staff would need to review the sidewalk café permit during this process. Walling said the liquor license requires the service area for alcohol to be identified with a chord or bollards.

This project will come back to the next Plan Commission as an amendment to the PIP.

**7. Review and Recommendation of an Extraterritorial Jurisdiction (ETJ) CSM for Applicant John G. Gyann, 8400 Gleneyre Rd, Darien, IL 60561, to reduce the rear yard setback from 180 feet to 25 feet as identified on the Trinke Estate Plat located at W1759 Hillside Rd, Tax Key No. ITE00015.**

John Gyann, owner, presented the history of the property and the need for his request.

Hill/ Horne motion to approve and include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**8. Review and Recommendation of an Extraterritorial Jurisdiction (ETJ) CSM for Applicant Millard Properties, LLC. - Bob Cook, W6362 Dunham School Rd., Elkhorn, WI, 53121 to create a rural residential lot of approximately 7.5 acres survey prepared by Olsen Land Surveying, LLC, located at Tax Key No. JG1400001.**

Bob Cook, Millard Properties, LLC, presented his request. Zoning Administrator Walling stated it meets all county zoning requirements.

Kupsik/Horne motion to approve ETJ CSM.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**9. Review and Recommendation of revised Non-Exclusive Easements for review and approval of the Symphony Bay Development. Application for Symphony Bay submitted by Fairwyn LLC.**

Rick Zirk, Fairwyn Development of Symphony Bay, presented their request. Attorney Draper explained why the city of Lake Geneva is both the grantor and the grantee in this Non-Exclusive Easements document. Commissioner Horne asked for a name clarification of Time Warner in the document. Mr. Zirk stated the name has been updated.

Hill/ Skates motion to approve and include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**10. Public Hearing and Recommendation of Annexation for the applicant Mark Larkin, 500 Stone Ridge Drive, Lake Geneva, WI 53147, for the 1.95 acre property located at Tax Key No. JG2500014A, currently located in the Town of Geneva.**

Erin Larkin, 500 Stone Ridge Drive, presented their request for annexation into the city of Lake Geneva. Planner Slavney verified the request is consistent with the city of Lake Geneva’s Comprehensive Plan and recommends approval. A petition for annexation was sent to the State of Wisconsin Department of Administration and approval will be contingent on the response from the Wisconsin Department of Administration.

Kupsik/Horne motion to close the public hearing. Motion carried unanimously.

Skates/Horne motion to approve the annexation to include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting “yes.” Motion carried unanimously.

**11. Public Hearing and Recommendation of Lot Division for the applicant Mark Larkin, 500 Stone Ridge Drive, Lake Geneva, WI 53147, to divide the 1.95 acre property into a 1.24 acre parcel to the north abutting Stone Ridge Drive, and a 0.71 parcel to the south.**

Erin Larkin, 500 Stone Ridge Drive, presented their request. Planner Slavney stated the proposed lot sizes of this CSM match the zoning districts for the next item, a zoning map change, and recommends approval subject to the property's annexation and requested zoning districts.

Kupsik/Hill motion to close the public hearing. Motion carried unanimously.

Kupsik/ Skates motion to approve the land division to include all staff recommendations and fact finding, and subject to the property's annexation and requested zoning districts.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting "yes." Motion carried unanimously.

**12. Public Hearing and Recommendation for a Zoning Map Change for the applicant Mark Larkin, 500 Stone Ridge Drive, Lake Geneva, WI 53147, to divide the 1.95 acre property into two separate parcels - 1.24 acre parcel to the north abutting Stone Ridge Drive to Two-Family Residential (TR-6) zoning, and a 0.71 parcel to the south to Planned Business (PB).**

Erin Larkin, 500 Stone Ridge Drive, presented their request. Planner Slavney said the proposed request for a zoning map change is consistent with the Comprehensive Plan's Future Land Use Map.

Kupsik/Horne motion to close the public hearing. Motion carried unanimously.

Skates/ Hill motion to approve the zoning map change to include all staff recommendations and fact finding and subject to annexation.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting "yes." Motion carried unanimously.

**13. Public Hearing and Recommendation of an Amendment to the existing Conditional Use Permit filed by James and Kathryn Willett, 1320 W. Main Street, Lake Geneva, WI 53147, to construct an addition to the existing first floor of the home located in the SR-4 zoning district at 1320 W. Main Street, Tax Key No. ZYUP00094H.**

Ken Etten, McCormack and Etten Architects, 400 Broad Street, on behalf of Jim and Kathy Willett, presented their request. Planner Slavney verified the biagi setback line and Mr. Etten described its purpose.

Hill/Kupsik motion to close the public hearing. Motion carried unanimously.

Kupsik/Horne motion to approve to construct an addition to include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting "yes." Motion carried unanimously.

**14. Public Hearing and Recommendation of a Conditional Use Permit amendment filed by Southwind Prairie IV, LLC, 751 Geneva Parkway, Lake Geneva, WI 53147, to amend the existing Conditional Use Permit which would allow the relocation of a maintenance building, sign installation, and redesign of an existing building allowing a roll up door install, Tax Key No. ZSWP0001 thru ZSWP0011.**

Zoning Administrator Walling, explained the project request and stated the request meets our zoning regulations.

Kupsik/Horne motion to close the public hearing. Motion carried unanimously.

Skates/ Gibbs motion to approve and include all staff recommendations and fact finding.

Roll Call: Kupsik, Skates, Gibbs, Hill, Horne voting "yes." Motion carried unanimously.

**15. Discussion/Recommendation on Short Term Rental ordinance change.**

Planner Slavney led the introductory public discussion regarding short term rentals. The City Staff and Plan Commission will discuss the details of short term rental and come to a consensus to create a complete document. Slavney will prepare a detailed memo outlining the many changes to the zoning code which will be needed to put these policies into place.

**Adjournment.** Hill/Skates motion to adjourn at 7:35 pm. Motion carried unanimously.

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/s/ Brenda Follensbee, Building & Zoning Administrative Assistant

**THESE ARE NOT OFFICIAL MINUTES UNTIL APPROVED BY THE PLAN COMMISSION**

STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item #6a

Applicant:

Shad Branen  
PO Box 731  
Burlington, WI 53105

Request:

244 Broad Street  
Downtown Design Review of a ticket sales  
window installation  
Tax Key No. ZOP00246 - ZOP00248

Description:

The applicant is submitting an application for Downtown Design Review for a building addition to the street side area that would accommodate a ticket sales window in the hopes of eliminating interior congestion for concession sales for the building located at 244 Broad Street Tax Key No. ZOP00246 - ZOP00248.

In addition to the ticket sales window a 12" X 36" concessions sign is being proposed at the same location.

The City reviews all exterior alterations to buildings in the CB zoning district to confirm that they conform to the Downtown Design.

Staff Recommendations:

The plans submitted have been reviewed and comply within the requirements of the Downtown Design Overlay Zoning district as proposed.

Staff recommends *approval* of the request submitted.



City of Lake Geneva  
Building and Zoning  
626 Geneva Street  
Lake Geneva, WI 53147

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:

244 Broad St., Lake Geneva  
ZOP 00247

Name & Address of Current Building Owner:

Shad Branen  
PO Box 731  
Burlington WI 53105

Telephone Number of Current Building Owner: 262-240-1362

Email Address: shad@winmediainc.com

Name & Address of Applicant:

Shad Branen  
PO Box 731  
Burlington WI 53105

Telephone Number of Applicant: 262-240-7362

Email Address: shad@winmediainc.com

Proposed Design Change:

Removal of a video monitor on the front of the  
building and replace with a sliding glass window, along with  
a sign perpendicular to the window under the existing canopy

Zoning District: 1

Names & Address of Architect, Engineer, and/or Contractor of Project:

Geneva Bay Construction  
Pete Jurgens  
N2689 Sunset Blvd.  
Lake Geneva WI 53147

Description of Project:

Exterior sliding window to serve movie theater  
concessions and/or tickets directly to the outside

Date: 3/14/18

Signature of Applicant: [Signature]

# GENEVA THEATER WALK-UP WINDOW



12" x 36"



STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item: 7

Applicant:

Mark Larkin  
500 Stone Ridge Drive  
Lake Geneva, WI 53147

Request:

Conditional Use Permit 4 lot CSM land division on Dodge Street for Tax Key No. ZYUP00053 intended for properties located in the Woodland Overlay District

Description of Proposed Conditional Uses:

The applicant is submitting a Conditional Use Permit (CUP) to propose a newland division to create 4 individual buildable lots on Dodge Street. This property is located on the north side of Dodge Street, west of Pond View Ln and east of Fremont Street.

As proposed, the newly created lots will be located within the SR-4 zoning and remain single family lots. The proposed lot sizes are 3 lots at .98 acres & 1 lot that is 2.96 acres with the site restrictions for the Woodland Overlay to limit the removal of trees to 30% of the lots.

The building pads are also depicted on lots 1, 2, & 3 albeit lot has 4 is undetermined at the time of the application.

Action by the Plan Commission:

Recommendation to the Common Council on the proposed Conditional Use Permit (CUP):

As part of the consideration of the requested CUP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed CUP;
- Include *findings* required by the Zoning Ordinance for CUPs; and,
- Provide specific suggested *requirements* to modify the project as submitted.

Staff Review:

The proposed conditional use is fully consistent with the requirements of the Municipal Ordinance and within the Comprehensive plan.

Required Plan Commission Findings on the CUP for Recommendation to the Common Council:

A proposed CUP must be reviewed by the standards, below:

- A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be all of the following:

1. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

B. If, after the public hearing, the Commission wishes to recommend denial, then the appropriate fact finding would be one or more of the following:

1. In general, the proposed conditional use is not in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
2. Specific to this site, the proposed conditional use is not in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
3. The proposed conditional use in its proposed location, and as depicted on the required site plan does result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
4. The proposed conditional use does not maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

5. The proposed conditional use is not located in an area that will be adequately served by, and will impose an undue burden on any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed conditional use do not outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

Staff Recommendation:

1. Staff recommends that the Plan Commission recommend approval of the proposed conditional use as submitted, with the findings under A.1-6., above.
2. Staff recommends the Plan Commission adopt the *affirmative set of findings* provided above.
3. Staff recommends the following *additional condition of approval* be attached.
  - a. Conditional Use Permit approval is consistent as proposed within the Woodland Overlay protection zoning guidelines.

APPLICATION FOR CONDITIONAL USE  
*City of Lake Geneva*

SITE ADDRESS/PARCEL NO. AND FULL LEGAL DESCRIPTION REQUIRED (ATTACH SEPARATE SHEET IF NECESSARY):

Vacant lot - Dodge Street ZYUP00053

Part of NW 1/4 of the NE 1/4 of section 35 Town 2 North Range 17 East  
See enclosed CSM with full legal description.

NAME AND ADDRESS OF CURRENT OWNER:

Mark Larkin - 500 Stone Ridge Dr. Lake Geneva, WI 53147

TELEPHONE NUMBER & EMAIL OF CURRENT OWNER: 262-853-5576 mlarkin@keeferealestate.com

NAME AND ADDRESS OF APPLICANT:

Same as owner

TELEPHONE NUMBER & EMAIL OF APPLICANT:

PROPOSED CONDITIONAL USE:

Per City Zoning map, the site is zoned SR-4 with a Woodland Overlay. The applicant is applying to place single family residence on 3 0.98ac lots and one 2.96ac lot per the proposed CSM. Per SR-4 Zoning, this is Permitted by Right use in 98-203(1). In order to construct these homes, some clear cutting is required, and per 98-507(4), this is permitted by conditional use in a Woodland Overlay. Per 98-206(1) Residential is an appropriate land use if a maximum of 30% is clear cut, by Conditional Use.

ZONING DISTRICT IN WHICH LAND IS LOCATED: SR-4 with Woodland Overlay

NAMES AND ADDRESSES OF ARCHITECT, PROFESSIONAL ENGINEER AND CONTRACTOR OF PROJECT:

Cardinal Engineering LLC 201 Broad Street Suite B Lake Geneva, WI 53147  
Ryan Cardinal ryan@cardinalengineeringWI.com 262-757-8776

SHORT STATEMENT DESCRIBING ACTIVITIES TO BE CARRIED ON AT SITE:

Clear cut per the submitted site plan for single family residential

CONDITIONAL USE FEE PAYABLE UPON FILING APPLICATION: \$400.00 [\$100 FOR APPLICATIONS UNDER SEC. 98-407(3)]

1-23-18

DATE

*M. L. L.*

SIGNATURE OF APPLICANT

Cost Recovery # \_\_\_\_\_

Petitioner Name \_\_\_\_\_

Project Address \_\_\_\_\_

OFFICE USE ONLY

Description of Request \_\_\_\_\_

**Agreement for Services**

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of **\$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** Surplus deposits shall be returned to the Applicant at the conclusion of the project.

\_\_\_\_\_, as applicant/petitioner for

Project:

\_\_\_\_\_

Project Address:

\_\_\_\_\_

Name:

Mark Larkin

Address:

500 S. Stone Ridge Dr.

Lake Geneva, WI 53147

Cell Phone: (262) - 853 - 5576

Phone: ( ) - -

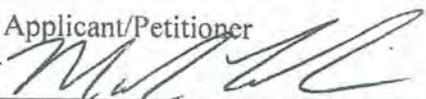
Email: mlarkin@keckrealestate.com

Dated this 23 Day of January, 2018

Printed Name of Applicant / Petitioner

Mark Larkin

Signature of Applicant/Petitioner



**CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR:  
CONDITIONAL USE REVIEW AND APPROVAL (Requirements per Section 98-905)**

This form should be used by the Applicant as a guide to submitting a complete application for a conditional use and by the City to process said application. Parts II and III should be used by the Applicant to submit a complete application; Parts I - IV should be used by the City as a guide when processing said application.

**I. RECORDATION OF ADMINISTRATIVE PROCEDURES**

\_\_\_ Pre-submittal staff meeting scheduled:

Date of Meeting: \_\_\_\_\_ Time of Meeting: \_\_\_\_\_ Date: \_\_\_\_\_ by: \_\_\_\_\_

Follow-up pre-submittal staff meetings scheduled for:

\_\_\_ Date of Meeting: \_\_\_\_\_ Time of Meeting: \_\_\_\_\_ Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_ Date of Meeting: \_\_\_\_\_ Time of Meeting: \_\_\_\_\_ Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_ Date of Meeting: \_\_\_\_\_ Time of Meeting: \_\_\_\_\_ Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_ Date of Meeting: \_\_\_\_\_ Time of Meeting: \_\_\_\_\_ Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_ Application form filed with Zoning Administrator: Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_ Application fee of \$ \_\_\_\_\_ received by Zoning Administrator: Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_ Reimbursement of professional consultant costs agreement executed: Date: \_\_\_\_\_ by: \_\_\_\_\_

**II. APPLICATION SUBMITTAL PACKET REQUIREMENTS**

Prior to submitting the 20 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 5 initial draft application packets for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (5 Copies to Zoning Administrator)

Date: \_\_\_\_\_ by: \_\_\_\_\_

↓ Draft Final Packet (1 Copy to Zoning Administrator)

Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_  (a) A map of the proposed conditional use:

- Showing all lands for which the conditional use is proposed;
- Showing all other lands within 300 feet of the boundaries of the subject property;
- City Referenced to a list of the names and addresses of the owners of said lands as they appear on the current records of the Register of Deeds of Walworth County (as provided by the City of Lake Geneva);
- Clearly indicating the current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control;
- Map and all its parts are clearly reproducible with a photocopier;
- Map size of 11" by 17" and map scale not less than one inch equals 800 ft;
- All lot dimensions of the subject property provided;
- Graphic scale and north arrow provided.

\_\_\_  (b) A map, such as the Land Use Plan Map, of the generalized location of the subject property in relation to the City as a whole:

- (c) A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations;
- (d) A site plan (conforming to the requirements of Section 98-908(3)) of the subject property as proposed for development OR if the proposed conditional use is a group development (per Section 98-208) a proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required on said site plan per Section 98-908.
- (e) Written justification for the proposed conditional use:
  - Indicating reasons why the Applicant believes the proposed conditional use is appropriate with the recommendations of the City of Lake Geneva Comprehensive Master Plan, particularly as evidenced by compliance with the standards set out in Section 98-905(4)(b)1.-6. (See below)

### III. JUSTIFICATION OF THE PROPOSED CONDITIONAL USE

1. How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

The property is currently zoned SR-4 with the Woodland Overlay. Single family residential is in line with the comprehensive plan of the City

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2. How is the proposed conditional use, in its specific location, in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

The property is zoned SR-4 along with adjacent properties. This is in line with all surrounding developed land.

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3. Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 98-905(3)(d)), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development?

Being an isolated environmental corridor, the City has full jurisdiction over this property. Again, this proposed use is in-line with the overall City zoning and plans.

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4. How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

The proposed use is relatively low density compared to surrounding areas. The proposed use will be approx. 1 home per acre.

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5. Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?

City water and sewer already serve the area and have sufficient capacity.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use (as identified in Subsections 98-905(4)(b)1.-5.), after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts?

The applicant is proposing clear cutting within limits set forth in the zoning code. No other adverse effects are known at this time.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**IV. FINAL APPLICATION PACKET INFORMATION**

\_\_\_\_ Receipt of 5 full scale copies in blueline or blackline of complete Final Application Packet by Zoning Administrator: Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_\_ Receipt of 20 reduced (8.5" by 11" text and 11" x 17" graphics) copies of complete Final Application Packet by Zoning Administrator: Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_\_ A digital copy of Final Application Packet shall be emailed to the Building and Zoning Department upon submittal deadline. Date: \_\_\_\_\_ by: \_\_\_\_\_

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\_\_\_\_ Class 2 Legal Notice sent to official newspaper by City Clerk: Date: \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_\_ Class 2 Legal Notice published on \_\_\_\_\_ and \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_\_ Conditional Use recorded with the County Register of Deeds Office: Date: \_\_\_\_\_ by: \_\_\_\_\_

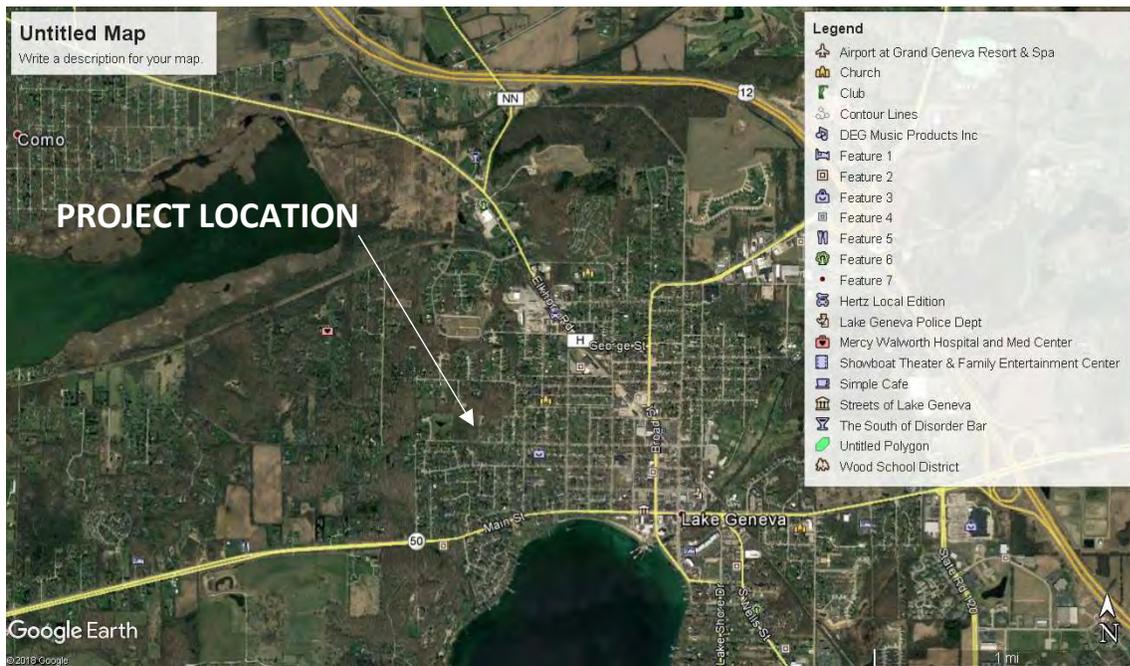


**DODGE STREET CSM AND SINGLE-FAMILY RESIDENCE  
CONDITIONAL USE NARRATIVE**

**Location**

The subject property is located as follow; Northwest ¼ of the Northeast ¼ of Section 35, Township 2 North, Range 17 East in the City of Lake Geneva, Walworth County, Wisconsin. The parcel tax ID is ZYUP00053.

**Site Location Maps**



Site Area Overview



Zoomed Site Area Overview

## **PROJECT NARRATIVE**

This project is within City of Lake Geneva city limits. The parcel is currently zoned SR-4 with a Woodlands and Environmental Corridor Overlay.

The applicant is requesting to subdivide the parcel, as previously submitted and approved. In order to comply with the Environmental Corridor and Woodlands Overlay, this conditional use is submitted for clear cutting for single family home sites.

Per the existing SR-4 zoning, single family residence is permitted by right. Per 98-507, clear cutting is permitted by Conditional Use. This section refers to 98-206, which limits the amount of clear cutting in Woodland Overlay to 30% of the site. The applicant is proposing to limit the amount of clearing as shown.

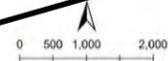
The enclosed site plan shows Lot 1 being 21% cleared, Lot 2 being 20% cleared, and Lot 3 being 18% cleared. On said site plan, a line is shown where the maximum depth for 30% clear cut would be. The applicant will be required to stay within that depth, and any Lot owners will not be allowed to clear any additional lands, per previously referenced ordinances.

The enclosed zoning and future land use maps show that this parcel is surrounded by single-family residential and is planned for future land use as single-family with the Woodland Overlay. This minimal impact, single-family residence proposed for the site meets all the City's published intentions and requirements for this portion of the City.

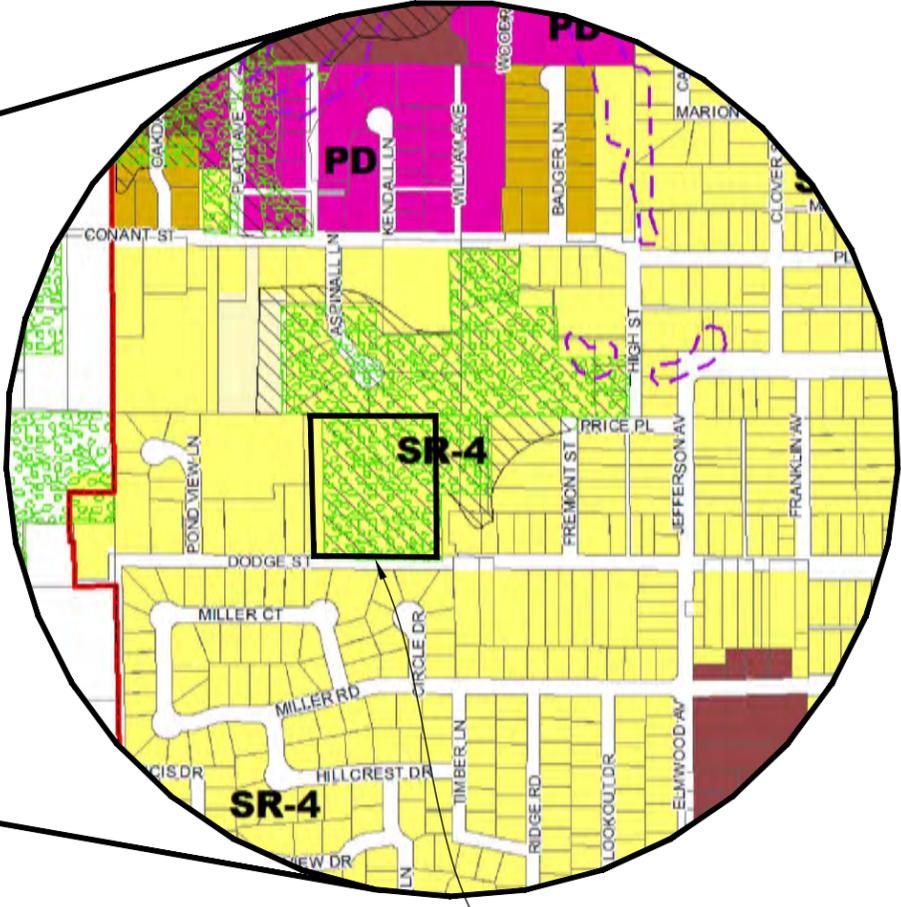
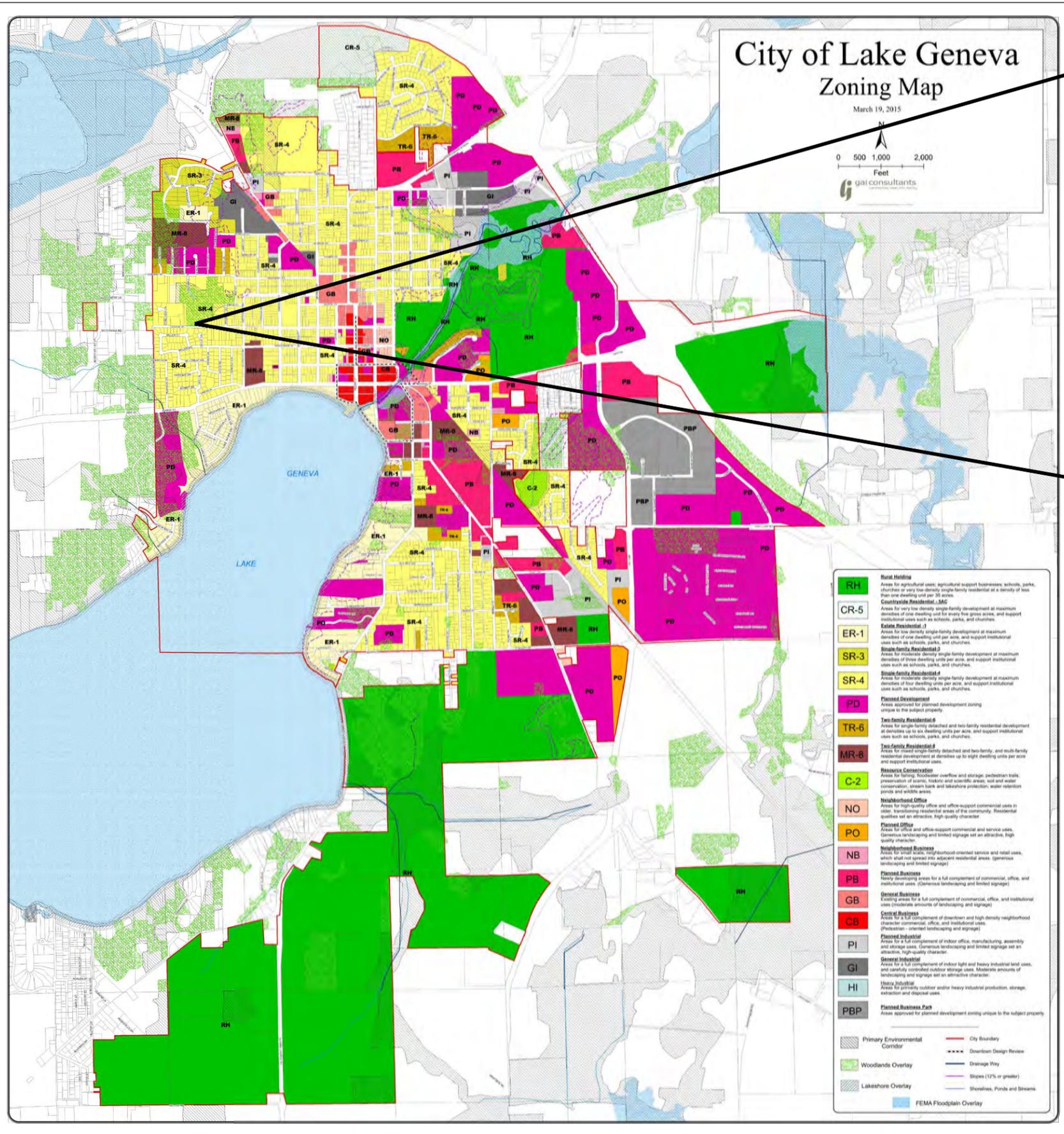
Being an isolated environmental corridor, the City has full jurisdiction over the overlay. With the building pads located near the Dodge Street Right-of-Way, the proposed use is within SEWRPC's guideline of minimal impact when developing in environmental corridors.

# City of Lake Geneva Zoning Map

March 19, 2015



gai consultants

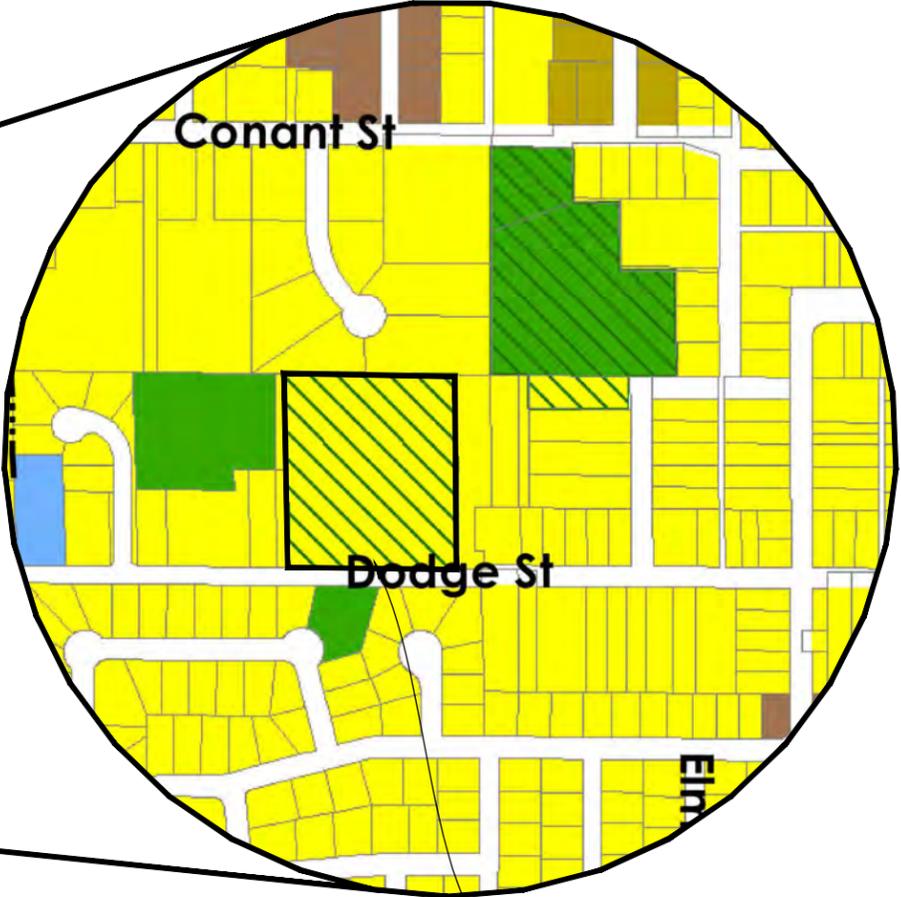
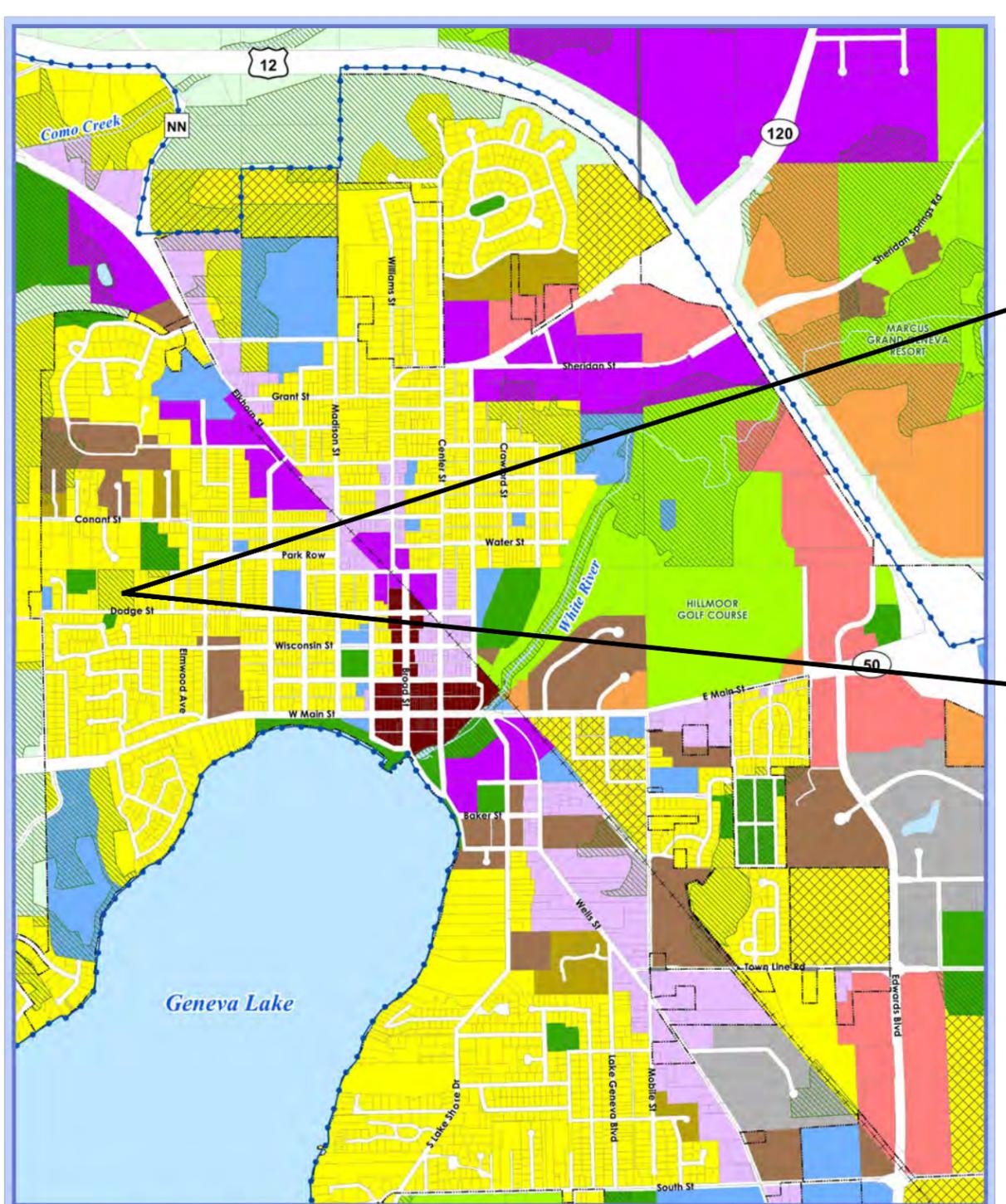


SUBJECT PROPERTY

- RH Rural Holding**  
Areas for agricultural uses; agricultural support businesses; schools, parks, churches or very low density single-family residential at a density of less than one dwelling unit per 35 acres.
  - CR-5 Countryside Residential, LMC**  
Areas for very low density single-family development at maximum densities of one dwelling unit for every five gross acres, and support institutional uses such as schools, parks, and churches.
  - ER-1 Estate Residential, J**  
Areas for low density single-family development at maximum densities of one dwelling unit per acre, and support institutional uses such as schools, parks, and churches.
  - SR-3 Single-Family Residential, J**  
Areas for moderate density single-family development at maximum densities of three dwelling units per acre, and support institutional uses such as schools, parks, and churches.
  - SR-4 Single-Family Residential, J**  
Areas for moderate density single-family development at maximum densities of four dwelling units per acre, and support institutional uses such as schools, parks, and churches.
  - PD Planned Development**  
Areas approved for planned development zoning unique to the subject property.
  - TR-6 Two-Family Residential, S**  
Areas for single-family detached and two-family residential development at densities up to six dwelling units per acre, and support institutional uses such as schools, parks, and churches.
  - MR-8 Two-Family Residential, S**  
Areas for mixed single-family detached and two-family, and multi-family residential development at densities up to eight dwelling units per acre and support institutional uses.
  - C-2 Resource Conservation**  
Areas for farming, food/water overflow and storage, pedestrian trails, preservation of scenic, historic and scientific areas, soil and water conservation, stream bank and lake/shore protection, water retention ponds and wildlife areas.
  - NO Neighborhood Office**  
Areas for high-quality office and office-support commercial uses in older, transitioning residential areas of the community. Residential qualities set an attractive, high-quality character.
  - PO Planned Office**  
Areas for office and office-support commercial and service uses. Generous landscaping and limited signage set an attractive, high-quality character.
  - NB Neighborhood Business**  
Areas for small-scale, neighborhood-oriented service and retail uses, which shall not spread into adjacent residential areas. (Generous landscaping and limited signage)
  - PB Planned Business**  
Newly developing areas for a full complement of commercial, office, and institutional uses. (Generous landscaping and limited signage)
  - GB General Business**  
Existing areas for a full complement of commercial, office, and institutional uses. (Moderate amounts of landscaping and signage)
  - CB Central Business**  
Areas for a full complement of downtown and high-density neighborhood character commercial, office, and institutional uses. (Restrictive - oriented landscaping and signage)
  - PI Planned Industrial**  
Areas for a full complement of indoor office, manufacturing, assembly and storage uses. Generous landscaping and limited signage set an attractive, high-quality character.
  - GI General Industrial**  
Areas for a full complement of indoor light and heavy industrial land uses, and carefully controlled outdoor storage uses. Moderate amounts of landscaping and signage set an attractive character.
  - HI Heavy Industrial**  
Areas for primary outdoor and/or heavy industrial production, storage, extraction and disposal uses.
  - PBP Planned Business Park**  
Areas approved for planned development zoning unique to the subject property.
- Primary Environmental Corridor
  - Woodlands Overlay
  - Lakeshore Overlay
  - FEIMA Floodplain Overlay
  - City Boundary
  - Downtown Design Review
  - Drainage Way
  - Slopes (12% or greater)
  - Shorelines, Ponds and Streams



DESIGNING IN TRUE DIRECTIONS  
262-757-8776  
www.cardinalengineeringWI.com  
DODGE STREET - ZYUP00053



SUBJECT PROPERTY

Map 5b: Future Land Use - City of Lake Geneva Comprehensive Plan

<b>Land Use Categories</b>		
Agricultural & Rural	Central Business District	City of Lake Geneva
Single Family Residential - Exurban	Planned Mixed Use	Township Boundary
Single Family Residential - Urban	<i>*Each "Planned Mixed Use Area" may include mix of:</i>	Urban Service Area Boundary
Two-Family/Townhouse Residential	1. Planned Office	Extraterritorial Jurisdiction Boundary
Multi-Family Residential	2. Multi-Family Residential	Parcels
Planned Neighborhood	3. Institutional & Community Services	Surface Water
<i>*Each "Planned Neighborhood" may include a mix of:</i>	4. Planned Business	Abandoned Railroad
1. Single-Family - Urban (predominant land use)	Planned Industrial	
2. Two-Family/Townhouse	General Industrial	
3. Multi-Family Residential	Institutional & Community Services	
4. Institutional & Community Services	Private Recreation Facilities	
5. Neighborhood Mixed Use	Public Park & Recreation	
6. Public Park & Recreation	Environmental Corridor	
Neighborhood Mixed Use	Long Range Exurban Growth Area	
Planned Office		
Planned Business		

Adopted: December 14, 2009  
 Amended: October 24, 2014  
 Source: SEWRPC, WIDNR, Walworth County LIO, V&A

**CARDINAL**  
 ENGINEERING

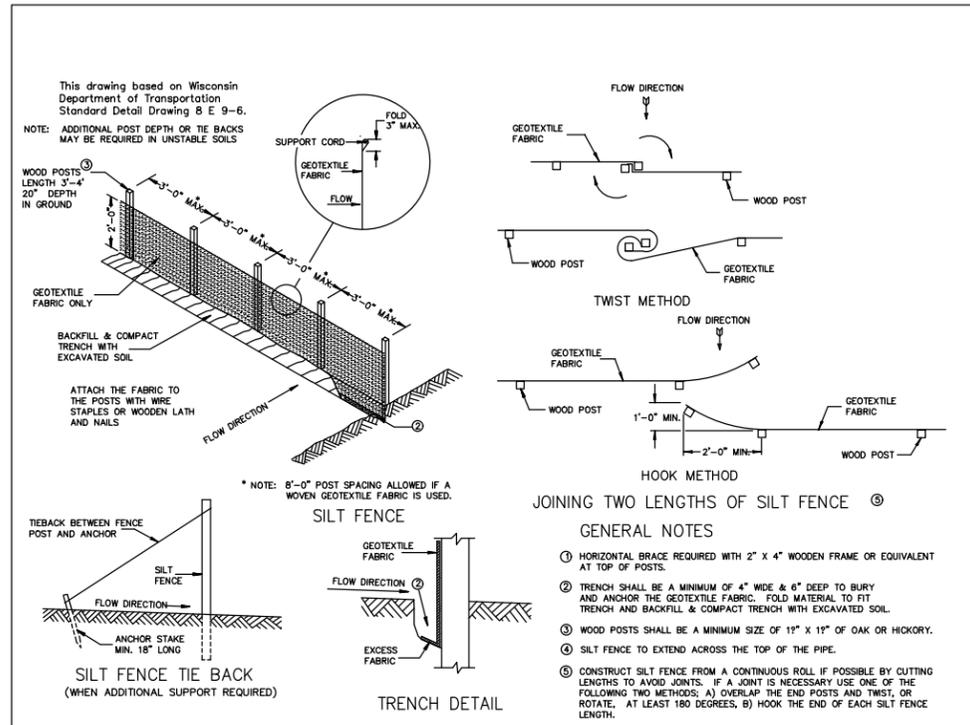
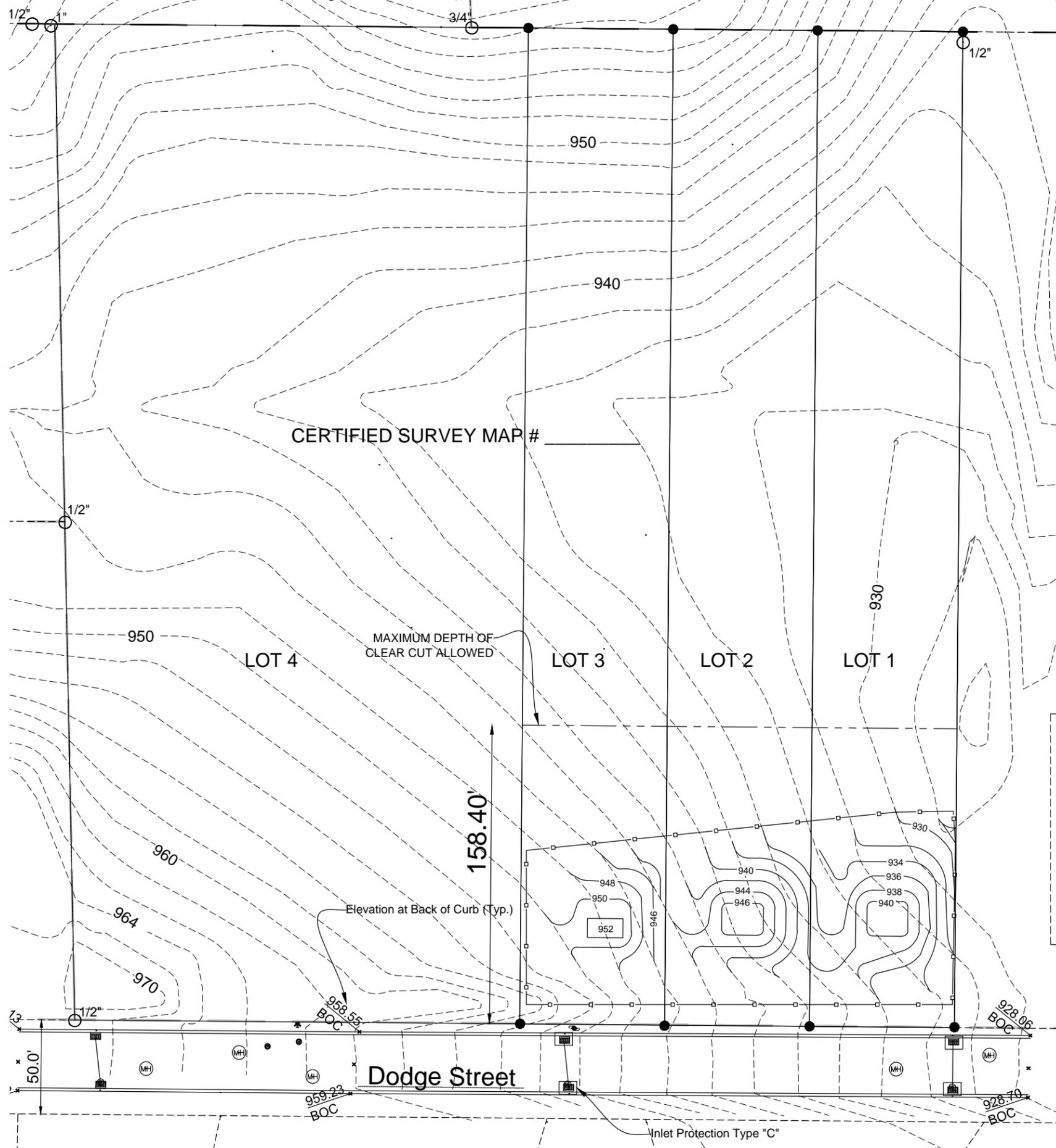
DESIGNING IN TRUE DIRECTIONS  
 262-757-8776  
 www.cardinalengineeringWI.com

**DODGE STREET - ZYUP00053**

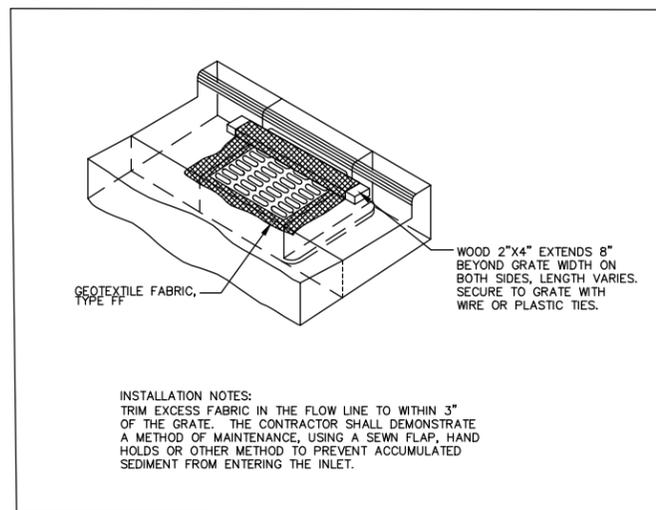
- LEGEND**
- 1"  $\circ$  Iron Pipe Found
  - 1/2"  $\circ$  1" O.D. x 18" Iron Pipe Found
  - Existing Storm Sewer Catch Basin
  - Existing Hydrant and Water Valve
  - Existing Utility Manhole
  - Existing Storm Sewer Manhole
  - Existing Contours
  - Proposed Contours
  - Proposed Silt Fence

**CLEAR CUT NOTES:**

- LOT 1 PLANNED CLEAR CUT 8,605 SF FOR 21% OF SITE. MAXIMUM DEPTH FOR 30% ALLOWED BY ORDINANCE IS 158.4LF
- LOT 2 PLANNED CLEAR CUT 8,059 SF FOR 20% OF SITE. MAXIMUM DEPTH FOR 30% ALLOWED BY ORDINANCE IS 158.4LF
- LOT 3 PLANNED CLEAR CUT 7,397 SF FOR 18% OF SITE. MAXIMUM DEPTH FOR 30% ALLOWED BY ORDINANCE IS 158.4LF



**SILT FENCE DETAIL**



**INLET PROTECTION TYPE "C" DETAIL**

CLIENT  
MARK LARKIN  
500 STONE RIDGE DR.  
LAKE GENEVA, WI 53147

PROJECT  
CITY OF LAKE GENEVA  
WALWORTH COUNTY  
WISCONSIN

CARDINAL ENGINEERING LLC  
DESIGNING IN TRUE DIRECTIONS  
201 BROAD STREET, STE. B  
LAKE GENEVA, WI 53147  
262-757-8776  
CARDINALENGINEERINGWI.COM



SCALE  
0 30 60 feet

PROJECT NUMBER	1701303
DATE	1/3/18
DESIGNED BY	RWC

NO.	REVISION DESC.	DATE

RELEASE  
**PRELIMINARY**

DRAWING TITLE  
**GRADING PLAN**

DRAWING  
**C-1**

SHEET NUMBER  
**1 of 1**

STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item:8

Applicant:

Samantha Strenger  
615 Center St.  
Lake Geneva, WI 53147

Request:

Tax Key No. ZGC00160  
Proposed Conditional Use to conduct a  
Bed & Breakfast (B&B).

Description:

The applicant is submitting a Conditional Use Permit (CUP) for a proposed Conditional Use to conduct a Bed & Breakfast (B&B) at 615 Center Street.

The application was review by staff and found in the initial request for the Conditional Use Permit (CUP) shall identify the building parking requirements and the application identifies 5 parking spaces available for this property.

The property is located in the SR-4 zoning district located at tax key no. ZGC00160.

Action by the Plan Commission:

Recommendation to the Common Council on the proposed Conditional Use Permit (CUP):

As part of the consideration of the requested CUP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed CUP;
- Include *findings* required by the Zoning Ordinance for CUPs; and,
- Provide specific suggested *requirements* to modify the project as submitted.

Staff Review Comments:

The proposed newly created CUP is recommended for approval.

Required Plan Commission Findings on the CUP for Recommendation to the Common Council:

A proposed CUP must be reviewed by the standards, below:

- A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be all of the following:
1. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance,

and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.

2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

B. If, after the public hearing, the Commission wishes to recommend denial, then the appropriate fact finding would be one or more of the following:

1. In general, the proposed conditional use is not in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
2. Specific to this site, the proposed conditional use is not in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
3. The proposed conditional use in its proposed location, and as depicted on the required site plan does result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.

4. The proposed conditional use does not maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
5. The proposed conditional use is not located in an area that will be adequately served by, and will impose an undue burden on any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed conditional use do not outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

Staff Recommendation on the Proposed Conditional Use Permit:

1. Staff recommends that the Plan Commission recommend *approval* of the proposed conditional use as submitted, with the findings under A.1-6., above.
2. Staff recommends the Plan Commission adopt the *affirmative set of findings* provided above.

**APPLICATION FOR CONDITIONAL USE**

*City of Lake Geneva*

SITE ADDRESS/PARCEL NO. AND FULL LEGAL DESCRIPTION REQUIRED (ATTACH SEPARATE SHEET IF NECESSARY):

615 Center Street ZGC00160 B&B

NAME AND ADDRESS OF CURRENT OWNER:

Samantha Strenger - 615 center Street, Lake Geneva  
WI 53147

TELEPHONE NUMBER & EMAIL OF CURRENT OWNER: (262)994-8554 BRGuest721@gmail.com

NAME AND ADDRESS OF APPLICANT:

Samantha Strenger - 615 Center Street, Lake  
Geneva, WI 53147

TELEPHONE NUMBER & EMAIL OF APPLICANT: (262)994-8554 BRGuest721@gmail.com

PROPOSED CONDITIONAL USE:

Bed and Breakfast Establishment

ZONING DISTRICT IN WHICH LAND IS LOCATED: SR-4

NAMES AND ADDRESSES OF ARCHITECT, PROFESSIONAL ENGINEER AND CONTRACTOR OF PROJECT:

John J. Peacock  
1156 Linden Ave.  
Deerfield, IL 60015

SHORT STATEMENT DESCRIBING ACTIVITIES TO BE CARRIED ON AT SITE:

Lost Oak Bed + Breakfast - A small BnB  
in Downtown Lake Geneva.

CONDITIONAL USE FEE PAYABLE UPON FILING APPLICATION: \$400.00 [\$100 FOR APPLICATIONS UNDER SEC. 98-407(3)]

2/14/18

DATE

Samantha Strenger  
SIGNATURE OF APPLICANT

- \_\_\_\_\_ (c) A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations;
- \_\_\_\_\_ (d) A site plan (conforming to the requirements of Section 98-908(3)) of the subject property as proposed for development OR if the proposed conditional use is a group development (per Section 98-208) a proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required on said site plan per Section 98-908.
- \_\_\_\_\_ (e) **Written justification for the proposed conditional use:**
  - \_\_\_\_\_ Indicating reasons why the Applicant believes the proposed conditional use is appropriate with the recommendations of the City of Lake Geneva Comprehensive Master Plan, particularly as evidenced by compliance with the standards set out in Section 98-905(4)(b)1.-6. *(See below)*

**III. JUSTIFICATION OF THE PROPOSED CONDITIONAL USE**

1. How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

The property meets all requirements of a bed + breakfast establishment in Lake Geneva.

2. How is the proposed conditional use, in its specific location, in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

Same as above.

3. Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 98-905(3)(d)), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development?

No, it does not negatively affect any of the above factors.

4. How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

Home is located between two multi-family properties, very close to downtown + other bed + breakfast establishments.

5. Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?

yes.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use (as identified in Subsections 98-905(4)(b)1.-5.), after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts?

yes, this will promote Lake Geneva's visitor population + thus stimulate its economy.

\_\_\_\_\_  
\_\_\_\_\_

**IV. FINAL APPLICATION PACKET INFORMATION**

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\_\_\_\_ Class 2 Legal Notice published on \_\_\_\_\_ and \_\_\_\_\_ by: \_\_\_\_\_

\_\_\_\_ Conditional Use recorded with the County Register of Deeds Office: Date: \_\_\_\_\_ by: \_\_\_\_\_

# Lost Oak Bed & Breakfast

615 Center Street  
Lake Geneva, Wisconsin

## Sheet Index

T1	Title Sheet
G1	Information Sheet & Zoning
S1	Site Location Plan
S2	Site Plan
A1	Floor Plan
A2	Second Floor Plan

## Location Map



**T1**

**1-23-2018**

## Zoning

### **Classification:**

City of Lake Geneva, WI Zoning

SR 4 Single-family Residential-4 Areas

Permitted Use: (I) Bed and Breakfast Establishment –  
Conditional Use

### **Adjacent Properties Zoning:**

North - SR 4 Single-family Residential-4 with Two  
Homes/Duplex Conditional Use

South - SR 4 Single-family Residential-4 with Two  
Homes/Duplex Conditional Use

East – Public Alley (SR 4)

West – Center Street (SR 4)

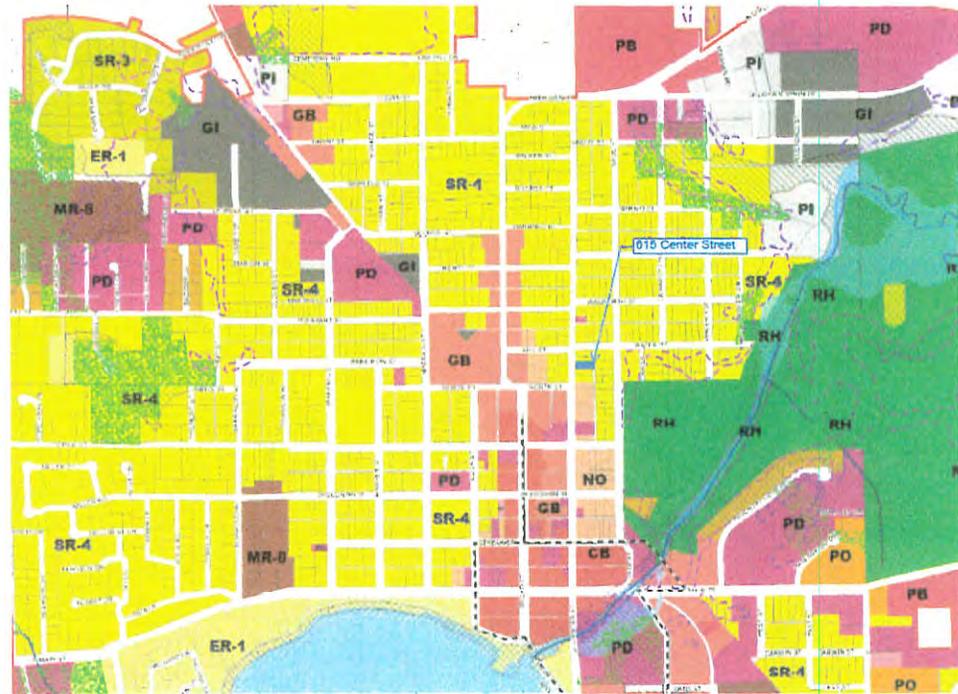
### **Sleeping Rooms:**

Sleeping Room 1 = 321 SF (including Sitting Room)

Sleeping Room 2 = 112 SF

### **Parking:**

2 parking spaces for guests



Zoning Map and Location

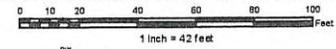
**G1**

1-23-2018



### 615 Center Street

#### WALWORTH COUNTY, WISCONSIN



Author:

Map Produced on: 1/8/2018

Wisconsin State Plane Coordinate System, South Zone  
Horizontal Datum: NAD27

Walworth County Information Technology Department  
Land Information Division

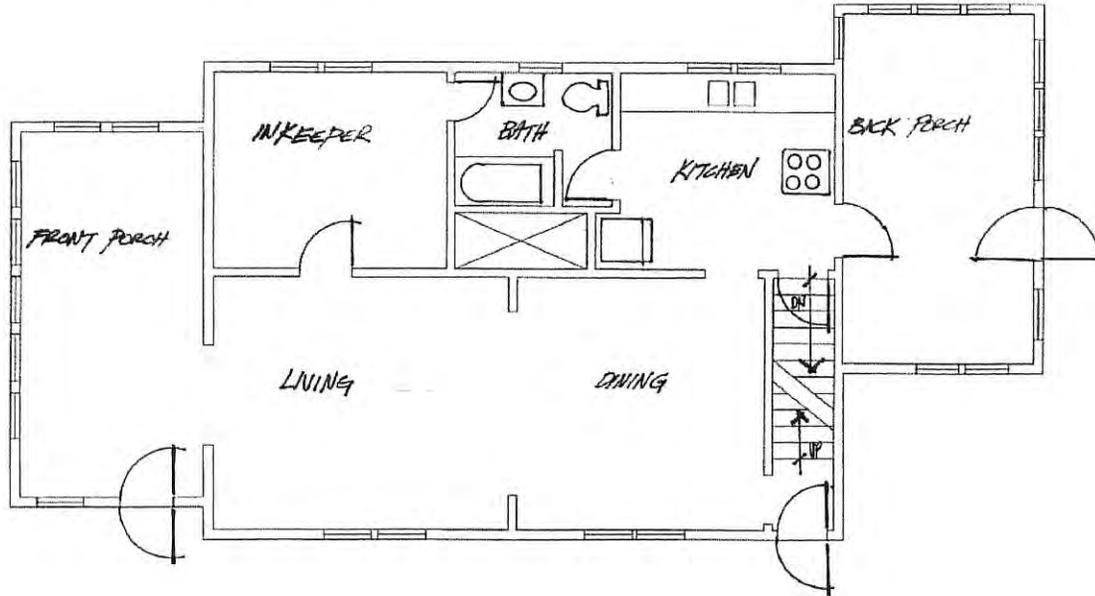
1920 County Trunk NN  
Eaton, Wisconsin 53121-1001



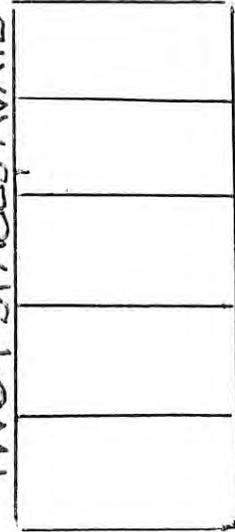
REGULATIONS, INFORMATION AND DATA MAPS AND SERIAL PRODUCTS  
AND PRODUCTS ARE AVAILABLE ONLINE TO THE PUBLIC. FOR ANY  
ADDITIONAL INFORMATION, PLEASE CONTACT THE WALWORTH COUNTY  
LAND INFORMATION DIVISION AT 608.785.1234. THE WALWORTH  
COUNTY INFORMATION DIVISION IS NOT RESPONSIBLE FOR ANY  
DISCREPANCIES BETWEEN THE INFORMATION ON THIS MAP AND THE ACTUAL  
CONDITIONS ON THE GROUND. THE INFORMATION ON THIS MAP IS FOR  
GENERAL INFORMATION ONLY AND SHOULD NOT BE USED FOR ANY OTHER  
PURPOSE.



FIRST FLOOR PLAN  
3/16" = 1'-0"



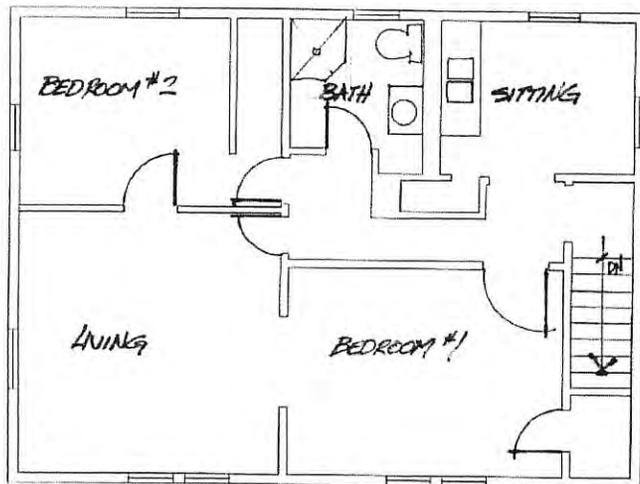
\* PARKING FOR GUESTS  
TWO+ SPACES AVAILABLE



**A1**

1-23-2018

SECOND FLOOR PLAN  
3/16" = 1'-0"



**A2**

1-23-2018



Front



Back

STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item:9

Applicant:

Sean Payne  
Horticultural Hall  
330 Broad Street  
Lake Geneva, WI 53147

Request:

Tax Key No. ZGC00163  
Proposed Conditional Use to amend the  
existing CUP for the Farmers Market.

Description:

The applicant is submitting an application to amend the existing Conditional Use Permit (CUP) to allow for the Farmers Market located at 330 Broad Street, and to utilize the alley directly adjacent to the current location.

The application was review by staff and found in the initial request to amend the Conditional Use Permit (CUP) needed to go before the Public Works committee and shall identify the use of the alley way abutting the Horticultural Hall location.

The property is located in the Central Business District (CB) zoning district located at tax key no. ZGC00163.

The need for additional review by committee was to determine if the use of the public alley was accepted by all Police and Fire departments and how to best identify the closure during this event use times.

Action by the Plan Commission:

Recommendation to the Common Council on the proposed Conditional Use Permit (CUP):

As part of the consideration of the requested CUP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed CUP;
- Include *findings* required by the Zoning Ordinance for CUPs; and,
- Provide specific suggested *requirements* to modify the project as submitted.

Staff Review Comments:

The proposed newly created CUP is recommended for approval.

Required Plan Commission Findings on the CUP for Recommendation to the Common Council:

A proposed CUP must be reviewed by the standards, below:

- A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be all of the following:
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  2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
  3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
  4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
  5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
  6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.
- B. If, after the public hearing, the Commission wishes to recommend denial, then the appropriate fact finding would be one or more of the following:
1. In general, the proposed conditional use is not in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
  2. Specific to this site, the proposed conditional use is not in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
  3. The proposed conditional use in its proposed location, and as depicted on the required site plan does result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or

general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.

4. The proposed conditional use does not maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
5. The proposed conditional use is not located in an area that will be adequately served by, and will impose an undue burden on any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed conditional use do not outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

Staff Recommendation on the Proposed Conditional Use Permit:

1. Staff recommends that the Plan Commission recommend *approval* of the proposed conditional use as submitted, with the findings under A.1-6., above.
2. Staff recommends the Plan Commission adopt the *affirmative set of findings* provided above.

**APPLICATION FOR CONDITIONAL USE**

*City of Lake Geneva*

SITE ADDRESS/PARCEL NO. AND FULL LEGAL DESCRIPTION REQUIRED (ATTACH SEPARATE SHEET IF NECESSARY):

330 Broad St / #ZOP 00163

Lots 1 and 2, Block 17, original plat, city of Lake Geneva

NAME AND ADDRESS OF CURRENT OWNER:

Geneva Area Foundation 330 Broad St / P.O. Box 71

Lake Geneva WI 53147

TELEPHONE NUMBER & EMAIL OF CURRENT OWNER: 262-240-4382 director @

horticulturalhall.com

NAME AND ADDRESS OF APPLICANT:

Sean Payne (on behalf of Horticultural Hall)

127 Sumner St. Geneva City WI 53128

TELEPHONE NUMBER & EMAIL OF APPLICANT: 262 745-9341 Spayne3737@gmail.com

PROPOSED CONDITIONAL USE:

Farmer's Market, Thursdays, April through October

ZONING DISTRICT IN WHICH LAND IS LOCATED: Central Business

NAMES AND ADDRESSES OF ARCHITECT, PROFESSIONAL ENGINEER AND CONTRACTOR OF PROJECT:

N/A

SHORT STATEMENT DESCRIBING ACTIVITIES TO BE CARRIED ON AT SITE:

Sales of homemade/home grown products: cheese, vegetables, bread, fruit, flowers, hummus, oils, crepes, empanadas, sauces, desserts, popcorn, seafood + crafts

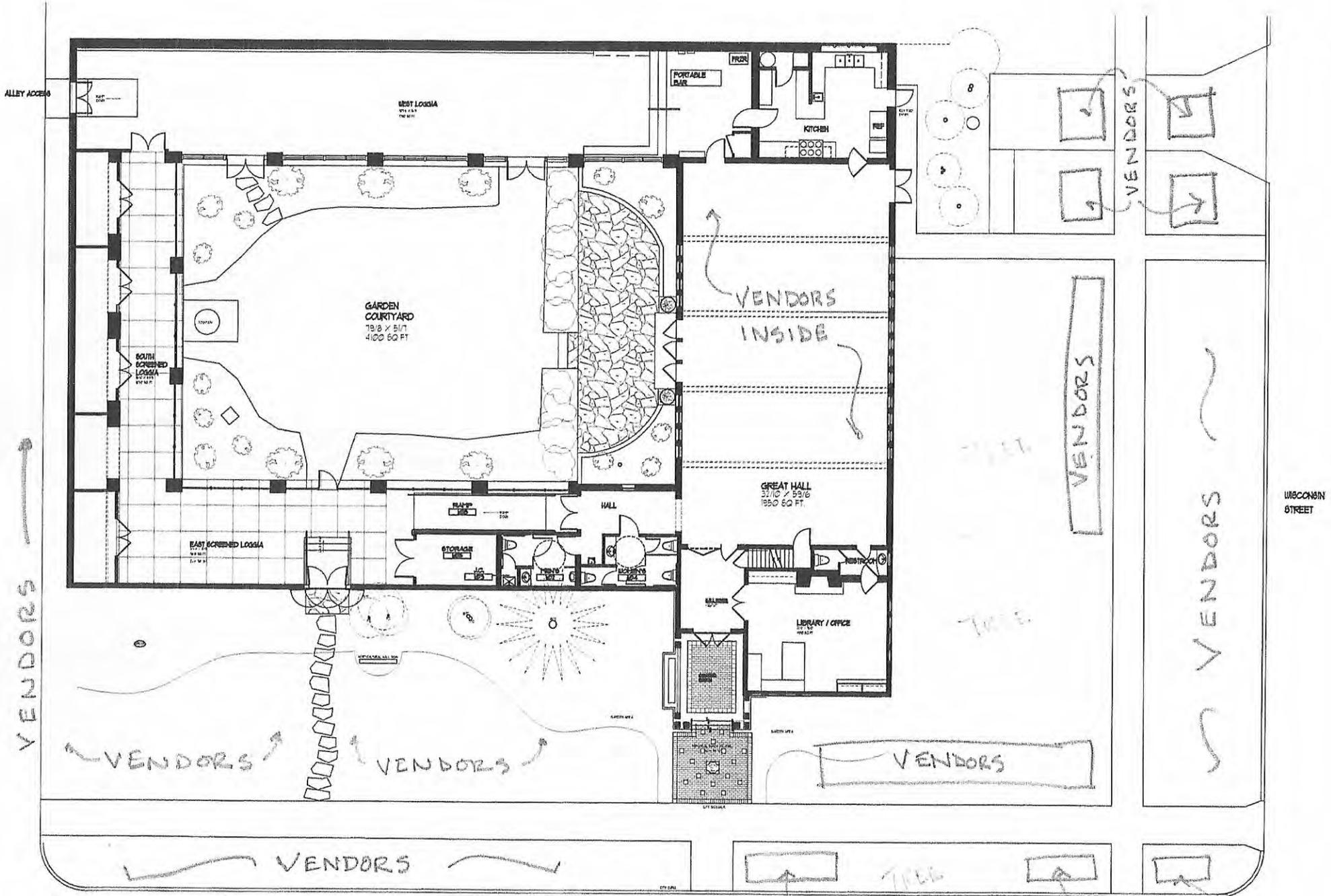
CONDITIONAL USE FEE PAYABLE UPON FILING APPLICATION: \$400.00 [\$100 FOR APPLICATIONS UNDER SEC. 98-407(3)]

2/6/2018

DATE



SIGNATURE OF APPLICANT



STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item:10

Applicant:

Oak Fire Properties LLC.  
831 Wrigley Dr.  
Lake Geneva, WI 53147

Request:

Oak Fire to Amend Precise Implementation Plan (PIP) to allow for the 2<sup>nd</sup> floor Pergola installation

Description:

The applicant is submitting to amend the Precise Implementation Plan (PIP) to locate a second floor Pergola structure on the exterior deck area to assist with customer comfort and shading from the sun.

The change will require the recommendation for or against the amendment on a site plan review.

The proposed request does not require additional parking spaces.

Consistency with the Comprehensive Plan:

Wisconsin law requires all Zoning Map Amendments (including Precise Implementation Plan (PIP) be consistent with the Comprehensive Plan, and particularly with the Future Land Use Map. This map recommends the land use category for the subject property. This category allows for neighborhood-scale mixed use development. The proposed PIP zoning *is consistent* with the Comprehensive Plan.

Relation to Base Zoning Standards:

All Planned Developments must explicitly identify any flexibilities being requested from base zoning standards in the most comparable regular zoning district. In this instance, the Planned Development (PD), the current zoning of the property, provides that comparison zoning district. The project is requesting the following:

As no other changes are proposed to the site that would change existing conditions, no other flexibilities are requested.

Approved Land Uses:

The PIP enables the following land uses as permitted:

- Planned Development (PD)

Zoning Map Amendment / PIP - Action by the Plan Commission:

Recommendation to the Common Council on the Proposed Zoning Map Amendment / PIP

As part of the consideration of a requested Planned Development / Precise Implementation Plan (PIP) step, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed Zoning Map amendment to PIP;
- Include *findings* required by the Zoning Ordinance for Zoning Map amendments; and,
- Provide specific suggested *requirements* to modify the project as submitted.

Required Plan Commission Findings on the PIP for Recommendation to Common Council:

A proposed PIP must be reviewed by the standards for all Zoning Map Amendments, below:

A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be in agreement with Items 1 and 3, and one or more factors of Item 2, of the following.

1. The proposed PIP furthers the purposes of the Zoning Ordinance as outlined in Section 98-005 and the applicable rules and regulations of the Wisconsin Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA).
2. One or more of the following factors have arisen that are not properly addressed on the current Official Zoning Map:
  - a. The designations of the Official Zoning Map should be brought into conformity with the Comprehensive Plan;
  - b. A mistake was made in mapping on the Official Zoning Map;
  - c. Factors have changed, making the subject property more appropriate for the proposed GDP zoning;
  - d. Growth patterns or rates have changed, thereby creating the need for an amendment to the Official Zoning Map.
3. The proposed PIP amendment to the Official Zoning Map maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

B. If, after the public hearing, the Commission wishes to recommend *denial*, then the appropriate fact finding would be in disagreement with at least one of Items 1, 2, or 3 of the following:

1. The proposed PIP does not further the purposes of the Zoning Ordinance as outlined in Section 98-005 and the applicable rules and regulations of the Wisconsin Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA).
2. One or more of the following factors have not arisen that are not properly addressed on the current Official Zoning Map:

- a. The designations of the Official Zoning Map should be brought into conformity with the Comprehensive Plan;
  - b. A mistake was made in mapping on the Official Zoning Map;
  - c. Factors have changed, making the subject property more appropriate for the proposed PIP zoning;
  - d. Growth patterns or rates have changed, thereby creating the need for an amendment to the Official Zoning Map.
3. The proposed PIP amendment to the Official Zoning Map does not maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

Staff Recommendation on the Precise Implementation Plan (PIP):

1. Staff recommends that the Plan Commission recommend *approval* of the Precise Implementation Plan (PIP) as submitted, all other zoning requirements have been met.

APPLICATION FOR PRECISE IMPLEMENTATION PLAN AMENDMENT

City of Lake Geneva

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):

831 Wrigly Dr  
Lake Geneva WI 53147

Name and Address of Current Owner:

DAVID SCOTTY  
831 Wrigly Dr. Lake Geneva WI 53147

Telephone No. with area code & Email of Current Owner: 312-451-1494

Name and Address of Applicant:

Peter Juergens  
N2689 Sunset Blvd Lake Geneva WI 53147

Telephone No. with area code & Email of Current Owner: 414-588-2909

Proposed Use:

Install Pergola on 2nd level Patio

Zoning District in which land is located: \_\_\_\_\_

Names and Addresses of architect, professional engineer and contractor of project:

Geneva Bay Const.

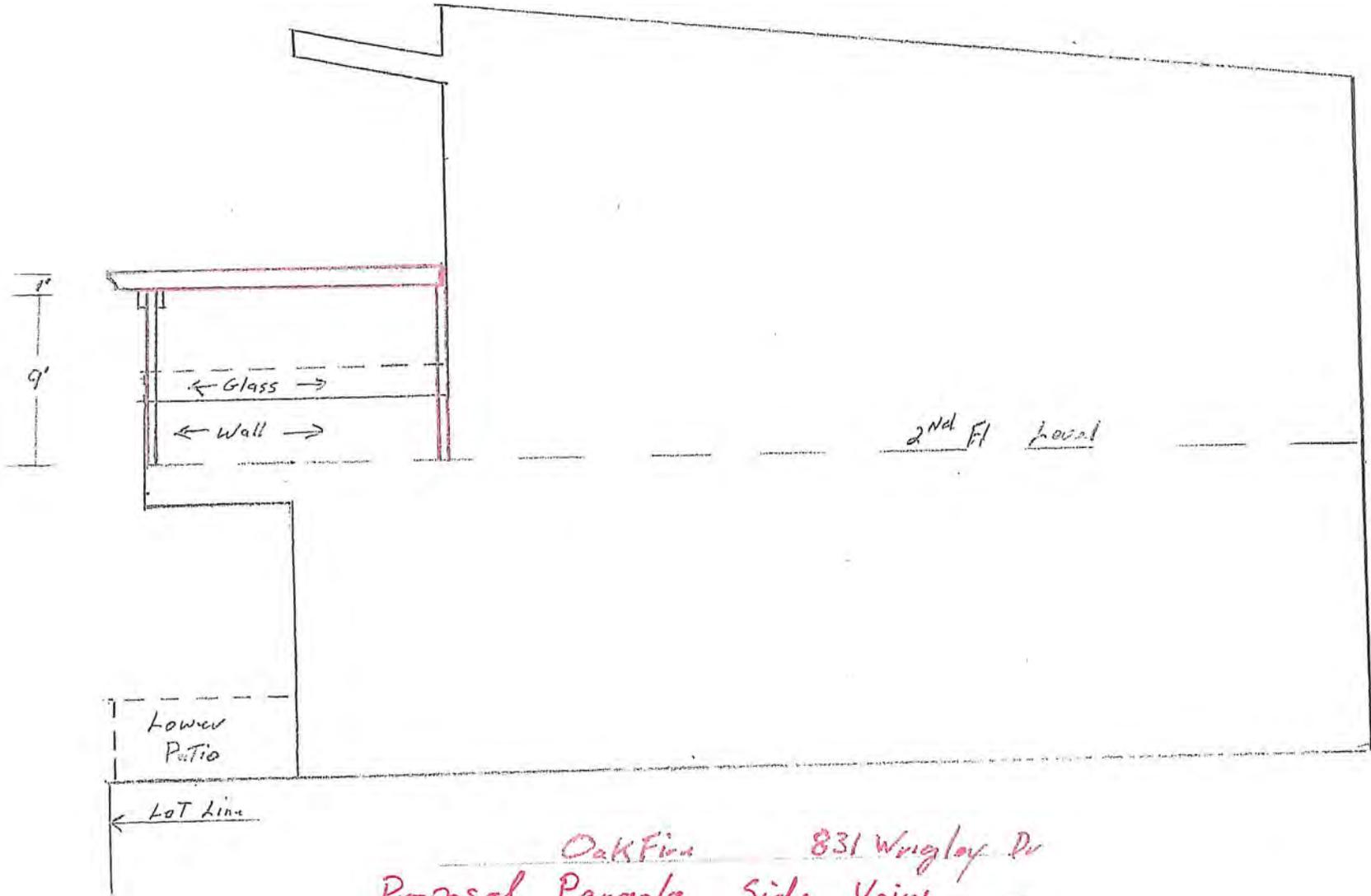
Short statement describing activities to take place on site:

Install Pergola and Attach Sun-Screen  
TO Top To Create Shade

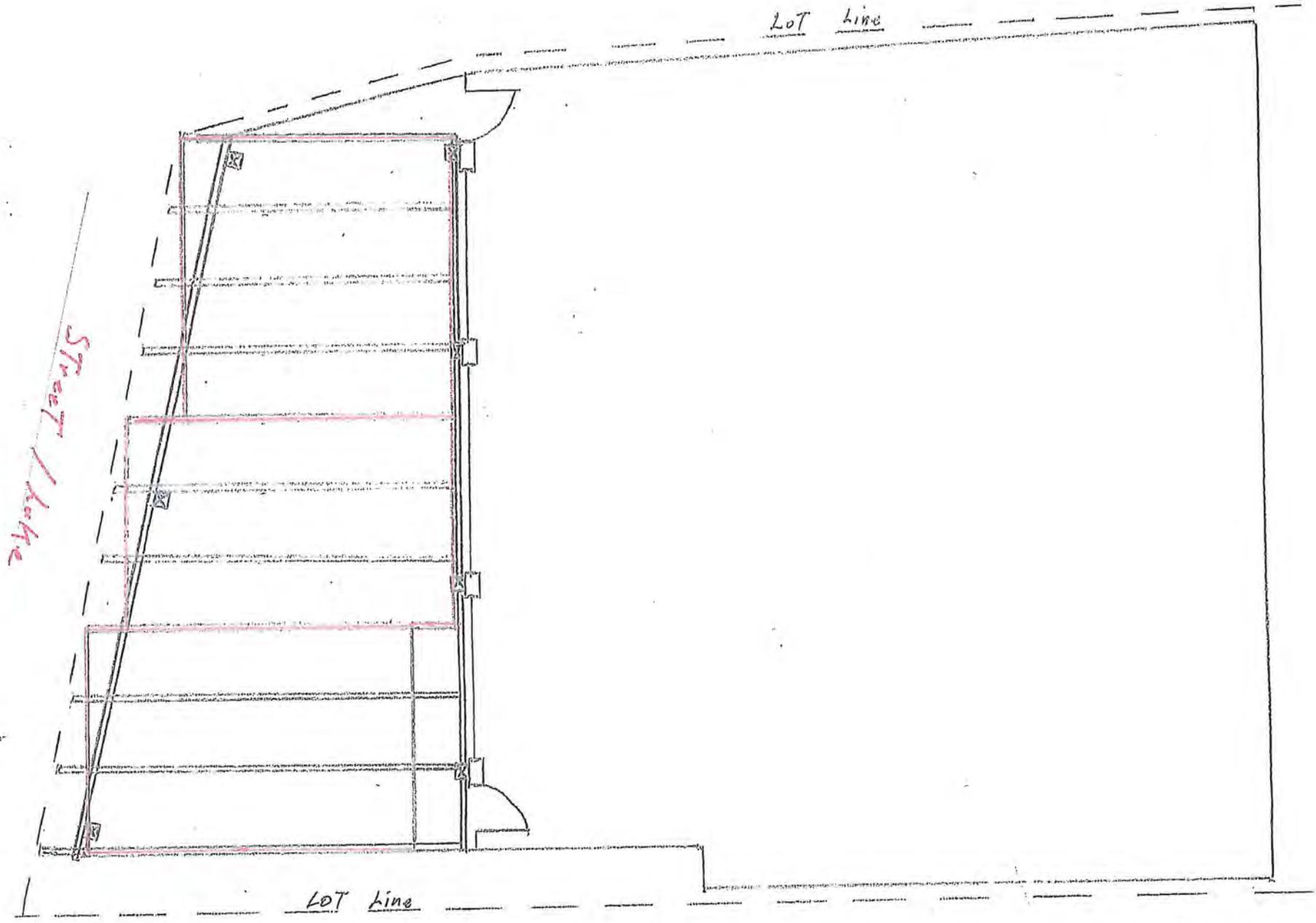
PIP Amendment fee \$400.00, payable upon filing application.

2-22-18  
Date

[Signature]  
Signature of Applicant



Oak Finn 831 Wrigley Dr  
Proposal Pergola Side View



Oak Pine 831 Wiggley Dr.  
Proposal Pergola Top View / Plan View

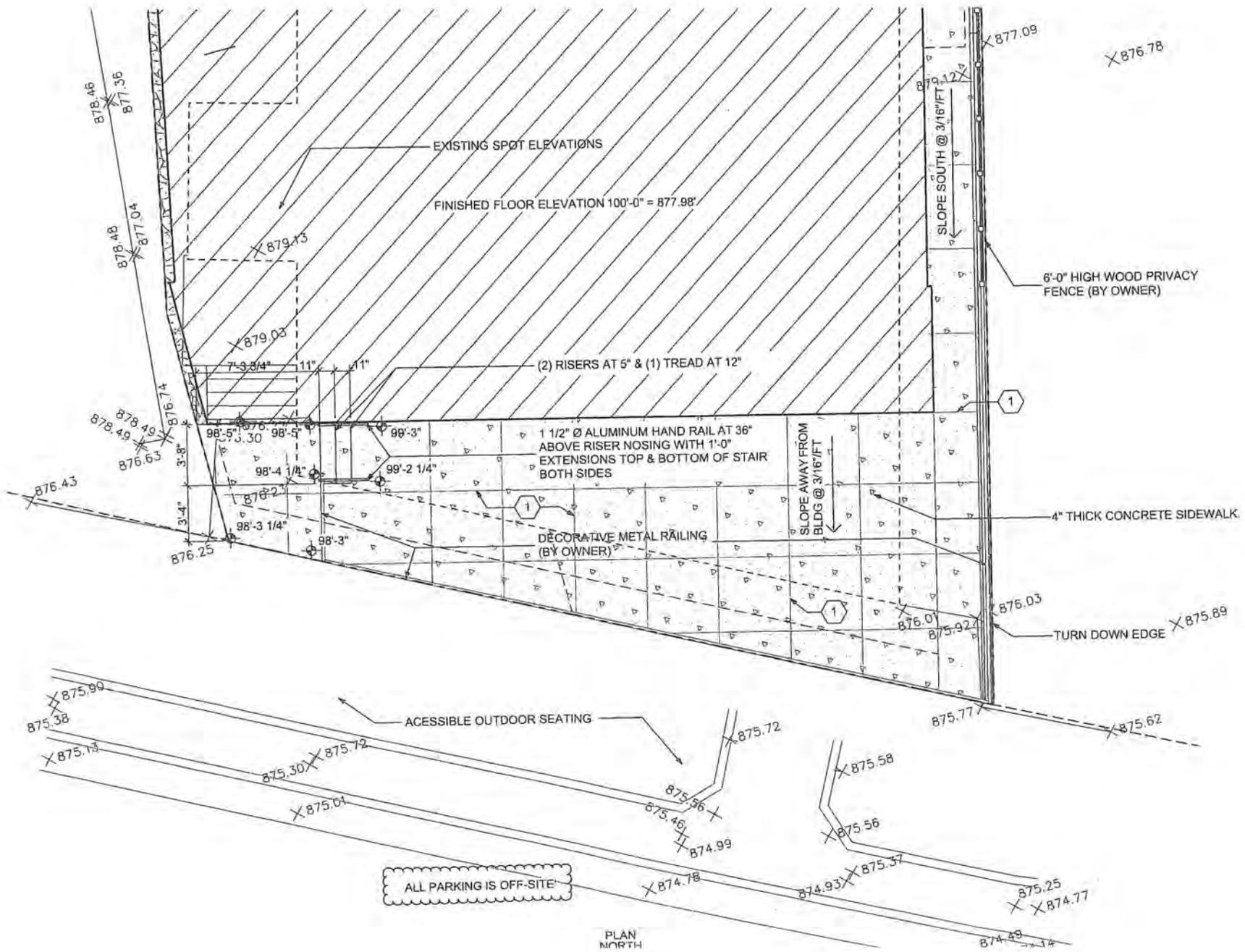
ESTD 2019

# DAKFIRE

LAKE GENEVA, WI



3 feet high



**SITE GENERAL NOTES**

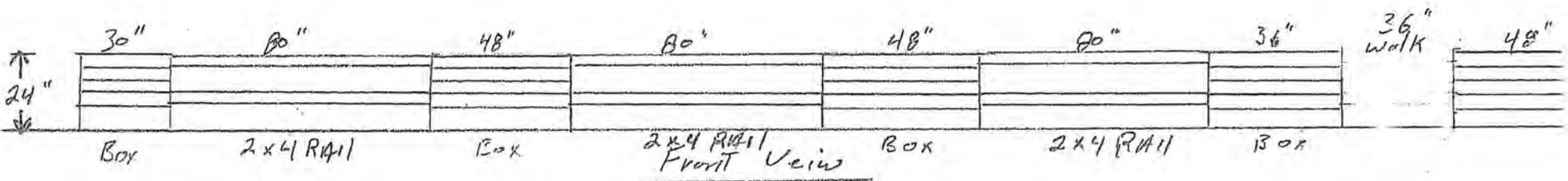
1. IN PLANTING AREAS GRADES SHOWN. C CONTRACTOR.
2. PROVIDE AND INSTA ENTIRE PERIMETER CONSTRUCTION SIT CHAPTER 3, SECTIC PER WISCONSIN CC PRACTICE HANDBO
3. IF ANY AREAS OF SI SHALL ALSO BE GR/
4. WATER SERVICE/SA AND BUILT BY PLUM
5. ELECTRICAL CONF LOCATION WITH PO LOCATION BY ELEC
6. PLUMBING CONTRA COMPANY.

**SITE SYMBOL KEY**

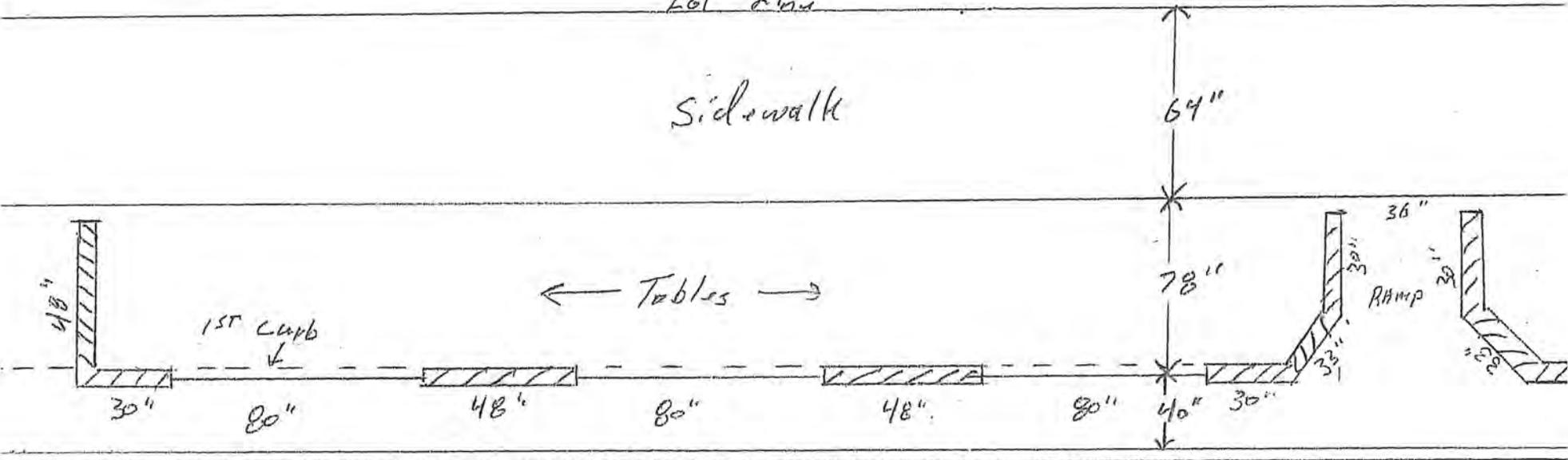
- LIGHT POI NUMBER 1
- FH FIRE HYD
- BOLLARD
- SIGN
- WHEEL S
- CATCH BA

**SITE KEYNOTES**

- CONTROL JOINT



← Patio →  
Lot Line



← Tables →

Each Box is 8" wide  
24" High

← Street →

STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item:11

Applicant:

1111 N. Edwards BLVD LLC.  
C/o Godfrey, Leibsle, Blackburn & Howarth S.C.  
354 Seymore Ct.  
Elkhorn, WI 53121

Request:

Conceptual Plan for 5 Story Hampton Inn  
Hotel located at 1111 N. Edwards Blvd.

Description:

The applicant is submitting to the Plan Commission for discussion on the Conceptual Plan for a 5 story Hampton Inn Hotel to be located at the southeast intersection of Sheridan Springs Rd and North Edwards Blvd.

The proposed plan will require a Plan Development review request in which this step 2 of the Plan Development process is the “Conceptual Plan” which is not within the realm of the Public Hearing process. The conceptual plan is in simplest form an initial review that is providing to the Plan Commission for their input on a potential application for a Planned Development.

Consistency with the Comprehensive Plan:

Wisconsin law requires all Zoning Map Amendments (including Precise Implementation Plan (PIP)) be consistent with the Comprehensive Plan, and particularly with the Future Land Use Map. This map recommends the land use category for the subject property. This category allows for neighborhood-scale mixed use development. The proposed PIP zoning *is consistent* with the Comprehensive Plan.

This location is identified in the Comprehensive Plan as Planned Mixed Use which allows for this land use under the current zoning classification.

Relation to Base Zoning Standards:

All Planned Developments must explicitly identify any flexibilities being requested from base zoning standards in the most comparable regular zoning district. In this instance, the Planned Development (PD), the current zoning of the property, provides that comparison zoning district. The project is requesting the following.

**APPLICATION TO INITIATE PLANNED DEVELOPMENT PROCESS**

Name of Applicant: 1111 N Edwards Blvd LLC, a Wisconsin limited liability company

Address of Applicant: c/o Godfrey, Leibsle, Blackburn & Howarth, S.C.

354 Seymour Court

Elkhorn, WI 53121

Telephone No. (262 ) 741-1527 (Attorney James P. Howe)

Fax and/or email: ( ) jhowe@godfreylaw.com

Name of Owner: City of Lake Geneva

Address of Owner: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Telephone No. ( ) \_\_\_\_\_

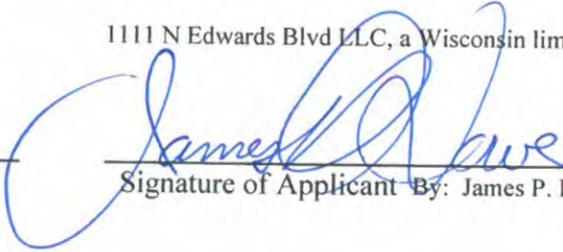
Fax and/or email: ( ) \_\_\_\_\_

Subject property address and/or complete legal description (use attached sheet if necessary):

~~Lot 3 and Lot 4 of Certified Survey Map No. 4680 recorded October 13, 2016 in Volume 31 of Certified Surveys on Page 28 as Document No. 934194, and being part of the Northwest 1/4 and the Northeast 1/4 of the Southwest 1/4 and Southeast 1/4 and Southwest 1/4 of the Northwest 1/4 all in Section 30, Township 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin.~~

Current Zoning District: PI, Planned Industrial

1111 N Edwards Blvd LLC, a Wisconsin limited liability company



\_\_\_\_\_ Date

Signature of Applicant By: James P. Howe, Agent for Applicant

# **CONCEPT PLAN**

## **HAMPTON INN LAKE GENEVA, WISCONSIN, A PLANNED DEVELOPMENT OF 1111 N EDWARDS BLVD LLC**

**March 5, 2018**

This Concept Plan concerns two vacant parcels of land, totaling approximately 2.468 acres, more particularly described in the attached Exhibit A incorporated herein and depicted on the City of Lake Geneva ("City") Land Use Plan Map and an aerial photograph attached as Group Exhibit B hereto and incorporated herein, intended by the Developer, 1111 N Edwards Blvd LLC, a Wisconsin limited liability company, for the development and operation of a Hampton Inn ("Site").

The Site is located in the northeast corner of the City, at the southeast corner of the intersection of Sheridan Springs Road and the north terminus of North Edwards Boulevard. The Site is bounded as follows:

North - The USH 12/STH 120 interchange and shopping center  
East - The right-of-way for USH 12  
South - Existing undeveloped land  
West - Existing undeveloped land and shopping center

Access to the Site will be from two driveways on North Edwards Boulevard. See the Site Plan attached hereto as Exhibit C and incorporated herein.

The Site will consist of a principal building, approximately 65 feet in height, five floors, with 92 single room and suite units of varying sizes, breakfast area facilities, a fitness center, an indoor pool, a meeting room, and related motel facilities. The Hampton Inn motel franchise is premium-ranked in the industry. See the Floor Plans attached as Exhibit D and the Elevations & Rendering attached as Group Exhibit E and incorporated herein.

The Site is zoned PI, Planned Industrial. Under the City's Comprehensive Master Plan, the Site is part of a "Planned Mixed Use Area," which includes the Planned Business District.

The Developer proposes to create a planned development ("PD") of Site, rezoning to the Planned Business District as a base zoning district, with the grant of Commercial Indoor Lodging, which is a conditional use under the Planned Business District. No amendment of the Comprehensive Master Plan will be needed.

If the Site is zoned PD with a Planned Business base district, the Site will request the following Planned Business District uses thereunder and will meet the following Planned Business District standards:

1. **Land Uses Permitted by Right:** (per Section 98-202(2))
  - Selective Cutting (per Section 98-206(2)(f))
  - Passive Outdoor Public Recreation (per Section 98-206(3)(a))
  - Indoor Institutional (per Section 98-206(3)(c))
  - Public Services and Utilities (per Section 98-206(3)(e))

**2. Land Uses Permitted as Conditional Use:** (per Section 98-202(4))  
Clear Cutting (per Section 98-206(2)(g))  
Commercial Indoor Lodging (per Section 98-206(4)(k))

**3. Land Uses Permitted as Accessory Uses:** (per Section 98-202(5))  
a) Land Uses Permitted by Right:  
On-Site Parking Lot (per Section 98-206(8)(n))  
Drainage Structure (per Section 98-206(8)(r))  
Filling (per Section 98-206(8)(s))  
Lawn Care (per Section 98-206(8)(t))  
Exterior Communication Devices (per Section 98-206(8)(v))  
b) Land Uses Permitted as Conditional Use:

**4. Land Uses Permitted as Temporary Uses:** (per Section 98-202(6))  
Contractor's Project Office (per Section 98-206(9)(c))  
Contractor's On-Site Equipment Storage (per Section 98-206(9)(d))  
Relocatable Building (per Section 98-206(9)(e))

At this conceptual stage of development, the Developer is aware of the need for flexible development standards. If the Site is zoned PD with a Planned Business base district, the Site will meet many of the following Planned Business District standards. For those standards that the Site will not meet, the Developer will request the listed flexibilities from them:

**1. Regulations Applicable to Nonresidential Uses:**

**a) Nonresidential Intensity Requirements:**

Maximum Number of Floors (F): 4. *The Developer requests flexibility to allow 5 floors, and a maximum building height of approximately 65 feet, not 45 feet, given the size of the Site, the need for parking, storm water management and other facilities thereon, and the requisite number of units for the Site. The Site is relatively isolated, with major highways and roadways surrounding it. There are no nearby residential properties for which views will be significantly affected, the closest being Stone Ridge Subdivision, which is located northeast of the Site, outlets on Center Street, is built on a hill higher than the Site, with the Site not in the line of sight between the subdivision and Geneva Lake.*

Minimum Landscape Surface Ratio (LSR): 25% *The Developer requests an LSR of approximately 42%, based on the ratio of 44,619 square feet to 107,506.08 square feet.*

Maximum Floor Area Ratio (FAR): .30 *The Developer requests a maximum FAR of 45%, based on the ratio of 46,100 square feet to 107,506.08 square feet. The LSR and FAR are based on a gross building area of 58,440 square feet, total area of 107,506.08 square feet, a building footprint of 12,340 square feet, and upper floors of 11,525 square feet.*

Minimum Lot Area (MLA): 20,000 square feet

Maximum Building Size (MBS): Not applicable

**b) Nonresidential Bulk Requirements:**

i) Minimum Lot Area: 20,000 square feet

ii) Minimum Lot Width: 100 feet; Minimum Street Frontage: 50 feet

**Minimum Setbacks:**

a) Building to Front or Street Lot Line: 25 feet, 40 feet for a lot adjacent to a street with an Officially Mapped right-of-way equal to or exceeding 100 feet *The Developer requests flexibility for the Site to reduce the street yard setbacks from 40 feet from USH 12, Sheridan Springs Road, and North Edwards Boulevard, as shown on the Site Plan. The Site is narrow and triangular in shape, and a 40 foot setback from each boundary of the Site would leave too little of the Site for development, including building, parking and storm water management and other facilities.*

b) Building to Nonresidential Side Lot Line: 10 feet or 0 feet on zero lot line side *Not applicable, because all three sides of the Site are bounded by public streets or highways, subject to the street yard setback of 40 feet, from which flexibility is requested above.*

c) Building to Nonresidential Rear Lot Line: 30 feet *Not applicable, because all three sides of the Site are bounded by public streets or highways, subject to the street yard setback of 40 feet, from which flexibility is requested above.*

**H:** Peripheral Setback: See 98-610(4)(b) along zoning district boundary *With the base Planned Business zoning district, the surrounding zoning districts of Planned Industrial and Planned Development -commercial appear to impose no peripheral setback.*

**I:** Minimum Paved Surface Setback: 5 feet from side or rear; 10 feet from street *The Developer requests that the minimum paved surface setback from the North Edwards Boulevard right-of-way be reduced from 10 feet to 3 feet, particularly around the south access point to the Site, given the narrowness of the Site.*

**J:** Minimum Building Separation: 20 feet or 0 feet on zero lot line side

**K:** Maximum Building Height: 45 feet *The Developer requests flexibility to allow 5 floors, and a maximum building height of approximately 65 feet, not 45 feet, given the size of the Site, the need for parking, storm water management and other facilities thereon, and the requisite number of units for the Site. The Site is relatively isolated, with major highways and roadways surrounding it. There are no nearby residential properties for which views will be significantly affected, the closest being Stone Ridge Subdivision, which is located northeast of the Site, outlets on Center Street, is built on a hill higher than the Site, with the Site not in the line of sight between the subdivision and Geneva Lake.*

**L:** Minimum Number of Off-Street Parking Spaces Required on the Lot:

See parking lot requirements per specific land use in Section 98-206

**c. Nonresidential Landscaping Requirements (Nonresidential, Two- & Multi-family):**

- 1) 40 landscaping points per 100 linear ft. of building foundation
- 2) 10 landscaping points per 1,000 square ft. of gross floor area
- 3) 40 landscaping points per 100 linear feet of street frontage
- 4) 80 landscaping points per 10,000 square ft. paved area/20 stalls

**d. Nonresidential Performance Standards:** (See Article VII) *Under 98-702(6), on an arterial or nonresidential collector street, no access point can be closer than one hundred (100) feet from the intersection of any two street rights-of-way unless such street is the only available frontage on the property. The north access point to the Site on*

North Edwards Boulevard is approximately 100 feet from the intersection of North Edwards Boulevard and Sheridan Springs Road. The Developer requests flexibility to locate the north access point as shown on the Site Plan to align the driveway properly with the port cochere and the lobby entrance to the motel.

**e. Nonresidential Signage Regulations:** (See Article VIII)

### **Written Description of Potentially Requested Exemptions**

Developer will modify this general written description of the concept plan as necessary to create an acceptable PD, and may request exemption from any of the standards listed herein.

The flexibilities requested above are:

1. **Maximum Number of Floors (F): 4.** *The Developer requests flexibility to allow 5 floors, and a maximum building height of approximately 60 feet, not 45 feet, given the size of the Site, the need for parking, storm water management and other facilities thereon, and the requisite number of units for the Site. The Site is relatively isolated, with major highways and roadways surrounding it. There are no nearby residential properties for which views will be significantly affected, the closest being Stone Ridge Subdivision, which is located northeast of the Site, outlets on Center Street, is built on a hill higher than the Site, with the Site not in the line of sight between the subdivision and Geneva Lake.*

2. **Minimum Landscape Surface Ratio (LSR): 25%** *The Developer requests an LSR of approximately 42%, based on the ratio of 44,619 square feet to 107,506.08 square feet.*

3. **Maximum Floor Area Ratio (FAR): .30** *The Developer requests a maximum FAR of 45%, based on the ratio of 46,100 square feet to 107,506.08 square feet. The LSR and FAR are based on a gross building area of 58,440 square feet, total area of 107,506.08 square feet, a building footprint of 12,340 square feet, and upper floors of 11,525 square feet.*

4. **Minimum Setbacks:** a) **Building to Front or Street Lot Line:** 25 feet, 40 feet for a lot adjacent to a street with an Officially Mapped right-of-way equal to or exceeding 100 feet *The Developer requests flexibility for the Site to reduce the street yard setbacks from 40 feet from USH 12, Sheridan Springs Road, and North Edwards Boulevard, as shown on the Site Plan. The Site is narrow and triangular in shape, and a 40 foot setback from each boundary of the Site would leave too little of the Site for development, including building, parking and storm water management and other facilities.*

5. **Minimum Paved Surface Setback:** 5 feet from side or rear; 10 feet from street *The Developer requests that the minimum paved surface setback from the*

*North Edwards Boulevard right-of-way be reduced from 10 feet to 3 feet, particularly around the south access point to the Site, given the narrowness of the Site.*

6. **Maximum Building Height: 45 feet** *The Developer requests flexibility to allow 5 floors, and a maximum building height of approximately 65 feet, not 45 feet, given the size of the Site, the need for parking, storm water management and other facilities thereon, and the requisite number of units for the Site. The Site is relatively isolated, with major highways and roadways surrounding it. There are no nearby residential properties for which views will be significantly affected, the closest being Stone Ridge Subdivision, which is located northeast of the Site, outlets on Center Street, is built on a hill higher than the Site, with the Site not in the line of sight between the subdivision and Geneva Lake.*

7. **Nonresidential Performance Standards: (See Article VII)** *Under 98-702(6), on an arterial or nonresidential collector street, no access point can be closer than one hundred (100) feet from the intersection of any two street rights-of-way unless such street is the only available frontage on the property. The north access point to the Site on North Edwards Boulevard is approximately 100 feet from the intersection of North Edwards Boulevard and Sheridan Springs Road. The Developer requests flexibility to locate the north access point as shown on the Site Plan to align the driveway properly with the port cochere and the lobby entrance to the motel.*

## **EXHIBIT A**

### **LEGAL DESCRIPTION OF SITE**

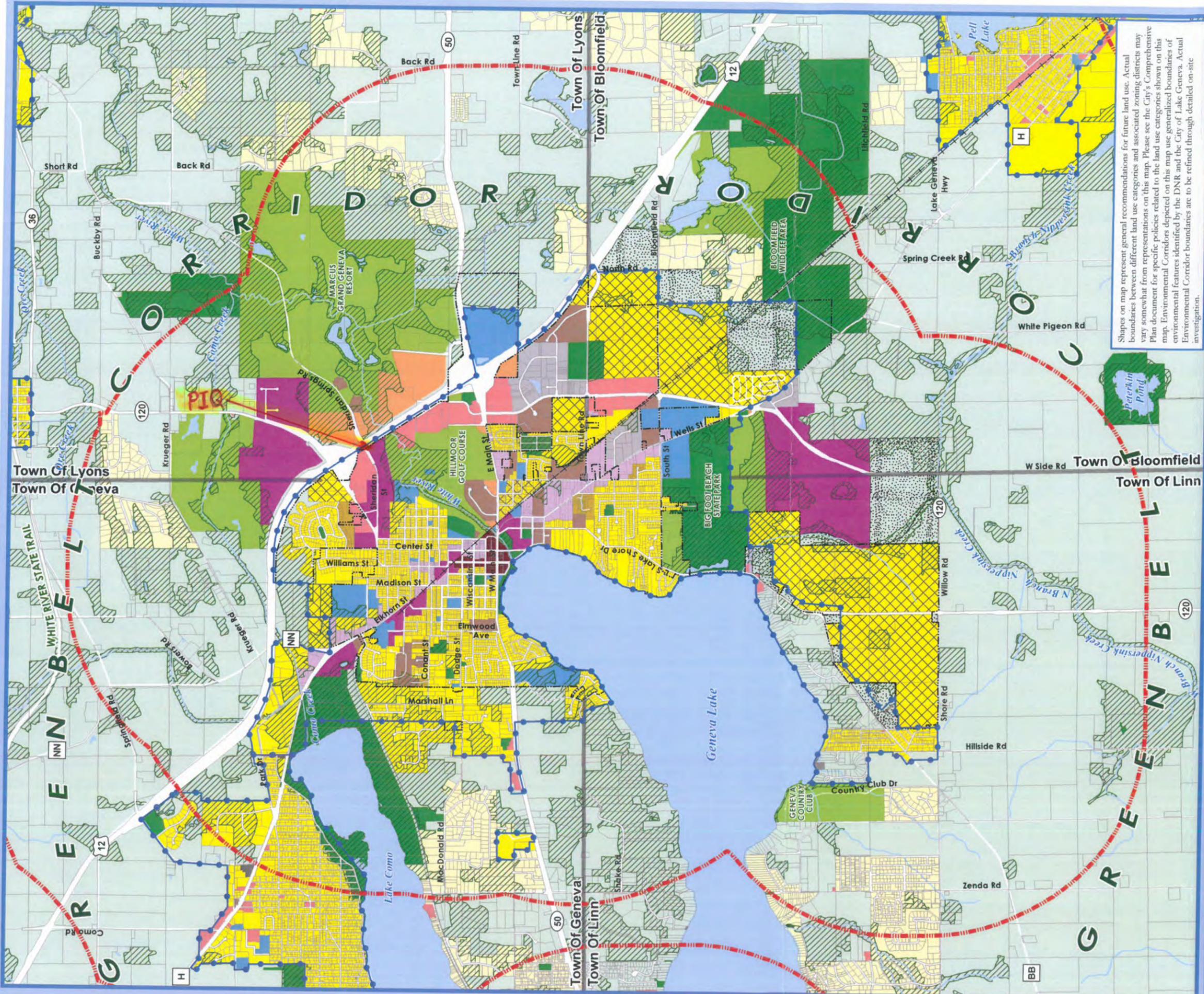
Lot 3 and Lot 4 of Certified Survey Map No. 4680 recorded October 13, 2016 in Volume 31 of Certified Surveys on Page 28 as Document No. 934194, and being part of the Northwest 1/4 and the Northeast 1/4 of the Southwest 1/4 and Southeast 1/4 and Southwest 1/4 of the Northwest 1/4 all in Section 30, Township 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin.

Tax Key No. ZA468000003 and ZA 468000004

Address: Vacant Lots, 1111 N. Edwards Boulevard

**GROUP EXHIBIT B**  
**CITY LAND USE PLAN MAP AND AERIAL PHOTOGRAPH**

See attached.



Shapes on map represent general recommendations for future land use. Actual boundaries between different land use categories and associated zoning districts may vary somewhat from representations on this map. Please see the City's Comprehensive Plan document for specific policies related to the land use categories shown on this map. Environmental Corridors depicted on this map use generalized boundaries of environmental features identified by the DNR and the City of Lake Geneva. Actual Environmental Corridor boundaries are to be refined through detailed on-site investigation.

### Map 5a: Future Land Use - City of Lake Geneva Comprehensive Plan

#### Land Use Categories

- Agricultural & Rural
- Single Family Residential - Exurban
- Single Family Residential - Urban
- Two-Family/Townhouse Residential
- Multi-Family Residential
- Planned Neighborhood
  - \*Each "Planned Neighborhood" may include a mix of:
  - 1. Single Family - Urban (predominate land use)
  - 2. Two-Family/Townhouse
  - 3. Multi-Family Residential
  - 4. Institutional & Community Services
  - 5. Neighborhood Mixed Use
  - 6. Public Park & Recreation
- Neighborhood Mixed Use
- Planned Office
- Planned Business

- Central Business District
- Planned Mixed Use
  - \*Each "Planned Mixed Use Area" may include mix of:
  - 1. Planned Office
  - 2. Multi-Family Residential
  - 3. Institutional & Community Services
  - 4. Planned Business
- Planned Industrial
- General Industrial
- Institutional & Community Services
- Private Recreation Facilities
- Public Park & Recreation
- Environmental Corridor
- Long Range Exurban Growth Area

- City of Lake Geneva
- Township Boundary
- Urban Service Area Boundary
- Extraterritorial Jurisdiction Boundary
- Parcels
- Surface Water
- Abandoned Railroad

0 0.25 0.5 1 Miles

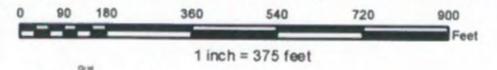
Adopted: October 24, 2014

Source: SEWRPC, WIDNR, Walworth County LIO, V&A



## CSM 4680 Lots 3 and 4

WALWORTH COUNTY, WISCONSIN



Author:

Map Produced on: 3/2/2018

Wisconsin State Plane Coordinate System, South Zone  
Horizontal Datum: NAD27

Walworth County Information Technology Department  
Land Information Division

1800 County Trunk NN  
Elkhorn, Wisconsin 53121-1001



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**EXHIBIT C  
SITE PLAN**

See attached.

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I:\36300\36359 Waubonsie-Lake Geneva WFO\1 Drawings\Autocad\Civil\36359 C200.dwg Printed by: kvaiverson on Mar 02, 2018 - 10:47am

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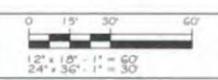
MARK	DATE	DESCRIPTION
	03/05/2018	ISSUE
		PHASE
		PROJECT TITLE
		PROJECT OWNER
		PROJECT LOCATION
		SHEET TITLE
		PROJECT NUMBER
		SHEET NUMBER

DATE ISSUED:	03/05/2018
ISSUE PHASE:	PUD CONCEPT PLAN
PROJECT TITLE:	HAMPTON INN 5 STORY 92 UNIT
PROJECT OWNER:	CHIEF WAUBONSIE, LLC
PROJECT LOCATION:	LAKE GENEVA, WI
SHEET TITLE:	PRELIMINARY SITE PLAN
PROJECT NUMBER:	36359
SHEET NUMBER:	C200

- SITE INFORMATION**
1. PARCEL INFORMATION:
    - 1.1. PARCEL ZA468000003 = ± 1.93 ACRES
    - 1.2. PARCEL ZA468000004 = ± 0.53 ACRES
    - 1.3. TOTAL AREA = ± 2.46 ACRES
  2. EXISTING PERCENT IMPERVIOUS = ± 0%
  3. PROPOSED PERCENT IMPERVIOUS = 58.69%
  4. NET INCREASE IN IMPERVIOUS AREA = ± 62,887 SF
  5. TOTAL DISTURBED AREA = ± TBD ACRES
- GENERAL NOTES**
1. DIMENSIONS ON CURB AND GUTTER ARE TO THE FACE OF THE CURB, INCLUDING RADIUS DIMENSIONS.
  2. ALL SIGNS AND PAVEMENT MARKINGS SHALL MEET ALL REQUIREMENTS OF THE LOCAL JURISDICTION.
  3. CONTRACTOR SHALL INSTALL THE NECESSARY TRAFFIC CONTROL AND ADVANCED WARNING SIGNS 48 HOURS PRIOR TO PERFORMING ANY WORK WITHIN RIGHT-OF-WAY.



- LEGEND**
- EXISTING PROPERTY CORNER
  - PROPOSED CONCRETE
  - PROPOSED LIGHT DUTY PAVEMENT
  - PROPOSED HEAVY DUTY PAVEMENT
  - EXISTING LOT LINES

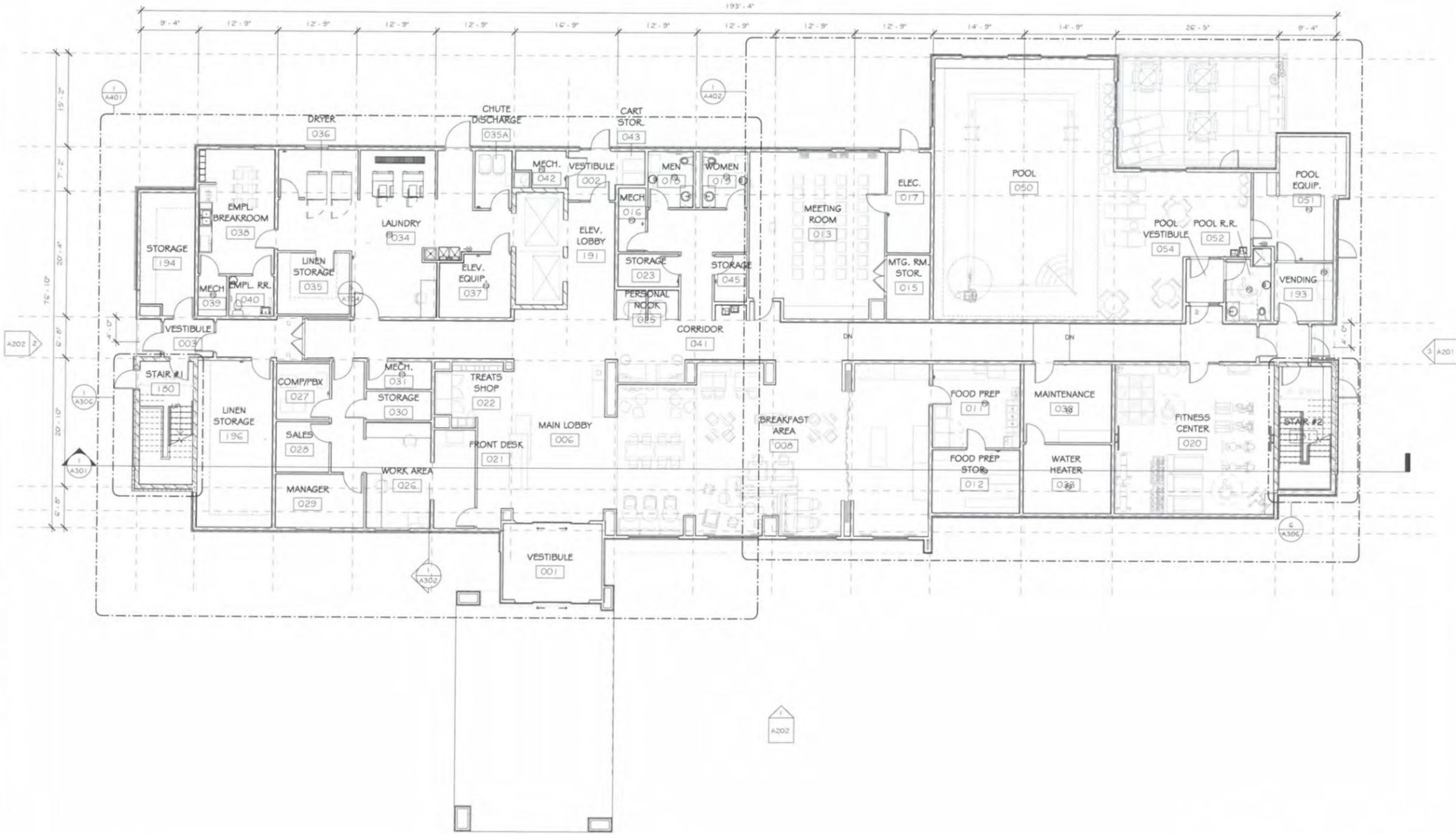


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**EXHIBIT D  
FLOOR PLANS**

See attached.

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1 FIRST FLOOR  
 SCALE: 1/8" = 1'-0"

ELEVATOR SCHEDULE				
LOCATION	MFG	CAPACITY	SPEED	USAGE
ELEV #1	SCHINDLER	25'	150	GENERAL
ELEV #2	SCHINDLER		150	GENERAL

UPDATE

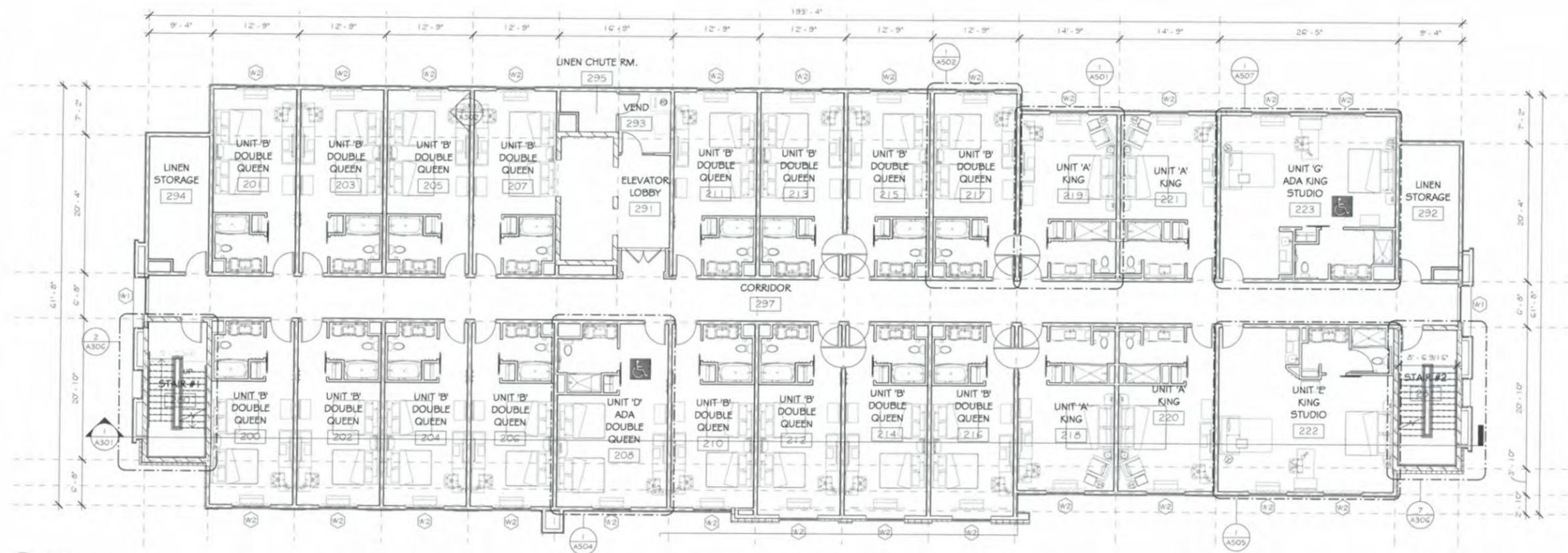
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Revision:	Date:
DATE ISSUED:	03/05/2018
ISSUE PHASE:	PUD CONCEPT PLAN
PROJECT TITLE:	
<b>HAMPTON INN</b> <b>92 UNIT</b> <b>5 STORY</b>	
PROJECT OWNER:	
CHIEF WAU/BONSIE, LLC	
PROJECT LOCATION:	
LAKE GENEVA, WI	
SHEET TITLE:	
FIRST FLOOR PLAN	
PROJECT NUMBER:	36359
SHEET NUMBER:	A101

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1 SECOND FLOOR  
 SCALE: 1/8" = 1'-0"



2 THIRD FLOOR  
 SCALE: 1/8" = 1'-0"



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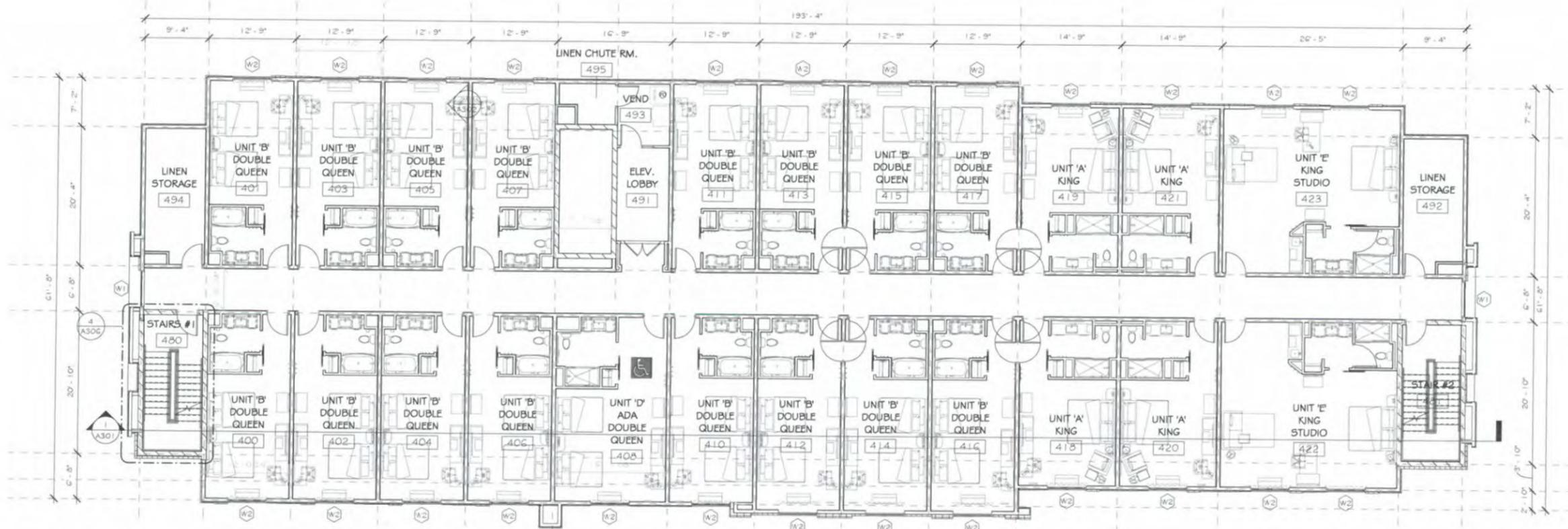
DATE ISSUED	03/05/2018
ISSUE PHASE	FUD CONCEPT PLAN
PROJECT TITLE	HAMPTON INN 92 UNIT 5 STORY
PROJECT OWNER	CHIEF WAUBONSIE, LLC
PROJECT LOCATION	LAKE GENEVA, WI
SHEET TITLE	SECOND & THIRD FLOOR PLAN
PROJECT NUMBER	36359
SHEET NUMBER	A102

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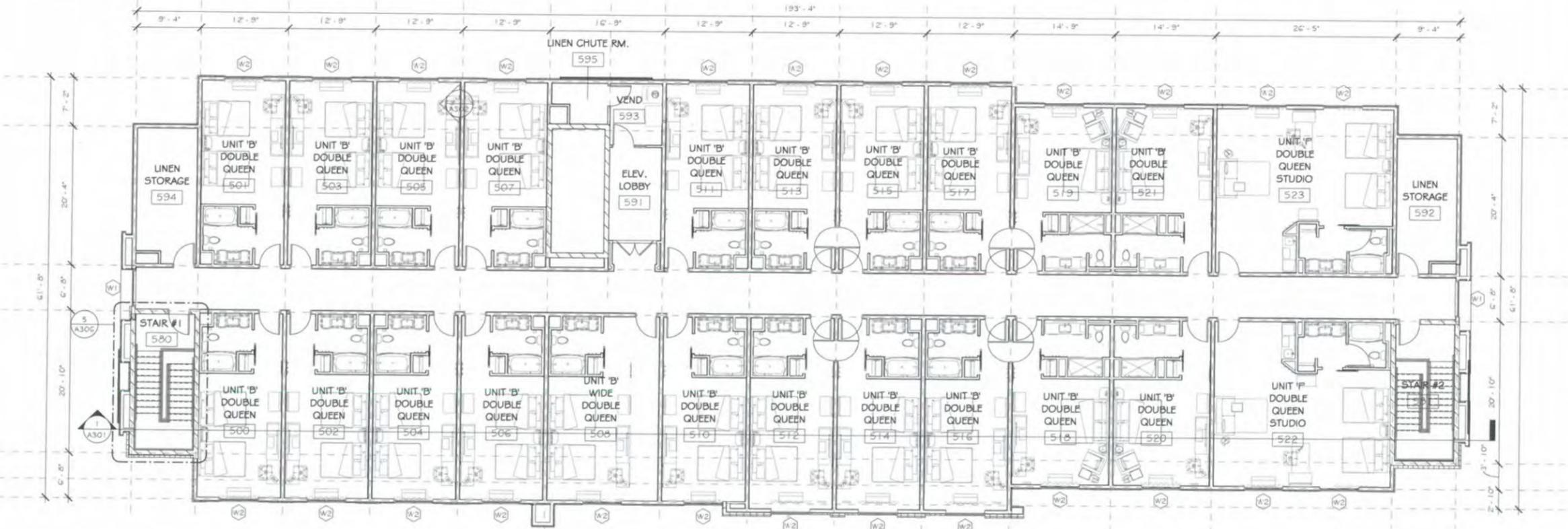
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1 FOURTH FLOOR  
 SCALE: 1/8" = 1'-0"



2 FIFTH FLOOR  
 SCALE: 1/8" = 1'-0"



Certification # Seal:

Revision	Date
DATE ISSUED	03/05/2018
ISSUE PHASE	PUD CONCEPT PLAN
PROJECT TITLE	
HAMPTON INN 92 UNIT 5 STORY	
PROJECT OWNER	
CHIEF WAUBONSIE, LLC	
PROJECT LOCATION	
LAKE GENEVA, WI	
SHEET TITLE	
FOURTH & FIFTH FLOOR PLAN	
PROJECT NUMBER	36359
SHEET NUMBER	A103

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**GROUP EXHIBIT E  
ELEVATIONS & RENDERING**

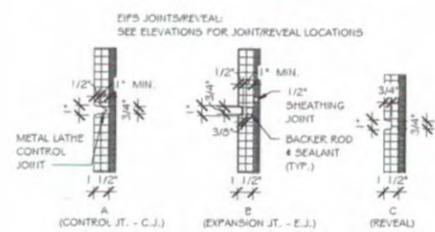
See attached.



1 NORTH EXTERIOR ELEVATION  
 SCALE: 1/8" = 1'-0"



3 EAST EXTERIOR ELEVATION  
 SCALE: 1/8" = 1'-0"



3 EIFS JOINTS  
 SCALE: 1 1/2" = 1'-0"

EXTERIOR MATERIALS LEGEND	
	E.I.F.S. COLOR #1 - DRYVIT - COLOR: TO MATCH SHERWIN WILLIAMS, SW7014 - EIDER WHITE; EXTERIOR READY-MIX, SAILCLOTH; SWIRL TEXTURE
	E.I.F.S. COLOR #2 - DRYVIT - COLOR: TO MATCH SHERWIN WILLIAMS, SW7016 - MINDFUL GRAY; SWIRL TEXTURE
	E.I.F.S. COLOR #3 - (AT WINDOWS) - DRYVIT - COLOR: TO MATCH SHERWIN WILLIAMS SW7015 - DOVETAIL; SWIRL TEXTURE
	E.I.F.S. COLOR #4 - (AT STONE CAP) - DRYVIT - COLOR: TO MATCH SHERWIN WILLIAMS, SW7020 - BLACK FOX; SWIRL TEXTURE
	MASONRY SPLIT FACE
	MASONRY GROUND FACE
	ARCHITECTURAL WOOD LOOK PANEL

E.I.F.S. - DO NOT EXCEED 144 SF BETWEEN CONTROL JOINTS. THE DISTANCE BETWEEN CONTROL JOINTS SHOULD NOT EXCEED 1.5 FEET IN EITHER DIRECTION WITH A LENGTH TO WIDTH RATIO OF 2.5 TO 1.

- EXTERIOR ELEVATION NOTES
- ALL EXTERIOR VENTS & LOUVERS TO BE PAINTED TO MATCH ADJACENT WALL COLOR. SEE MECHANICAL FOR SIZE AND LOCATIONS
  - FOAM PLASTIC INSULATION GREATER THAN 4" IN THICKNESS SHALL HAVE A MAXIMUM FLAME SPREAD INDEX OF 75 AND A SMOKE DEVELOPED INDEX OF 450 WHERE TESTED AT A MINIMUM THICKNESS OF 4"
  - PROVIDE BLOCKING AND ELECTRICAL CIRCUITING TO ALL SIGN LOCATIONS, COORDINATE WITH SIGN CONTRACTOR.
  - EIFS NOT TO EXCEED 144 SQ. FT. W/O CONTROL JOINT. SEE DETAILS FOR CONTROL AND EXPANSION JOINTS

Certification & Seal:

Revision	Date
DATE ISSUED	03/05/2018
ISSUE PHASE	PUD CONCEPT PLAN

PROJECT TITLE:  
**HAMPTON INN**  
 92 UNIT  
 5 STORY

PROJECT OWNER:  
 CHIEF WAUBONSIE, LLC

PROJECT LOCATION:  
 LAKE GENEVA, WI

SHEET TITLE:  
 EXTERIOR ELEVATIONS

PROJECT NUMBER	36359
SHEET NUMBER	A201

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1 SOUTH EXTERIOR ELEVATION  
 SCALE: 1/8" = 1'-0"

MID LEVEL  
 97' - 6"  
 LOWER LEVEL  
 96' - 0"



2 WEST EXTERIOR ELEVATION  
 SCALE: 1/8" = 1'-0"

Certification & Seal:

Revision	Date
DATE ISSUED	03/05/2018
ISSUE PHASE	PUD CONCEPT PLAN

PROJECT TITLE:  
**HAMPTON INN**  
**92 UNIT**  
**5 STORY**

PROJECT OWNER:  
 CHIEF WAUBONSIE, LLC

PROJECT LOCATION:  
 LAKE GENEVA, WI

SHEET TITLE:  
 EXTERIOR ELEVATIONS

PROJECT NUMBER: 36359  
 SHEET NUMBER: A202

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Certification & Seal:

Revision	Date
DATE ISSUED	03/05/2018
ISSUE PHASE	FUD CONCEPT PLAN
PROJECT TITLE:	
HAMPTON INN	
92 UNIT	
5 STORY	
PROJECT OWNER:	
CHIEF WAUBONSIE, LLC	
PROJECT LOCATION:	
LAKE GENEVA, WI	
SHEET TITLE:	
RENDERING	
PROJECT NUMBER	36359
SHEET NUMBER	A901

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STAFF REPORT  
To Lake Geneva Plan Commission  
Meeting Date: March 19, 2018

Agenda Item:12

Applicant:

Phoenix Development of Lake Geneva LLC.  
27519 N 103<sup>rd</sup> Way  
Scottsdale, AZ 85262

Request:

Conceptual Plan for a 60-unit condominium site  
for Single Family Housing Units.  
Currently: Regent Hills Subdivision

Description:

The applicant is submitting to the Plan Commission for discussion on the Conceptual Plan for a 60-unit condominium site for Single Family Housing Units to be located currently at the Regent Hills subdivision on LaSalle Street.

The proposed subdivision as submitted is requesting exceptions first of which the minimum lot size of 9,000 square feet with a minimum 75' of street frontage as required for single family dwellings. The proposed sites identified by the applicant are planning 55' wide lots with 6,600 square foot lots.

The proposed plan will require a Plan Development review request in which this step 2 of the Plan Development process is the "Conceptual Plan" which is not within the realm of the Public Hearing process. The conceptual plan is in simplest form an initial review that is providing to the Plan Commission for their input on a potential application for a Planned Development.

Consistency with the Comprehensive Plan:

Wisconsin law requires all Zoning Map Amendments (including Precise Implementation Plan (PIP) be consistent with the Comprehensive Plan, and particularly with the Future Land Use Map. This map recommends the land use category for the subject property. This category allows for neighborhood-scale mixed use development. The proposed PIP zoning *is consistent* with the Comprehensive Plan.

This location is identified in the Comprehensive Plan as Planned Mixed Use which allows for this land use under the current zoning classification.

Relation to Base Zoning Standards:

All Planned Developments must explicitly identify any flexibilities being requested from base zoning standards in the most comparable regular zoning district. In this instance, the Planned Development (PD), the current zoning of the property, provides that comparison zoning district. The project is requesting the following.

**APPLICATION FOR SITE PLAN REVIEW**  
*City of Lake Geneva*

Site Address and Parcel No. or Legal Description:

Parcel 1 Tax Key ZA424700001 Address La Salle Street

Parcel 2 Tax Key ZA424800001 Address La Salle Court

Name and Address of Current Owner:

Phoenix Development of Lake Geneva LLC

27519 N 103rd Way Scottsdale, AZ 85262

Telephone No. of Current Owner including area code: \_\_\_\_\_

Email Address: \_\_\_\_\_

Name and Address of Applicant:

John Giampoli - Omega Homes

210 O'Connor Drive Ste 101 Elkhorn, WI 53121-4542

Telephone No. of Applicant including area code: 630-939-4461

Email Address: giampoli@omegahomes.net

Proposed Use:

60-unit, single family condominium site offering several amenities including designated common space areas.

Each unit is approximately 55 x 120 and will include an attached garage. This is an infill site and the existing utilities (storm sewer, sanitary sewer and water main) and roadways will be utilities to the maximum extent practical.

Zoning District: MR-8

Names and Addresses of architect, professional engineer and contractor of project:

Professional Engineer - Cardinal Engineering LLC (Jaimi N. Lapp, PE)

Short statement describing activities to take place on site:

Site will be graded, roads reconstructed as required and utilities upgraded as necessary to meet City standard and to improve 60 lots that single family condominiums will be constructed on. Storm water practices will be installed, common space areas will be restored and landscaped.

Site Plan Review fee: \$400.00, due upon filing of Application.

March 9, 2018

Date

OMEGA HOMES, LLC.

By John A. Giampoli President  
Signature of Applicant

Cost Recovery # \_\_\_\_\_

Petitioner Name \_\_\_\_\_

Project Address \_\_\_\_\_

OFFICE USE ONLY

Description of Request \_\_\_\_\_

**Agreement for Services**

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of \$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** Surplus deposits shall be returned to the Applicant at the conclusion of the project.

John Giampoli

\_\_\_\_\_, as applicant/petitioner for

Project:

Regent Hill (currently, to be renamed)

Project Address:

LaSalle Street, LaSalle Court

Name:

John Giampoli

Address:

210 O'Connor Drive Ste 101

Elkhorn, WI 53121-4542

Cell Phone: (630) - 939 - 4461

Phone: ( ) - -

Email: giampoli@omegahomes.net

Dated this 9<sup>th</sup> Day of MARCH, 2018

Printed Name of Applicant / Petitioner

John Giampoli - OMEGA HOMES, INC.

Signature of Applicant/Petitioner

*Omega Homes, Inc.*  
By *John J. Giampoli Pres*



**OMEGA HOMES, INC.**  
**CONCEPTUAL PLAN FOR REGENT HILL SUMMARY**  
**March 9, 2017**

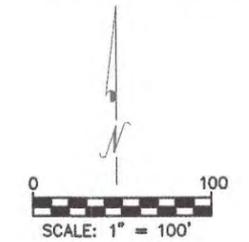
The site currently known as Regent Hill (to be renamed) and located on LaSalle Street in the City of Lake Geneva is being proposed as a 60-unit single-family condominium site.

The project will be served by LaSalle Street and a private road with 3 cul-de-sacs. This is an infill site. Existing storm sewer, sanitary sewer and water main are intended to be reused for service to these units. Two storm water facilities and common space will be constructed as part of this development.

The site is zoned MR-8. At 17.26 acres, 60 units provides a density of 3.5 units/acre.

Each unit is approximately 55 x 120 and will include a private attached garage.

**REGENT HILL**  
 CONCEPTUAL PLAN #6  
 SINGLE FAMILY  
 CONDOMINIUM  
 LAKE GENEVA, WISCONSIN



CONCEPT PLAN DENSITY  
 TOTAL AREA = 17.26 ACRES  
 TOTAL UNITS = 60 UNITS  
 DENSITY = 3.5 UNITS PER ACRE



DATE: 2-21-2018  
 SHEET 1 OF 1





# VANDEWALLE & ASSOCIATES INC.

To: The City of Lake Geneva  
From: Mike Slavney, City Planning Consultant, FAICP  
Date: March 13, 2018  
Re: Regulation of Tourist Rooming Houses / Short-Term Rentals

---

## **Introduction**

Recent changes to Wisconsin state law have severely restricted the ability of local units of government to regulate tourist rooming houses (TRHs) (also known as short-term rental units). With the rise of services to advertise and make reservation for TRHs, such as AirBnB and VRBO, the City should proactively address this issue.

This memo summarizes the ability and limitations for regulating and licensing this form of land use. City staff is seeking Plan Commission and Common Council views on this issue, in order to prepare draft amendments to the Municipal Code for later consideration.

## **Definition**

Chapter ACTP 72 addresses hotels, motels, and tourist rooming houses. In Section 72.03(20), TRHs are defined as:

All lodging places and tourist cabins and cottages, other than hotels and motels in which sleeping accommodations are offered for pay to tourists and transients. It does not include private boarding houses or rooming houses not accommodating tourists or transients, or bed and breakfast establishments regulated under ACTP 73.

The state also allows local government to limit TRH use to a maximum of 180 days during a calendar year, and to no less than seven consecutive days. In this respect, TRHs could be a form of accessory land use to the primary use of the property as a dwelling unit. The following amendments add a definition for Tourist Rooming Houses and permit it as an accessory land use by right in every Zoning District and add it to the table of land uses.

## **Part One**

1. Add new definition “Tourist Rooming House” (land use) to describe the new category of rental in Section 98-034:

**Tourist Rooming House (land use):** See Sec. 98-206(8)(y).

## **Part Two**

2. Add to Accessory Land Uses (Subsection 98-206(8)), as new subsection (y):

### **(y) Tourist Rooming House**

Description: Includes all lodging places and tourist cabins and cottages, other than hotels and motels, in which sleeping accommodations are offered for pay to tourists and transients. It does not include private boarding houses or rooming houses not accommodating tourists or transients, or bed and breakfast establishments regulated under ACTP 73.

1. Permitted by Right: All zoning districts.

a. Land Use Requirement:

Tourist Rooming House shall only be located as an Accessory Land Use within a Single-Family Detached Dwelling Unit as defined in Section 18-55(a).

b. Annual City License Required:

Each Tourist Rooming House shall operate only during the valid period of an Annual City of Lake Geneva Tourist Rooming House License for each calendar year. Operating a Tourist Rooming House without a current version of a valid license shall be considered a violation of this Zoning Ordinance, and subject to the penalties of Section 18-257. The following information shall be provided on an annual basis, prior to issuance of said Annual City of Lake Geneva Tourist Rooming House License:

- i. Completed City of Lake Geneva Tourist Rooming House Application, which includes the property owner name, address, and phone number; the designated operator’s name, address, and phone number; the period of operation of up to 180 days in a calendar year, which must be consecutive;
- ii. A current floor plan for the Tourist Rooming House at a minimum scale of one-inch equals 4 feet, and Site Plan of the property at a minimum scale of one-inch equals ten feet showing on-site parking spaces and trash storage areas;
- iii. General Building Code Inspection by City, and submittal of Official Building Code Inspection Report with no outstanding compliance orders remaining;
- iv. Fire Code Inspection by City, and submittal of Official Fire Code Inspection Report with no outstanding compliance orders remaining;
- v. Proof of valid property and liability insurance for the dwelling unit;
- vi. State of Wisconsin Tourist Rental House License;
- vii. Seller’s Permit issued by the Wisconsin Department of Revenue;
- viii. City of Lake Geneva Room Tax Permit; and,

- ix. Payment of an Administrative Fee, set annually by the City Board, to cover the costs to the City of administering the above.

The City of Lake Geneva Tourist Rooming House License shall be issued with the completion of the above requirements.

c. Property Management Requirements:

Each Tourist Rooming House shall be managed consistent with the following requirements:

- i. The total number of days of operation within any calendar year shall not exceed 180 days, which must be consecutive. This Period of Tourist Rooming House Operation shall be specified by the property owner in the required annual Lake Geneva Tourist Rooming House Application.
- ii. The Minimum Rental Period shall be a minimum of seven consecutive days by any one party.
- iii. The Maximum Rental Period shall be no more than 180 consecutive days by any one party.
- iv. Similar facilities in which single-family detached homes are available for less than seven days, more than 180 days, or throughout the year, are a different land use that falls within the Indoor Commercial Lodging land use category.
- v. The Maximum Number of Occupants shall not exceed the total number licensed by the State of Wisconsin or two per bedroom plus two additional occupants, whichever is less.
- vi. The Tourist Rooming House shall be operated by the property owner or by a property manager explicitly designated in the valid Lake Geneva Tourist Rooming House Application as the “Designated Operator”.
- vii. The property owner’s and the Designated Operator’s names, addresses, and 24-hour phone numbers shall be provided in the City of Lake Geneva Tourist Rooming House Application and shall be updated within 24 hours upon any change in the property manager or the property manager contact information.
- viii. The Designated Operator must reside within, or have their business located within, 25 miles of the Tourist Rooming House parcel.
- ix. The Designated Operator must be available by phone 24 hours, seven days a week, during the period of operation designated in the Lake Geneva Tourist Rooming House Application.
- x. Each tourist rooming house shall provide and maintain a Guest Register and shall require all guests to register their true names and addresses before allowing occupancy. The Guest Register shall be kept intact and available by the Designated Operator for inspection by representatives of the City for at least one year from the day of the conclusion of the period of operation.
- xi. Each tourist rooming house shall maintain the following written Business Record for each rental of the tourist rooming house: the true names and addresses of any person renting the property, the dates of the rental period (which must be a minimum of seven consecutive days), and the monetary amount or consideration paid for the rental. The Business Record shall be kept

intact and available by the Designated Operator for inspection by representatives of the City for at least one year from the day of the conclusion of the period of operation.

d. Property Operational Requirements:

Each Tourist Rooming House shall be operated per the following requirements:

- i. The “Requirements for Tourist Rooming House Guests” form provided by the City of Lake Geneva to summarize City requirements for Tourist Rooming Houses, and the Site Plan for the subject property clearly depicting guest parking spaces and the rear yard, shall be posted on the inside of the front door of each tourist rooming house throughout its period of operation.
- ii. Parking Requirements:
  - [a] A minimum of two off-street parking spaces shall be provided on the subject property for each Tourist Rooming House. If the Tourist Rooming House provides three or more bedrooms, an additional on-site parking space is required for each additional bedroom over two.
  - [b] All guest parking for vehicles and trailers shall be within a parking space designated on the Site Plan, on an area paved with concrete or asphalt.
  - [c] All guest vehicles and trailers may only park on-site. Street parking for guests is not permitted.
  - [d] No parking is permitted on gravel, lawn, or planter bed areas.
- iii. Site Appearance Requirements:
  - [a] Aside from a changing mix of guests and their vehicles, there shall be no evidence of the property being used as a Tourist Rooming House visible on the exterior of the subject property.
  - [b] No exterior signage related to the Tourist Rooming House is permitted, other than the property address.
  - [c] No outdoor storage related to the Tourist Rooming House land use is permitted, except for typical residential recreational equipment, seating, and outdoor cooking facilities which are permitted only within the rear yard.
  - [d] No recreational vehicle, camper, tent, or other temporary lodging arrangement shall be permitted to accommodate guests.
- iv. Neighborhood Impact Requirements:
  - [a] No outdoor activity shall occur between the hours of 10:00 p.m. and 7:00 a.m.
  - [b] At all times, no noise, lighting, odor or other impacts from the subject property shall be detectable at the property line at levels exceeding the requirements of Article VII of the Lake Geneva Zoning Ordinance.
  - [c] No vehicular traffic shall be generated by the Tourist Rooming House at levels exceeding those typical for a detached single-family dwelling unit.
- v. Tourist Rooming House Advertising:
  - [a] No outdoor advertising is allowed on the subject property.

[b] The Tourist Rooming House shall not be advertised for availability in any form of media unless the required City of Lake Geneva Tourist Rooming House License has been issued.

e. Penalties and License Revocation

- i. Violations of the requirements for Tourist Rooming Houses, the provisions of the Tourist Rooming House License, and all other the requirements of the Zoning Ordinance are subject to separate daily fines per Section 98-936. Violations will be issued to, and will be the responsibility of, the property owner.
- ii. The Annual Tourist Rooming House License may be revoked for more than two violations of the requirements of the License, the requirements specific to Tourist Rooming Houses, the License, or the remainder of Zoning Code.

**Part Three**

The following changes add Tourist Rooming Houses as an accessory use permitted by right in every zoning district.

3a. Add the following Subsection to Section 98-105(1)(a)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3b. Add the following Subsection to Section 98-105(2)(a)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3c. Add the following Subsection to Section 98-105(2)(b)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3d. Add the following Subsection to Section 98-105(2)(c)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3e. Add the following Subsection to Section 98-105(2)(d)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3f. Add the following Subsection to Section 98-105(2)(e)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3g. Add the following Subsection to Section 98-105(2)(f)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3h. Add the following Subsection to Section 98-105(3)(a)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3i. Add the following Subsection to Section 98-105(3)(b)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3j. Add the following Subsection to Section 98-105(3)(c)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3k. Add the following Subsection to Section 98-105(3)(d)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3l. Add the following Subsection to Section 98-105(3)(e)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3m. Add the following Subsection to Section 98-105(3)(f)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3n. Add the following Subsection to Section 98-105(3)(g)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3o. Add the following Subsection to Section 98-105(3)(g)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3p. Add the following Subsection to Section 98-105(3)(h)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3q. Add the following Subsection to Section 98-105(3)(i)2.c.1):

Tourist Rooming House (see Section 98-206(8))

3r. Add the following Subsection to Section 98-105(3)(j)2.c.1):

Tourist Rooming House (see Section 98-206(8))

**Part Four**

4. Amend Section 98-203(1) "Table of Land Uses- Accessory Uses" (Section 206(8)) to add row (y) under Accessory Land Uses:

P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	(y) Tourist Rooming House
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---------------------------



NEW

Form-based codes are urban development regulations that support community life

Transforming  
a street with a  
form-based code



NOW

Conventional zoning has too often degraded the quality of neighborhoods

## We're making the places people live more walkable

The Form-Based Codes Institute is an educational not-for-profit organization which is reforming the antiquated system of land use regulation embedded in today's conventional zoning ordinances. Our goal is to make communities better places: walkable, sustainable, livable and lovable. We are committed to promoting the use of urban development regulations that focus on community character and urban form. By emphasizing the physical form of neighborhoods, people—residents, businesses, design professionals and developers—more enthusiastically engage together with their local governments in re-writing the rules for how we build our communities.

More than 400 communities in the US and Canada have adopted Form-Based Codes (FBCs) into law and many more codes are currently being developed. FBCI has played a major role in raising public awareness and developing professional expertise in the use of FBCs. FBCI offers courses and webinars, technical assistance to communities, public education, and recognition of outstanding codes with the annual Driehaus Award.



Form-based codes put people first



Here pedestrians are an afterthought

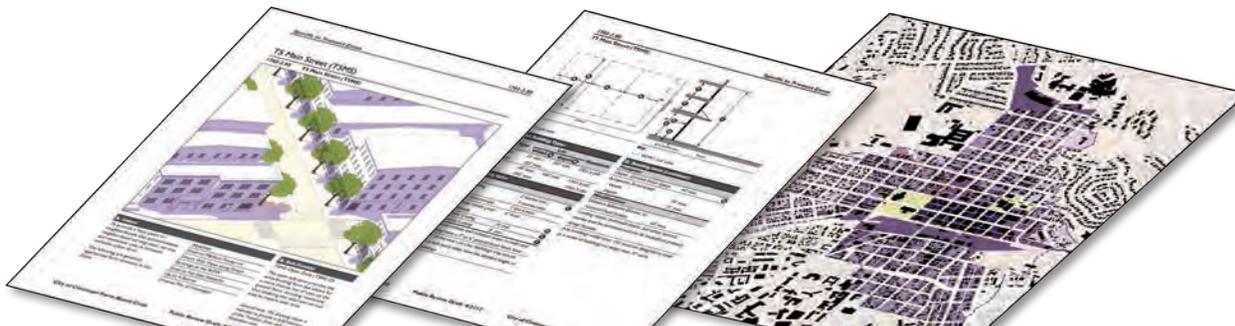
## What is a Form-Based Code?

A Form-Based Code (FBC) can be a community's most powerful tool to achieve a walkable, prosperous, and sustainable future. Based on a community vision reflecting both market forces and community desires, it changes the basic rules under which development occurs. An FBC emphasizes "placemaking"—coordinating the physical form of buildings with the form of the streets and other public spaces they face to enhance walking and community life.

The current zoning system in many communities makes it difficult to build new places of the same quality and character as the historic cities, towns, and neighborhoods that were common before such zoning became the norm. Conventional zoning

overemphasizes the segregation and micromanagement of land uses which spreads out communities and gobbles up countryside. Such development tends to require driving for all of the activities of daily life, requiring even more regulation about traffic and parking. Most development that people complain about today doesn't violate any rules; it is built according to these existing, outmoded, and often needlessly complex zoning codes.

In contrast, FBCs are user-friendly documents using diagrams, photographs, and "plain English" to clearly convey their intent, the rules for development, and the future the community aspires to. The holistic results are not only more functional but also more attractive—producing places people are proud to call home.



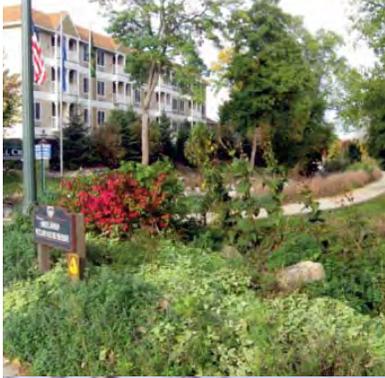
City of Cincinnati  
Form-Based Code



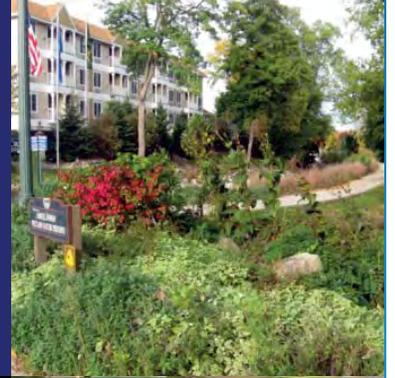
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**www.formbasedcodes.org**





*City of Lake Geneva*  
**Bicycle and Pedestrian Plan**



## Table of Contents

<b>Chapter 1. Introduction.....</b>	<b>1</b>
Importance of Bicycle and Pedestrian Planning.....	1
<b>Chapter 2. Background.....</b>	<b>3</b>
Existing Bicycle Facilities.....	3
Existing Pedestrian Facilities.....	3
Challenges and Opportunities.....	3
<b>Map 1: Existing Facilities.....</b>	<b>5</b>
Figure 1: Inventory of Sidewalks, Lake Geneva (2013) .....	7
Existing Bicycle and Pedestrian Plans, Policies, and Recommendations.....	8
City of Lake Geneva Comprehensive Plan (2009) .....	8
City of Lake Geneva Park and Open Space Plan, 2015-2020 (2015).....	8
A Multi-Jurisdictional Comprehensive Plan for Walworth County 2035 (2009) .....	8
<b>Chapter 3. Public Input.....</b>	<b>9</b>
City Staff Meeting .....	9
Bicycle and Pedestrian Visioning Workshop.....	9
<i>Figure 2. Summary of Public Input.....</i>	<i>10</i>
Online Survey .....	11
Draft Plan Open House.....	11
Draft Plan Review Meetings and Public Hearing.....	12
<b>Chapter 4. Goals and Objectives.....</b>	<b>13</b>
Goal 1. Build and maintain a robust bicycle and pedestrian network that serves Lake Geneva residents and tourists .....	13
Goal 2. Connect Lake Geneva to regional destinations .....	13
Goal 3. Improve and expand the existing sidewalk network.....	13
Goal 4. Encourage bicycle tourism as an economic development tool.....	14
<b>Chapter 5. Bicycle and Pedestrian Plan Recommendations .....</b>	<b>15</b>
Types Bicycle and Pedestrian Facilities .....	15
<i>Figure 3. Sharrrows.....</i>	<i>15</i>
<i>Figure 4. On-Street Bike Lanes.....</i>	<i>15</i>
<i>Figure 5. Off-Street Multi-Use Path.....</i>	<i>16</i>
<i>Figure 6. Intersection Improvements.....</i>	<i>17</i>
<b>Map 2: Planned Facilities.....</b>	<b>19</b>
Regional Recommendations.....	21
White River Trail (A).....	21
<i>Figure 7. White River Trail.....</i>	<i>21</i>
Connection to Grand Geneva and White River County Park and White River State Trail (B).....	22
<i>Figure 8. Grand Geneva and White River Connection .....</i>	<i>22</i>
Urban Escape Routes (C).....	23
<i>Figure 9. Urban Escape Routes.....</i>	<i>23</i>
Connection to Hackmatack National Wildlife Refuge and Northern Illinois (D).....	24

<i>Figure 10. Connection to Hackmatack N.W.R and Northern Illinois</i> .....	24
Local Recommendations .....	25
The Geneva Lake Loop (E) .....	25
<i>Figure 11. McDonald Road Lake Loop</i> .....	25
<i>Figure 12. South Lake Shore Drive</i> .....	26
Connections Along State Highways 50 and 120 (F) .....	27
<i>Figure 13. State Highways 50 and 120</i> .....	27
Improving the Downtown District (G) .....	28
<i>Figure 14. Downtown Lake Geneva</i> .....	29
Other Key Connections.....	29
Recommended Intersection improvements.....	30
Downtown Intersections .....	30
Pedestrian Recommendations.....	30
Key Sidewalks.....	30
Center Street .....	30
South Curtis Street.....	30
South Lake Shore Drive.....	31
Lake Geneva Boulevard.....	31
Sage Street .....	31
West Main Street .....	31
Main Street .....	31
Geneva Lake Shore Path.....	31
Downtown Sidewalk Café Guidelines.....	31
<i>Figure 15. Sidewalk Café</i> .....	32
<b>Chapter 6. Implementation</b> .....	<b>33</b>
Priority and Phasing of Investments.....	33
Short-term Recommendations.....	33
West Street and Main Street .....	33
Other Downtown Intersections .....	33
Main Street at Edwards Boulevard.....	33
Long-term Recommendations .....	34
South Street to Big Foot Beach State Park .....	34
White River State Trail.....	34
Network Expansions and Regional Tourism Connections .....	34
Typical Costs of Bicycle and Pedestrian Facilities.....	34
<i>Figure 16: Typical Costs Typical Costs of Bicycle and Pedestrian Facilities</i> .....	35
Funding Sources and Strategies .....	35
<b>Appendix A: Visioning Workshop Results Summary</b> .....	<b>37</b>
<b>Appendix B: Online Survey Results</b> .....	<b>41</b>
<b>Appendix C: Funding Sources</b> .....	<b>51</b>

## Chapter 1. Introduction

### Importance of Bicycle and Pedestrian Planning

---

Lake Geneva offers seasonal and year-round opportunities for outdoor recreation for visitors and residents alike. As a result, the City enjoys a high quality of life and is a celebrated destination for vacationers. However, the popularity of Lake Geneva as a destination community generates higher traffic volumes, concentrates parking congestion, and increases conflicts for bicyclists and pedestrians – especially in the busiest areas. A well-developed bicycle and pedestrian network enhances livability and safety of those navigating Lake Geneva while reducing vehicle traffic and parking demand.

Communities around the state reap big benefits from bicycle infrastructure investment, particularly as they relate to tourism. A 2010 study found that the annual economic impact of recreational bicycling and tourism is approximately \$924 million in the state of Wisconsin<sup>1</sup>. Lake Geneva should continue to invest in bicycle and pedestrian infrastructure to grow the City’s share of this economic impact. Local businesses benefit from the presence of foot traffic and bicyclists, especially in a traditional, historic downtown like Lake Geneva’s. People who ride bikes spend money on their bikes and accessories, supporting local bicycle shops and apparel stores. Bicyclists also support local business, particularly if they are accessible by bicycle, making repeat trips to their local stores. Vacationing bicyclists spend money on food, travel, lodging and gear, generating significant economic benefits spinoff to cities that accommodate them.

This Bicycle and Pedestrian Plan is an important aspect of sustaining Lake Geneva’s economy and image as a resort and vacation destination. As Lake Geneva improves its bicycle and pedestrian facilities, more visitors will be able to easily travel around the City without the use of automobiles. Reduced automobile demand results in less traffic and parking congestion that negatively impacts community character. Implementing the recommendations of this Plan is an ideal long-term investment, because bicycle and pedestrian facilities contribute towards attracting and retaining tourism dollars; the more visitors that find Lake Geneva enjoyable to navigate, the more likely they are to return and spend money visiting local businesses.

Lake Geneva’s residents will also experience additional benefits that result from having a well-developed bicycle and pedestrian network. The benefits of physical activity lead to lower healthcare costs as a result of better overall well-being. For homes located near bicycle and pedestrian infrastructure, proximity to outdoor recreation boosts homeowner property values. Bicycle and Pedestrian infrastructure is much less expensive to maintain the roads, and users who spend less of their income on automobile travel have more money to spend at local businesses. Children, youth, and elderly people who are unable to drive also experience greater mobility throughout a community with well-designed bicycle and pedestrian infrastructure. As the proportion of the population does not drive increases —due to age, disability, or preference— providing safe, useful, and comprehensive bicycling and walking will become even more crucial.

Bicycle and Pedestrian safety is particularly important for children and seniors who are unable to drive. Expanding the bicycle and pedestrian network provides safe routes to school, encouraging students to walk. This promotes a healthy lifestyle and reduces automobile dependence. It also gives parents more freedom as their children may not have to rely on them as heavily for transportation purposes. Seniors who are unable to drive but still shop for their everyday needs will also experience greater safety and connectivity as sidewalks and pedestrian crossings are upgraded. Overall, a safe and well-connected bicycle and pedestrian network increases the quality of life for residents of all ages and ability levels.

---

<sup>1</sup> Grabow, Maggie, et al, “Valuing Bicycling’s Economic and Health Impacts in Wisconsin,” University of Wisconsin-Madison, 2010. <https://www.railstotrails.org/resourcehandler.ashx?id=4579>

While Lake Geneva has conducted several studies and upgraded existing facilities throughout the years, many gaps remain in the existing bicycle and pedestrian network. To address these deficiencies, it is important to adopt a bicycle and pedestrian plan to identify and prioritize bicycle and pedestrian needs and execute recommendations from past plans and studies. This Plan will guide future investment and prioritize funding for both short-term projects and long-term goals.

A Bicycle and Pedestrian Plan is an important tool for the community to strategically upgrade and fund its bicycle and pedestrian system. This Plan identifies several strategies to achieve the goals laid out in this Plan – whether they are site-specific, large-scale, bicycle, pedestrian, or multi-use recommendations, all enhance Lake Geneva’s status as a destination community. This Plan also identifies funding sources, strategies, and short-term priorities that will guide infrastructure investments over the next five to 10 years, thus positioning the City to apply for grant funding to implement these projects in the coming months and years.

## Chapter 2. Background

### Existing Bicycle Facilities

---

Similar to most communities of its size, Lake Geneva's layout consists of a grid system with abundant sidewalks centered on a traditional downtown, surrounded by lower-density neighborhoods that frequently lack bicycle and pedestrian infrastructure. In addition to sidewalks, several bicycle routes throughout can be found throughout the City, including the Blue, Brown, Green, Red, and Yellow Routes, which are depicted on Map 1: Existing Facilities. The Blue Route runs from Downtown Lake Geneva towards the southeast, primarily using a former railroad bed that is separate from the road network. While most of this route features off-street paths, it contains a few road crossings and short distances where users must ride on streets with low traffic. The Brown Route follows part of East South Street and East Bloomfield Road, and the Green Route follows East Townline Road. Both the Brown and Green Routes consist entirely of off-road trails, with occasional road crossings. Similarly, the Red Route is an off-street path, and it follows Edwards Boulevard from County Highway H to East Sheridan Springs Road. Finally, the Yellow Route connects neighborhoods and the business park to Hillmoor Heights and Veteran's Park.

While these routes tend to separate bicycle and pedestrian users from high-traffic, high-speed roads, many of them do not directly connect major destinations such as schools, Downtown Lake Geneva, and Big Foot Beach State Park. Some of the existing routes require users to navigate between separate trails and on-street facilities. Opportunities exist to upgrade these facilities while adding new trails and sidewalks where gaps exist. Lake Geneva currently does not have any Bikeshare programs that allow anyone to rent a bike at one location and return it to another location.

### Existing Pedestrian Facilities

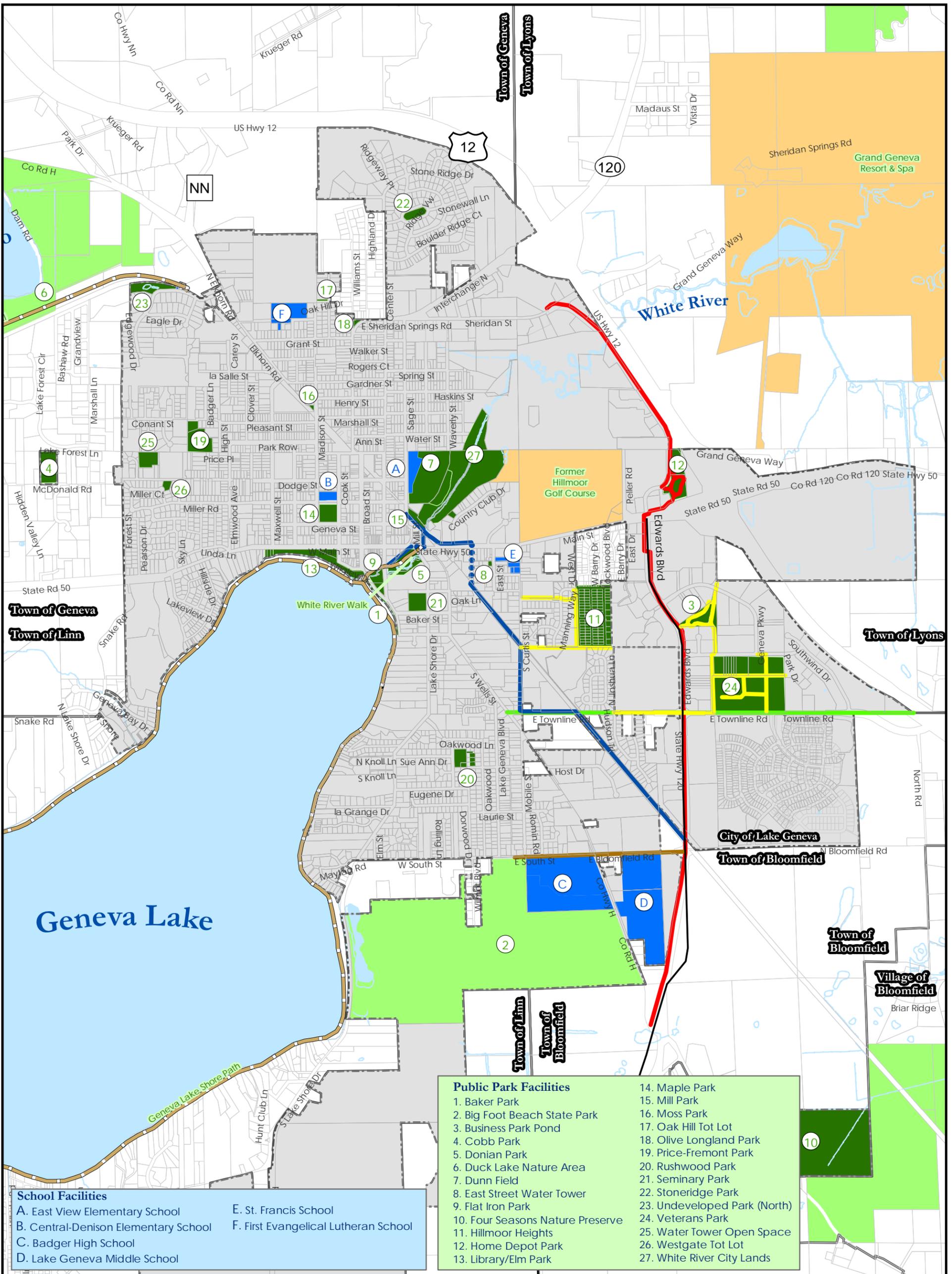
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While some neighborhoods are well served by sidewalks, other areas have limited walkability. A 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks in Lake Geneva. The study includes an inventory of existing sidewalks and paths. See Figure 1. As seen in the Figure, sidewalks are provided in many of the older neighborhoods north of Main Street but are lacking in comparatively newer subdivisions south of Campbell Street, east of Maxwell Street, and west of Wells Street. Residents of these neighborhoods lack safe walkable connections to schools, shopping, jobs, and other nearby destinations. In addition, sidewalk to connections between Central-Denison Elementary School and the neighborhoods to the west.

### Challenges and Opportunities

---

Lake Geneva faces several challenges that impede ease of travel on foot or by bike. Many of these challenges are typical of many communities, while others are specific to Lake Geneva. Major constraints include a lack of off-street bicycling infrastructure, lack of direct east/west and north/south connections, and challenging intersections, summer congestion near the lakefront and Downtown, gaps in the existing bicycle and pedestrian network, and lack of awareness by residents and visitors of the availability of facilities. Many of these challenges and opportunities for walking and biking in Lake Geneva were echoed by the public at the public workshop and through the public survey. Refer to Chapter 3 for additional details.



**Recreational Facilities**

- State Owned Land
- City Parks & Open Space
- Private Recreation Facilities
- Schools

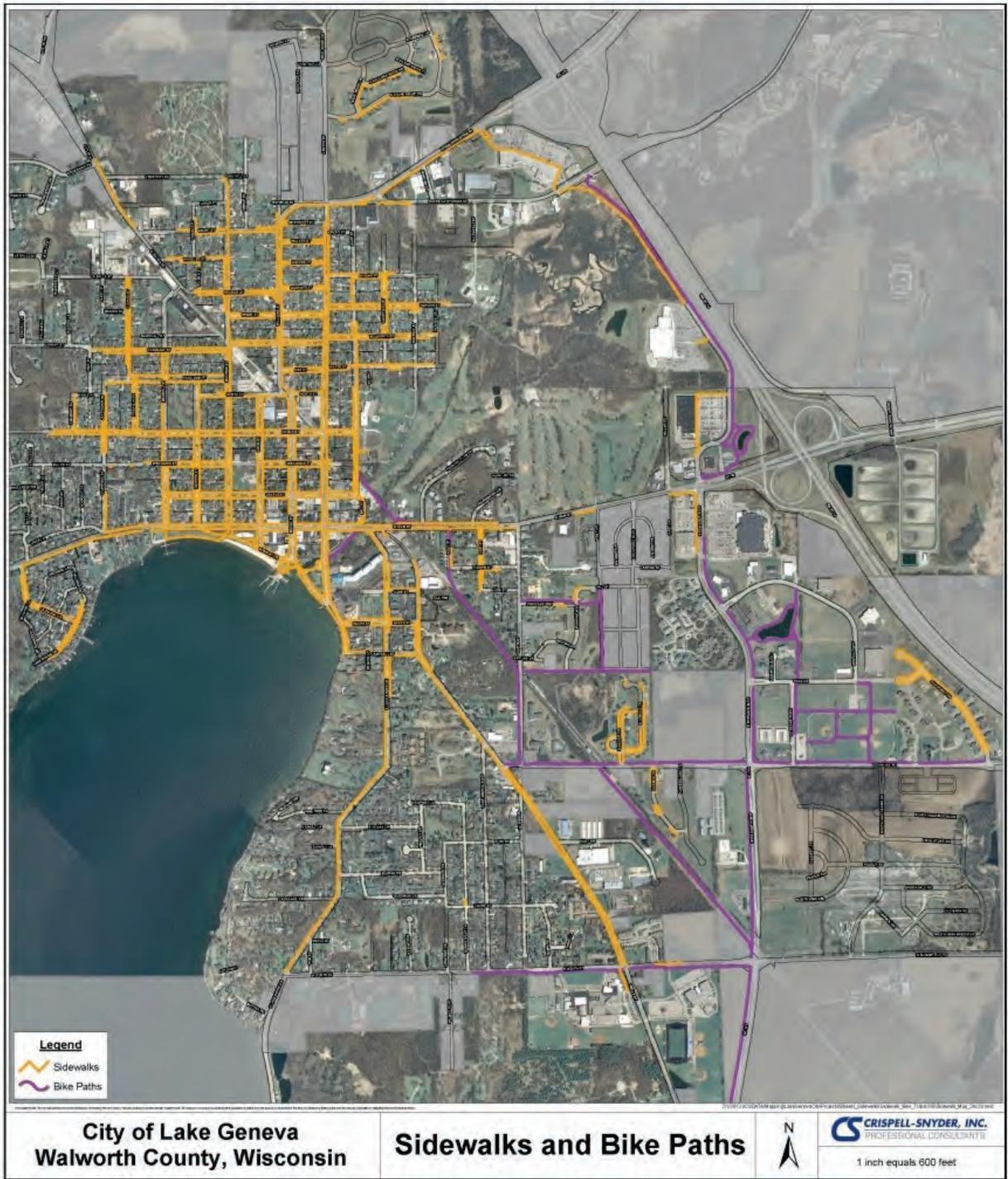
- City Boundaries
- Town Boundaries
- Pedestrian Walking Paths
- Surface Water

**Existing Multi Use Trails**

- Blue Route
- Blue Route, on Street (Bikes Only)
- Brown Route
- Green Route
- Red Route
- Yellow Route



Figure 1: Inventory of Sidewalks, Lake Geneva (2013)



## Existing Bicycle and Pedestrian Plans, Policies, and Recommendations

---

### **City of Lake Geneva Comprehensive Plan (2009)**

The transportation chapter of the Lake Geneva Comprehensive Plan includes several general recommendations for bicycle and pedestrian facilities. In order to address existing and potential gaps in the sidewalk network, the Comprehensive Plan recommends requiring all new and infill development to install sidewalks. The Comprehensive Plan also recommends improving major intersections and street crossings to safely accommodate bicycles and pedestrians in otherwise high-speed, dangerous areas of conflict. The Comprehensive Plan also recommends adopting an official map that identifies locations where the public right-of-way will have to be widened to accommodate future bicycle and pedestrian facilities. All these strategies will help Lake Geneva close gaps in the existing network.

### **City of Lake Geneva Park and Open Space Plan, 2015-2020 (2015)**

Park and Open Space Plans are used to obtain state and federal funding for various projects related to outdoor recreation. Lake Geneva's Parks and Open Space Plan is updated every five years, and it provides several recommendations related to bicycle and pedestrian infrastructure. These recommendations include connecting Lake Geneva's destinations and landmarks, such as parks, schools, and Downtown Lake Geneva. Regional connections to other nearby communities are also recommended. The Parks and Open Space Plan findings also include adding new trailheads, public restrooms, wayfinding signage, and bicycle parking to optimize existing bicycle and pedestrian facilities. Adding on-street bicycling facilities and a bikeshare program facilitates tourism by providing visitors with an alternative route to various destinations. The Park and Open Space Plan also recommends separating bicycles and pedestrians from busy roads using dedicated off-street paths, or by rerouting users to streets with low traffic volumes and slow speeds.

The Plan's appendix contains a 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks, and a table of funding sources and requirements, which is particularly useful for applying for various grants and initiatives for outdoor recreation. Finally, the Park and Open Space Plan recommends the adoption of a Bicycle and Pedestrian Plan, to provide more specific locations of context-based recommendations.

### **A Multi-Jurisdictional Comprehensive Plan for Walworth County 2035 (2009)**

The Multi-Jurisdictional Comprehensive Plan for Walworth County, which was produced under a collaborative effort of several nearby communities, identifies several existing regional trails. These trails are located near Lake Geneva, but do not connect to the existing City network. Opportunities exist to connect Lake Geneva with Williams Bay and Fontana by exploring bicycle routes along the north shore of Geneva Lake. The White River State Trail also provides a regional bicycle and pedestrian transportation corridor that Lake Geneva is not directly connected to, despite being located only a few miles away.

## Chapter 3. Public Input

### City Staff Meeting

---

Vandewalle & Associates met with City Staff on October 30, 2017 to identify key issues in the existing bicycle and pedestrian network and opportunities for improving it. Challenges include addressing the dangerous intersection at Main Street and Edwards Boulevard (STH 50 and STH 120) as well as connecting parts of the off-street path along the former railroad right-of-way that require users to bike on East Townline Road and South Curtis Street. A significant future project involves rerouting Lake Shore Drive to the opposite side of the pond in Big Foot Beach State Park in order to improve safety and beach access and address erosion issues that affect Lake Shore Drive. City staff also identified physical barriers that prevent students from walking to school, especially Central-Denison Elementary School.

### Bicycle and Pedestrian Visioning Workshop

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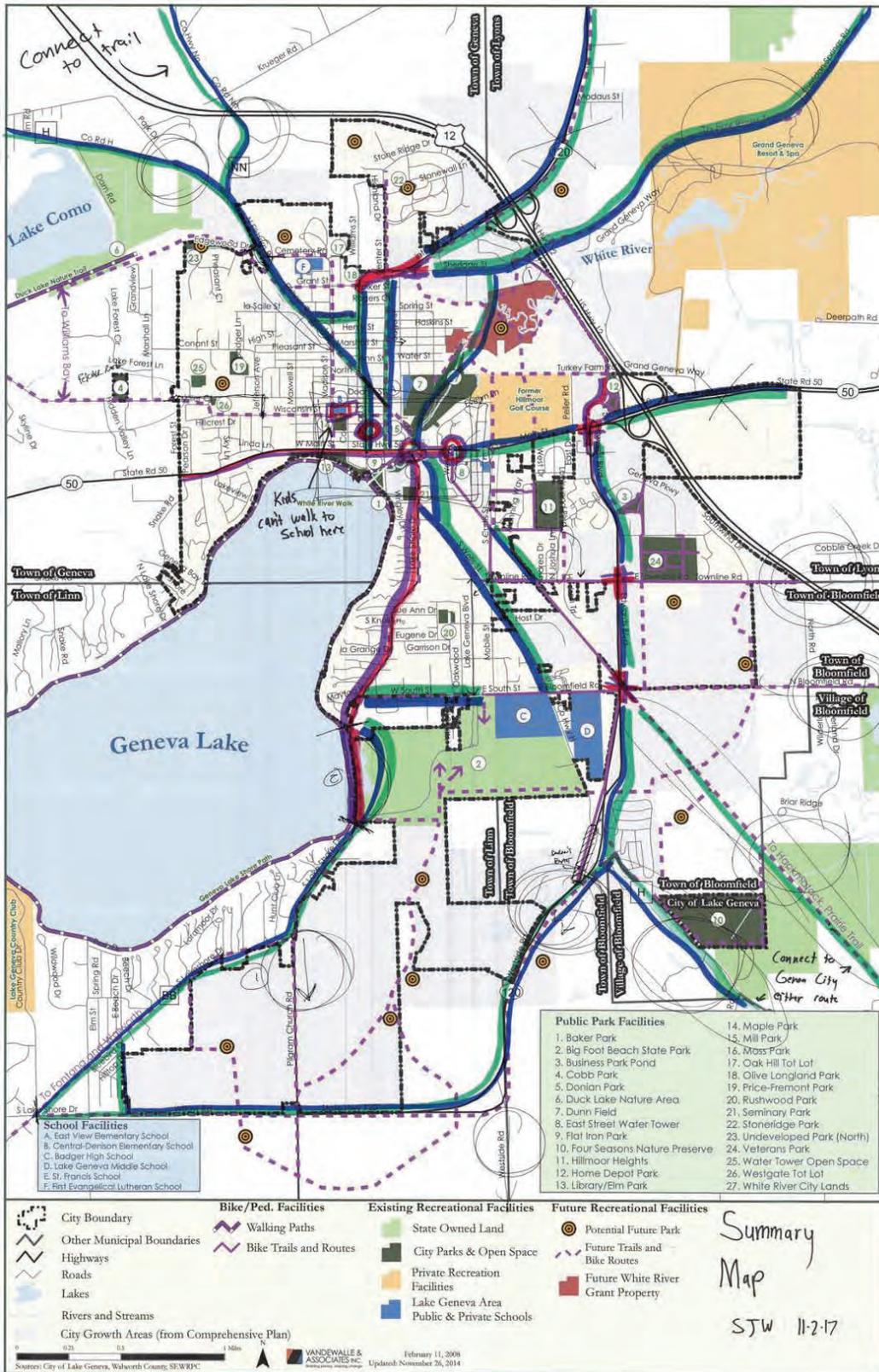
The City held a Bicycle and Pedestrian Visioning Workshop on October 30, 2017. The purpose of the workshop was to identify a future vision for the City bicycle and pedestrian network, identify gaps in existing bicycle and pedestrian infrastructure, and highlight opportunities for future infrastructure upgrades. Input from local pedestrians and bicyclists is particularly valuable, as they offer insights and identify needs that City staff and officials may not be aware of. Participants were asked to identify and draw on large maps locations where they currently walk and/or bike, as well as areas that are particularly dangerous for bicycles and pedestrians. Additionally, participants mapped locations where they would like to see new sidewalks and trails in the future, and space was provided for specific comments and concerns about existing conditions. The comments and ideas documented by the individual groups were compiled into a single summary map by Vandewalle & Associates. Refer to Figure 2 below.

The workshop identified these elements as the top priorities in need of improvement:

- Safer intersections along Edwards Boulevard and Main Street (STH 50);
- Better connectivity between Downtown Lake Geneva, Big Foot Beach State Park, several schools, and other popular destinations;
- Connections to White River State Trail and Northern Illinois;
- Adding on-street bike lanes and off-street paths in areas of high traffic;
- Maintaining existing facilities.

The workshop concluded with a short exercise to provide input on City funding prioritization for bicycle and pedestrian facilities. Participants were provided with a list of transportation needs (such as road repairs, new trail development, or new bike lanes) and they were asked to divide a fixed dollar amount among the categories based on their own priorities. Over 24 people attended the workshop. Detailed responses gathered from the workshop are included in Appendix A.

Figure 2. Summary of Public Input



## Online Survey

---

The City of Lake Geneva conducted an online survey for the Bicycle and Pedestrian Plan from November 6 through December 1, 2017. The survey was posted on the City’s website and emailed to City Listservs. The survey was partially or completely filled out and submitted by 88 respondents. The survey focused on obtaining public opinion on barriers that prevent users from bicycling or walking, and what improvements to the existing bicycle and pedestrian network or planned facilities would address these barriers. A summary of survey responses is included below, and full survey results are found in Appendix B of this Plan. The survey included 10 questions: five related to walking and five related to biking.

When asked why they choose to walk, over 96 percent of respondents said that they walked for exercise or recreation, more than any other category. About 60 percent of all respondents indicated that they also walk to go shopping or restaurants and bars. Only about 17 percent of respondents walk to work, and 2 percent walk to school; however, it is important to note that many of the respondents may not currently be working or attending school. When asked to indicate their top choices for new pedestrian connections, the top destination was parks and trails, with 84 percent of respondents selecting this option, followed by restaurants and bars (55 percent), and shopping (50 percent). When asked what top reasons prevented respondents from walking more, the top response was “sidewalks or paths don’t connect to where I need to go,” followed by “crossing streets feels dangerous,” and “I don’t want to walk on snow and ice.” When asked for the top improvements needed to pedestrian infrastructure, respondents’ top pick was adding connections to existing sidewalks and paths, along with adding lighting and safer crossings.

Respondents were also asked why they most frequently rode their bicycles. All respondents who completed this question indicated that they ride for exercise and recreation. About 36 percent of respondents stated that they ride to other communities outside of Lake Geneva, and 33 percent said they ride to visit friends and family. Between 20 and 30 percent of respondents ride their bikes for shopping, going to bars and restaurants, and going to work, with relatively few going to school, community, or religious events. Most respondents indicated that they would like to see improved bicycle connections to parks and trails, followed by connections to bars, restaurants, libraries, churches, and community facilities. The most commonly selected obstacle to riding their bikes was a lack of bicycle connections to their desired destination, with 59 percent of respondents selecting this option. Safety was also a concern when crossing streets or riding alongside motorized traffic. The top suggested upgrade to the existing bicycle network was the addition of bike lanes, with 60 percent of respondents selecting this option, with adding new connections and separating bicycles and traffic as other desired improvements. Respondents were asked which nearby destinations outside Lake Geneva they would be most likely to bike to, and most (76 percent in both cases) indicated that they would ride to either Williams Bay or White River State Trail if a connection was provided. Fontana and Elkhorn were the second and third top choices, with 60 percent and 59 percent, respectively. Within the City of Lake Geneva, respondents indicated that Main Street (State Highway 50) needed bicycle infrastructure upgrades the most, followed by Lake Shore Drive and State Highway 120, as well as major intersections of Lake Geneva’s main roads.

Overall, the results make it clear that survey respondents strongly support bicycle and pedestrian infrastructure upgrades that will address existing gaps in the network, improve safety, and connect the City to regional destinations.

## Draft Plan Open House

---

The City of Lake Geneva held an Open House on January 31, 2018 to provide an opportunity for public to see and comment on the Draft Bicycle and Pedestrian Plan. The Plan includes recommendations for new and existing bicycle and pedestrian infrastructure, such as bicycle lanes, sidewalks, trails, and intersection improvements.

The purpose of updating the Plan is to provide a clear vision for the future of Lake Geneva’s non-motorized transportation network and to provide the basis for obtaining state and federal grants for bicycle and

pedestrian improvements. City staff and planning consultants were on hand to answer questions and discuss ideas.

Attendees had the opportunity to look at the Draft Plan and online survey results, see maps of existing and recommended future facilities, ask questions, and provide ideas and thoughts on the Draft Plan. There were 21 participants registered in attendance at the event. A summary of questions and the comments received is included in Appendix C of this Plan.

### Draft Plan Review Meetings and Public Hearing

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To be completed following the Public Hearing

## Chapter 4. Goals and Objectives

### Goal 1. Build and maintain a robust bicycle and pedestrian network that serves Lake Geneva residents and tourists

---

#### Objectives:

- Address the needs of all users of various age and ability levels.
- Increase both walking and bicycle ridership for recreation and transportation in Lake Geneva.
- Create connections between local destinations and institutions such as libraries, community centers, schools, churches, jobs, shopping, dining, and Downtown Lake Geneva.
- Add bicycle parking to existing destinations.
- Provide pedestrian and bicycle access to all parks and recreational facilities.
- Maintain existing bicycle and pedestrian facilities.
- Enhance bicycle and pedestrian safety with upgraded intersections, signage, and paint.
- The provision of safe and convenient bike connections between park and open space facilities should be emphasized in on-going City planning and acquisition efforts and should follow State and AASHTO design standards.
- Preserve railroad corridors for future recreational trails.
- During the Certified Survey Map (CSM) review process, require right-of-way dedication for all planned trails.
- Adopt an Official Map to reserve rights-of-way for future pedestrian and bicycle facilities.
- Continue to update and implement the City's capital improvement program to help ensure funding for upgrading and expanding the bicycle and pedestrian network.

### Goal 2. Connect Lake Geneva to regional destinations

---

#### Objectives:

- Pursue partnerships with neighboring jurisdictions, agencies, and organizations to develop bicycle facilities among and through multiple communities and jurisdictions.
- Explore an off-street path connection to White River State Trail and White River County Park.
- Explore a connection to destinations in Northern Illinois and the Hackmatack National Wildlife Refuge.
- Improve safety along Lake Shore Drive and explore a new route through Big Foot Beach State Park.
- Explore a connection to the Grand Geneva Resort.
- Explore a connection in the existing off-street path in the former railroad right-of-way around the End-of-the-Line Caboose Motel.
- Provision of safe opportunities for bicycling and walking as an alternative to vehicular travel and to promote a healthy lifestyle.

### Goal 3. Improve and expand the existing sidewalk network

---

#### Objectives:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present.
- Enhance the City's walkability by requiring sidewalks or pedestrian pathways in all new residential and commercial developments, designing neighborhoods and developments with the pedestrian in mind, and considering the needs of bicyclists and pedestrians in all road improvement projects; connect all new development to the existing sidewalk network.
- Require infill development projects to provide sidewalks where gaps in the sidewalk network are present.

## Goal 4. Encourage bicycle tourism as an economic development tool

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### Objectives:

- Connect tourist destinations such as Downtown, Elm Park, the lakefront, and Big Foot Beach State Park.
- Establish a subcommittee of key community and tourism stakeholders to promote bike tourism in Lake Geneva and the surrounding area.
- Connect local businesses to bikeshare providers (such as B-Cycle) to encourage bicycle tourism throughout the City.
- Host and expand increasingly popular cycling, running, and walking events in the City.
- Create a user-friendly bike map for tourists.
- Encourage public awareness of the City's parks, trails, outdoor recreational facilities, and other bicycle and pedestrian facilities by promoting them through maps, signage, and other materials.

## Chapter 5. Bicycle and Pedestrian Plan Recommendations

### Types Bicycle and Pedestrian Facilities

The following types of facilities are recommended by this Plan and are depicted on Maps 1 and 2.

#### On-Street Bike Routes

On-Street Bike Routes are existing streets where biking is encouraged. Typically, there is no additional infrastructure other than signage that identifies the route. Sharrows may be painted on the pavement to indicate to motorists that bicycles may use the full travel lane, as depicted in Figure 3. These routes should primarily consist of low-speed, low-traffic streets that divert cyclists away from high-speed roads through quiet neighborhoods.

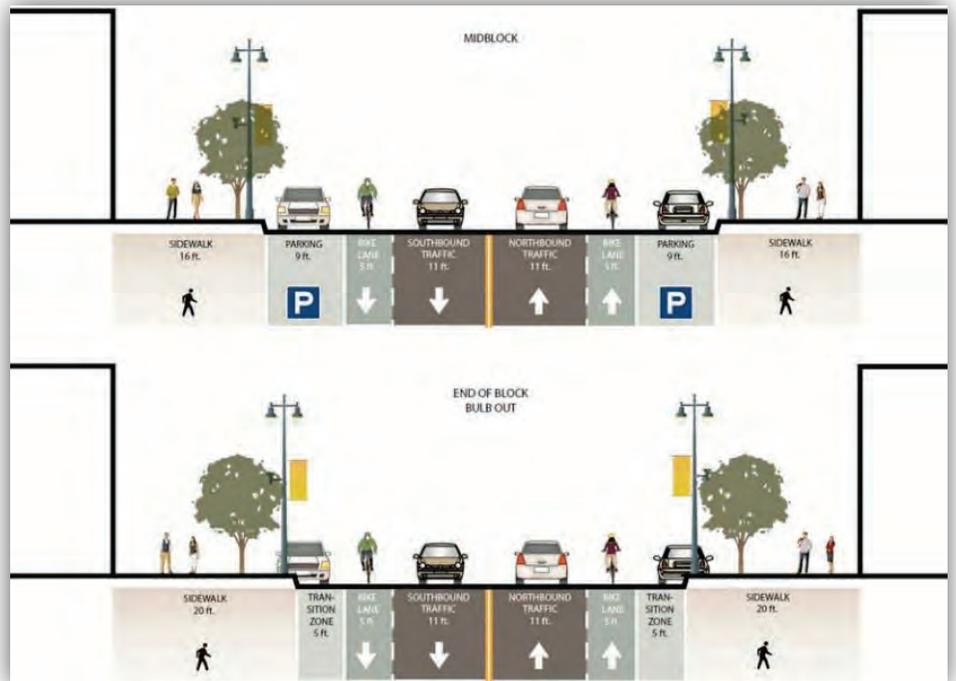
Figure 3. Sharrows



#### On-Street Bike Lanes

On-Street Bike Lanes are located on the right side of the road and are identified with a painted stripe and bicycle symbols on the pavement. Bike lanes must be at least five feet wide. Existing streets are often able to accommodate bike lanes without resurfacing. In cases where more width is needed, often in rural areas, pavement may be added to the shoulders of existing roads. The extra room provided by bike lanes reduces bicycle-vehicle conflicts and gives bicyclists room to stop in case of a breakdown or safely bike uphill at a slow speed without worrying about rear end collisions. Where bike lanes are

Figure 4. On-Street Bike Lanes



provided, head-on crashes, sideswipe crashes, fixed object crashes, and pedestrian crashes are all greatly reduced compared to narrow roads with no bike lanes. In some cases, pedestrians may also use bike lanes when no sidewalks are present. Additionally, adding width to existing roads extends the life of the road surface, better accommodates farm machinery, provides better drainage, and reduces shoulder maintenance needs. Bike lanes should not contain rumble strips or other obstacles.

### Off-Street Multi-Use Paths

Off-Street Multi-Use Paths, (sometimes referred to as “trails”), accommodate two-way bicycle and pedestrian traffic on a paved or gravel surface. As paths are completely separated from vehicular traffic, they are among the safest facilities and tend to be the preferred choice of recreational users and users of all ages or abilities. Multi-use paths are typically 10 to 14 feet wide, may share a right-of-way with a nearby road, or may be located entirely within its own right-of-way. A center stripe may be added to the center of these paths, and careful design should minimize the number of dangerous road crossings that path users will encounter.

Figure 5. Off-Street Multi-Use Path



### Regional Tourism Connections

Regional Tourism Connections are routes that are integrated into existing rural roads that connect the City of Lake Geneva to other nearby communities. They are primarily bicycle routes, although bike lanes and multi-use paths may be incorporated in some locations. These connections should not be located on state highways, where the speed and traffic volume are particularly high. As rural roads may not be wide enough for on-street bike lanes, routes may share the road with vehicular traffic in certain stretches. These connections would typically be used by confident and experienced bicyclists. Regional routes should be identified with signage so that tourists can easily follow the route and navigate between communities. Many advanced users will find these routes preferable to biking on state highways.

### Intersection Improvements

Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, and therefore cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crossing signals feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk.

The specific intersection improvement selected for a given intersection will depend on the unique characteristics and needs of each intersection which will need to be evaluated on a case by case basis. Additional treatments could include paint, signage, pedestrian-activated signals, raised crosswalks, high visibility crosswalk markings, curb extensions or bump-outs, prominent pedestrian islands, sidewalk connections where missing, mid-block crossings in busy pedestrian areas, advance stop/yield lines.

Figure 6. Intersection Improvements



### Park and Ride Facilities

Park and ride facilities involve providing parking in strategic locations near major bicycle and pedestrian trails and routes. These facilities are designed for those who live more than a few miles from City limits who would like to bike or walk through Lake Geneva who want to spend less time traveling to Lake Geneva and more time exploring it. Several future locations of park and ride facilities are depicted on Map 2. They are located away from the City's Downtown and near major highways that most visitors arrive from. The City is exploring shuttle service to these locations to accommodate visitors who want to visit Downtown Lake Geneva while alleviating downtown vehicle traffic and parking concerns.



## Regional Recommendations

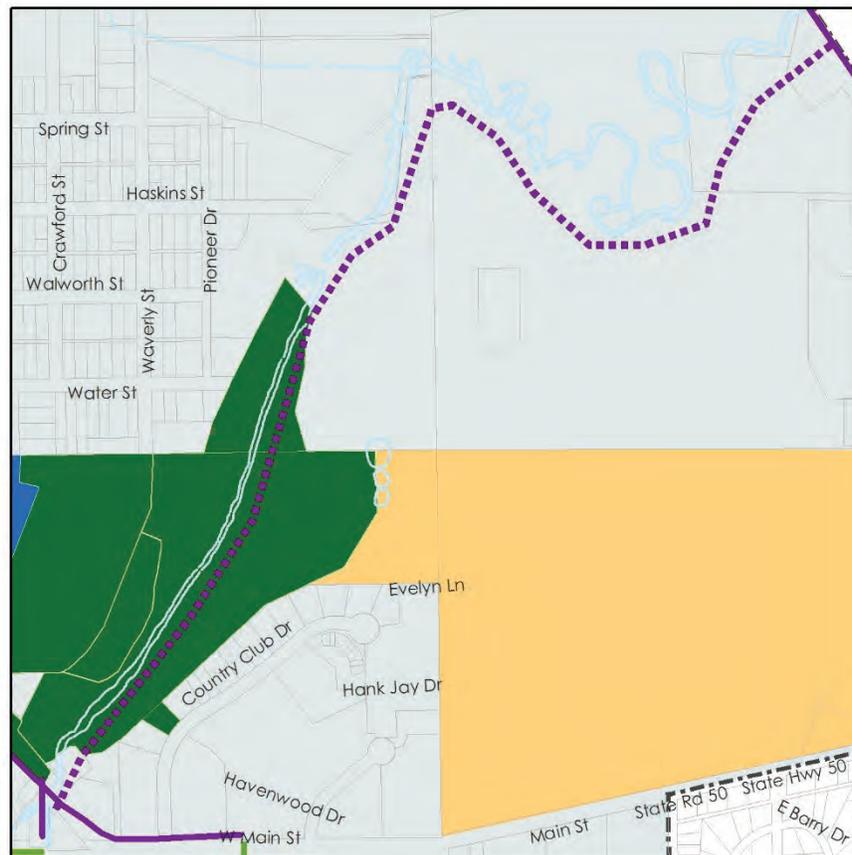
This Plan recommends several Regional Tourism Connections that connect Lake Geneva to nearby communities and other regional recreational destinations. These connections consist mainly of signed bicycle routes, incorporating bike lanes and off-street facilities where possible. As many regional destinations are currently difficult to access on foot or by bike, providing new Regional Tourism Connections will help grow the City’s tourist economy by expanding number of things that are possible to see and do while visiting Lake Geneva. Building on Lake Geneva’s status as a resort and vacation destination, these recommendations seek to link the City’s well-established attractions with recreational opportunities and destinations in the broader region such as northern Illinois, Grand Geneva, and the White River State Trail. These connections also build the region’s economy by expanding bicycling opportunities and creating a bicycling destination that stretches from southeastern Wisconsin to Chicago.

As these planned connections are located outside of the City limits, cooperation and partnerships will be necessary in order to make them a reality. The City will need to work with adjoining towns, nearby cities and villages, Walworth County, state agencies, tourism organizations, and interest groups order to coordinate and fund the needed facility upgrades to complete the Regional Tourism Connections.

### White River Trail (A)

The White River Trail corridor provides a scenic connection between Downtown Lake Geneva and the off-street path along Edwards Boulevard. The existing trail is picturesque and well-used by existing residents. Completing this connection for full bikeability and walkability addresses a critical gap in the existing trail network. As the former Hillmoor Golf Course is redeveloped, the City should require land dedication along the White River to ensure sufficient space for this trail.

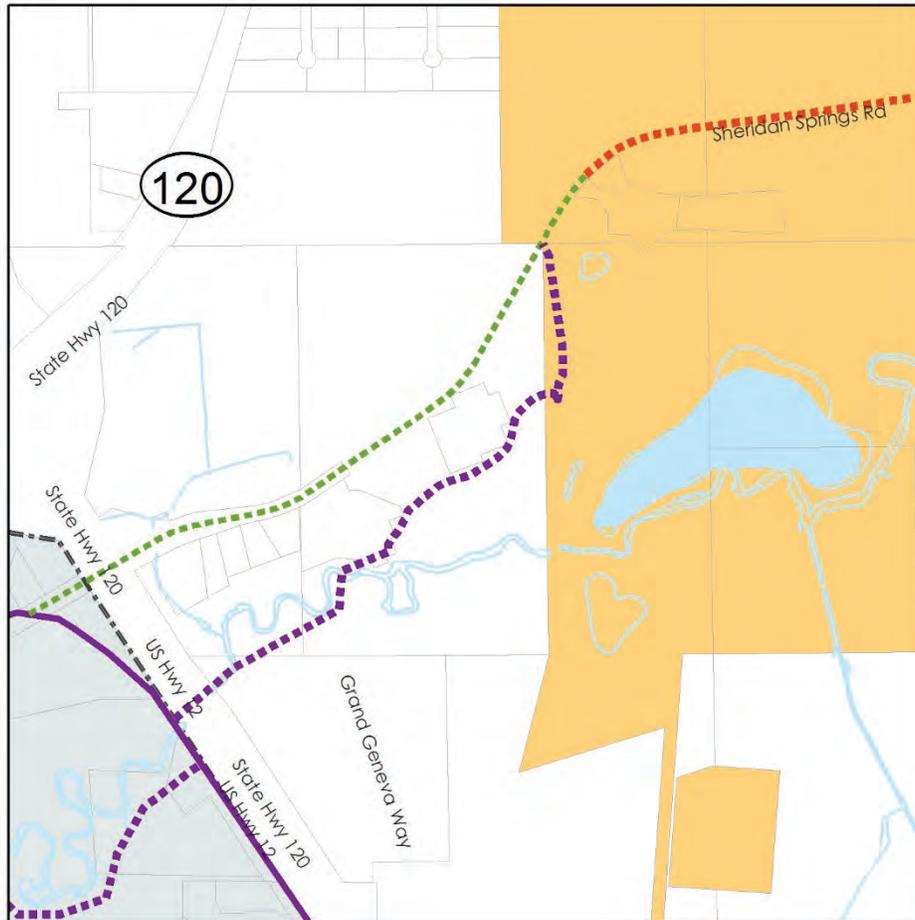
Figure 7. White River Trail



**Connection to Grand Geneva and White River County Park and White River State Trail (B)**

In the short term, this Plan recommends the addition of bicycle lanes to Sheridan Springs Road over State Highway 12 to connect Lake Geneva with rural areas to the east. In the long term, an off-street path connection from Edwards Boulevard to Grand Geneva Resort and Spa along the White River is more ideal connection due to its safety and scenic value. This connection is included in this Plan to indicate that in the future, when State Highway 12 is reconstructed, the bridge over the White River should be upgraded to accommodate the trail connection. Eventually, this route will lead to the new White River County Park, as well as the White River State Trail.

Figure 8. Grand Geneva and White River Connection

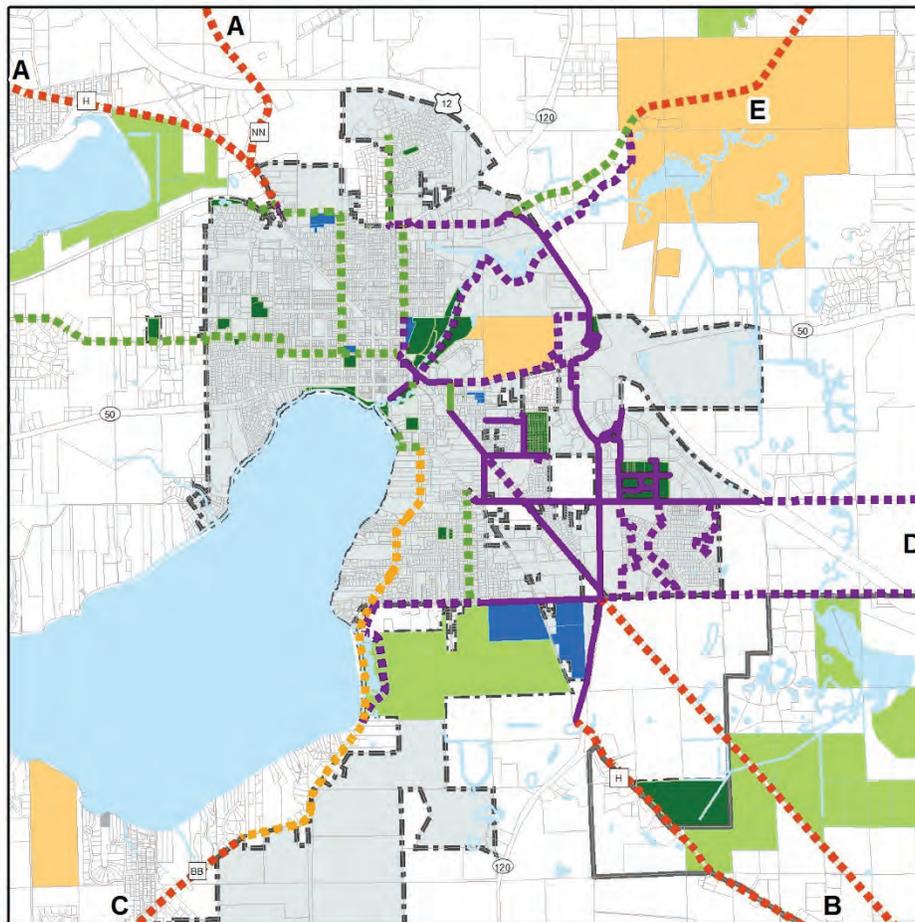


### Urban Escape Routes (C)

Urban Escape Routes offer connections to regional destinations with lower vehicle conflicts than main arterials and should be maintained to preserve ease of bicycle access. Urban escape routes are characterized by lower traffic volumes and slower speeds than state highways, which prevents bicycles and pedestrians from having to bike or walk near high-speed traffic. Urban escape routes also tend to provide more scenery and less noise than routes that follow busy highways. Several proposed urban escape routes include:

- **To Elkhorn** via County Highways H and NN (northbound)
- **To Genoa City** via County Highway H (southbound)
- **To Fontana and Walworth** via South Lake Shore Drive
- **To rural subdivisions the east** via East Townline Road and North Bloomfield Road
- **To Grand Geneva, White River County Park, and White River State Trail** via Sheridan Springs Road

Figure 9. Urban Escape Routes





## Local Recommendations

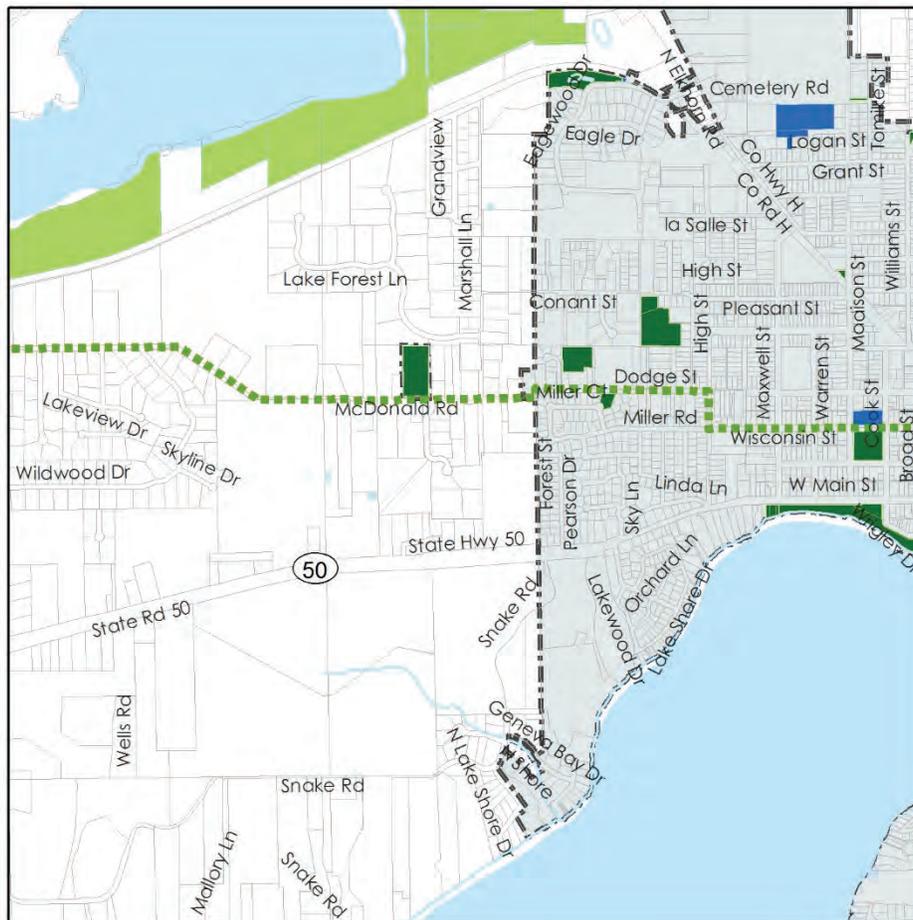
This Plan recommends connections to important local destinations that will improve the quality of life for Lake Geneva residents, encourage tourists to travel by foot or by bike, as well as enhance City's the outdoor recreation experience.

### The Geneva Lake Loop (E)

Due to a lack of shoulders, bicycle lanes, and trails, it is difficult for most bicyclists other than the most experienced riders to complete a loop around Geneva Lake and to other nearby destination communities. Therefore, it is important to identify and preserve safe routes on existing roads for cyclists to be able to complete a loop around Geneva Lake. These routes must also feature safe connections to Downtown Lake Geneva.

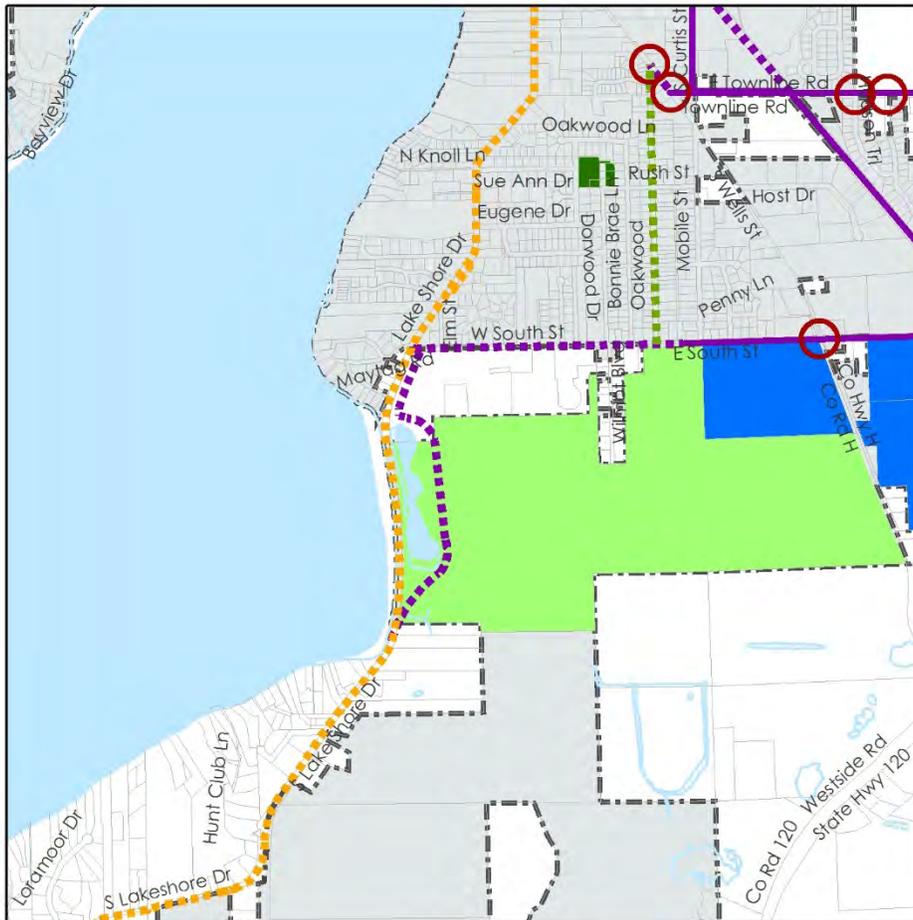
Providing a northern route around Geneva Lake along State Highway 50 would be a challenge due to high traffic volumes and speeds. An urban escape route on McDonald Road provides a safer alternative. This route connects to Downtown Lake Geneva via Dodge Street and Wisconsin Street. Following calm streets, this route connects the bicycle network to Central-Denison Elementary School.

Figure 11. McDonald Road Lake Loop



Big Foot Beach State Park has been identified as a problem area for bicycles and pedestrians due to the proximity of South Lake Shore Drive and its associated traffic. Due to safety and erosion concerns along the lakefront, the long-range recommendation for this area involves adding a separate bicycle and pedestrian trail to the east of the existing marsh away from vehicular traffic. Rerouting the trail minimizes conflicts along the beach where safety is an ongoing problem. This trail would then connect to a planned trail along South Street, eventually connecting to a planned on-street route on Lake Geneva Boulevard. Given the limited space, the new trails will require creativity in design to minimize the removal of mature trees. This is a critical connection due to its proximity to Badger High School and Lake Geneva Middle School. An on-street bicycle route along Lake Geneva Boulevard, along with a short segment of off-street path on South Wells Street with new pedestrian and bicycle-activated crossings completes this new route's connection with existing City trails.

Figure 12. South Lake Shore Drive



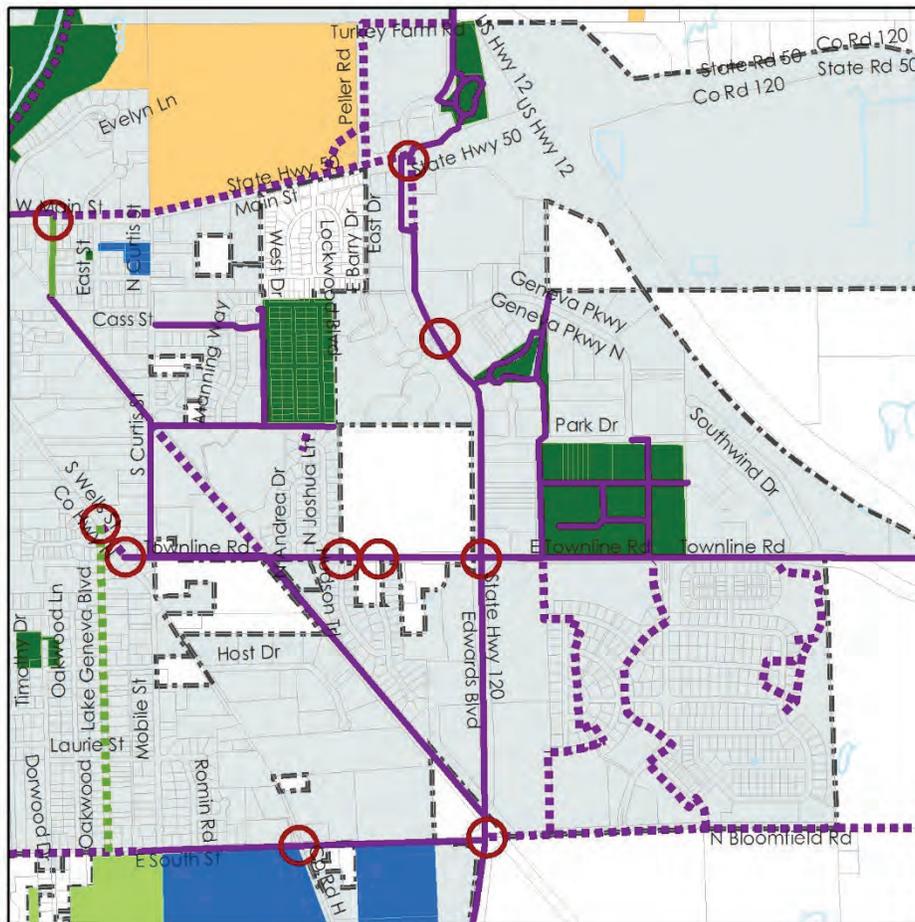
Since these trails will likely not be constructed in the near future, it is important to take measures to improve bicycle and pedestrian safety in the meantime in this high-conflict area. For example, it is possible to add on-street bicycle lanes on Lake Shore Drive to connect Big Foot Beach State Park with Downtown Lake Geneva. The City is exploring a possible South Lake Shore Drive reconstruction project that would follow the same route around the marsh that the recommended trail follows, and the new design must retain adequate separation between vehicular traffic and trail users. However, at this time, the road reconstruction project will require additional discussion and cooperation between the City of Lake Geneva, the State of Wisconsin, Walworth County, and the Town of Linn before proceeding.

**Connections Along State Highways 50 and 120 (F)**

The off-street path along State Highway 120, known as Edwards Boulevard within the City limits, has several intersections with roads with high traffic volumes. Crossing East Bloomfield Road and North Townline Road requires bicycles and pedestrians to cross four lanes of traffic in locations with no traffic signals. Additionally, traffic generators such as Lake Geneva Middle School result in high traffic volumes during certain times of day. In order to improve trail crossing safety, the City should explore implementing intersection improvements at these locations. This will promote walkability and bikeability for students especially.

Due to safety concerns, roads that are designed for high speeds and large traffic volumes are not ideal for local bicycle and pedestrian traffic. As development occurs along East Townline Road and North Bloomfield Road, trails should be extended to connect new neighborhoods to the existing trail network along State Highway 120. New off-street paths, bike lanes, or bike routes should be incorporated in new developments to provide additional connectivity with these main bicycle and pedestrian corridors, especially along State Highway 50 (Main Street), which links popular shopping centers with Downtown Lake Geneva.

Figure 13. State Highways 50 and 120



### **Improving the Downtown District (G)**

As bicyclists and pedestrians approach Downtown via existing and proposed routes and trails, they may frequently encounter heavy vehicle and pedestrian traffic. Rather than encourage bicyclists to enter the fray, several bicycle parking areas should be placed around the perimeter of downtown, to give bicyclists the option to leave their bike in a secure place while enjoying the various businesses and sights that Downtown Lake Geneva has to offer. This could include bicycle racks, secure bike lockers, and supervised storage areas. At this time, this Plan does not recommend adding bicycle lanes to this section of Main Street.

Intersections improvements in the Downtown will also provide a safer street-crossing experience for pedestrians. Such improvements may include pedestrian-activated crossing signals, which are described further on page 17. Five downtown intersections are identified on the map for future intersection improvements (see Figure 14):

- A.** Broad Street and Geneva Street
- B.** Dodge Street and Broad Street
- C.** West Street and Main Street
- D.** W. Main Street and Maxwell Street
- E.** W. Main Street and Mill Street
- F.** North Street and Broad Street
- G.** W. Main Street and N. Wells Street

Other intersections within the Downtown should be evaluated for crosswalk upgrades, such as enhanced striping or curb bump-outs to enhance crosswalk visibility and encourage slower driving speeds. Finally, the City should encourage sidewalk cafés that improve the downtown atmosphere and encourage business patronage through careful design. Refer to the Sidewalk Café Guidelines provided later in this chapter.

Figure 14. Downtown Lake Geneva



### Other Key Connections

Several other connections are recommended to enhance the existing bicycle and pedestrian transportation network within the City. These are depicted on Map 2 and include the following:

- Intersection improvements near Lake Geneva Middle School and Badger High School at the intersection of S Wells Street, E South Street, and E Bloomfield Road, as well as the intersection of N Bloomfield Road and Edwards Boulevard (STH 120);
- A new on-street route on Madison Street beginning at Wisconsin Street and heading north, curving to the west on Cemetery Road and ending at Elkhorn Road;
- A new on-street route on Edgewood Drive and Promontory Drive to connect to the Duck Lake Nature Trail;
- A new off-street path on Elkhorn Road to connect on-street routes on Cemetery Road and Promontory Drive;
- A new on-street route on Sage Street from East Sheridan Springs Road to North Street;
- New on-street bicycle lanes on Sage Street from North Street to Geneva Street;
- A new on-street route on Center Street north of East Sheridan Springs Road;
- A new off-street path along West South Street from Lake Geneva Boulevard to Big Foot Beach State Park;
- A new off-street path along Wells Street from Lake Geneva Boulevard to East Townline Road, with pedestrian and bicycle-activated crossings at these two intersections;

- An off-street path connection from Joshua Lane to the existing Yellow Route;
- An off-street path along an easement at the End-of-the-Line Caboose Motel that will provide a direct, off-street connection in the existing off-street path in the former railroad right-of-way;

## Recommended Intersection improvements

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In the locations on Map 2 where intersection improvements are recommended, a range of techniques may be considered. Each intersection should be studied to understand the most effective improvement for that intersection, based on the specific issues and conditions in that location. For example, a pedestrian-activated crossing signal may be needed at key intersections in the Downtown, while painted crosswalks may suffice in lower-traffic areas. Treatments could include paint, signage, pedestrian-activated crossing signals, raised crosswalks, curb bump-outs, and extending the crossing time of existing crosswalks. The City should also explore traffic signals that detect bicycles, since many of the lights do not change unless a vehicle is detected.

### Downtown Intersections

Due to significant automobile and pedestrian traffic, particularly in the summer months, pedestrians in the downtown experience difficulty crossing the street safely. The City should pay particular attention to intersection improvements downtown due to the high density of pedestrians relative to other areas in the City and should consider a variety of improvements described in this Plan.

## Pedestrian Recommendations

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While shared off-street paths serve pedestrians and bicyclists alike, they do not address all gaps in the pedestrian network, since pedestrians often cannot walk safely with traffic even on roads without sidewalks that have relatively slow speed limits. Sidewalks are critical to providing safe and convenient options for walking in the City – both within neighborhoods and between neighborhoods and community destinations.

The City should require all new and infill development projects to provide sidewalks to expand and complete the City's pedestrian network. In locations where sidewalks are not currently provided, the City should consider adding sidewalks as roads are scheduled to be reconstructed. Prior to reconstruction, the City should evaluate the feasibility of incorporating sidewalks as part of the reconstruction project. The following criteria should be considered for prioritizing sidewalk investments in established neighborhoods and other developed areas:

- The sidewalk would connect to community destinations such as schools, parks, jobs, shopping, activity centers, and civic amenities
- The sidewalk would address a safety issue
- The sidewalk would close a gap in the existing sidewalk network

### Key Sidewalks

#### *Center Street*

Sidewalks should be added to Center Street north of East Sheridan Springs Drive, as this street connects to an existing neighborhood to the northeast as well as newer housing developments to the north. This sidewalk will ideally connect to the recommended off-street path along East Sheridan Springs Boulevard, linking these neighborhoods with the rest of the City.

#### *South Curtis Street*

Sidewalks are recommended to connect the existing off-street path along the former railroad right-of-way where it meets South Curtis Street just south of Skyline Drive, extending north to the proposed off-street path along State Highway 50 (Main Street). This connects a significant gap in the existing network while improving pedestrian access to St. Francis de Sales Parish School.

*Lake Geneva Boulevard*

Adding sidewalks to Lake Geneva Boulevard creates an important connection between the recommended off-street paths along West South Street and South Wells Street. Since these streets are in an established neighborhood, providing sidewalks would require cooperation from existing homeowners. Sidewalks in these locations remain important components in a complete pedestrian network.

*South Lake Shore Drive*

The Plan recommends the relocation of South Lake Shore Drive and the development of a future off-street path at Big Foot Beach State Park. (Refer to Lake Geneva Loop on page 25.) Once South Lake Shore Drive is rerouted, the new off-street trail will accommodate pedestrians. Currently, nature trails connect West South Street with the camping area of Big Foot Beach State Park.

*Main Street*

The segment of Main Street between North Curtis Street to Edwards Boulevard is a critical connection between Downtown Lake Geneva and several large-scale shopping centers. A recommended off-street path is described in the Local Recommendations section of this Plan under “Connections Along State Highways 50 and 120.”

*West Main Street*

A sidewalk should be added along West Main Street from Lake View Drive to Snake Road in order to connect the surrounding neighborhoods on the western edge of Lake Geneva. This connection would also improve access to Covenant Harbor, a local camp with outdoor recreation programming.

*Park Drive*

The short stretch of Park Drive between Edwards Boulevard and Southwind Drive is an example of a gap in the existing sidewalk network. Nearby residents must currently walk on the street where heavy trucks often drive and park in order to get from their homes on Southwind Drive to nearby destinations along Edwards Boulevard and Veterans Park. Sidewalks should be added to Park Drive with crossings that consider conflicts with truck traffic. The City could also consider extending the dead-end bicycle trail in Veterans Park to connect to Prairie Wind Drive.

*Sage Street*

Sage Street’s existing sidewalk is incomplete between Eastview Elementary School and East Sheridan Springs Road. New sidewalks should be added on Sage Street to address existing gaps and connect the school with the recommended off-street path along East Sheridan Springs Road. A ten-foot-wide off-street trail is recommended on the east side of Sage Street in front of Eastview Elementary School. As the right-of-way narrows, this trail will narrow to connect to the existing and proposed sidewalks on this side of the street.

*Wells Street*

Existing sidewalks on Wells Street stop short of West Main Street. The City should add sidewalks near the several existing fast food restaurants along Wells Street in order to connect these two important corridors.

*Geneva Lake Shore Path*

This existing pedestrian-only path provides a scenic and historic walk along Geneva Lake near some of the City’s finest architecture and landscaping. There are few points of public access, and much of the path is not ideal for children or people with mobility concerns. However, this path is an important amenity in Lake Geneva’s outdoor recreation offerings, and it should be preserved and enhanced in the future.

**Downtown Sidewalk Café Guidelines**

A sidewalk café consists of an outdoor dining area that includes elements such as seating areas, tables, barriers, plantings, and/or umbrellas. They frequently are found in front of downtown properties and are located within the public right-of-way. While they contribute to the character, economy, and atmosphere of a downtown commercial setting, sidewalk cafés must be carefully designed to minimize conflict with nearby pedestrians. The following is a list of requirements that ensure good sidewalk café design:

- Movable, durable barriers or planters to protect tables
- Barriers should be at least three feet tall
- Base of barriers should be no more than six inches tall
- Plants in planters must be alive
- Planters should be no more than three feet tall
- Five feet of clearance for pedestrians must be maintained outside the barriers
- Three feet of circulation clearance must be maintained within the barriers
- Entry to café area should be at least 44 inches wide
- Wait staff may not serve guests outside the barriers
- Entry must be staffed if the café serves alcohol
- Trash cans required if no wait staff is present
- Optional menu or sign (subject to any sign ordinance requirements)
- Sturdy furniture in good condition
- Furniture must not be plastic, unfinished wood, or covered in fabric
- Small tables are preferred over large tables
- Furniture colors are subject to any zoning district requirements
- Umbrellas should not extend beyond barriers
- No carpets or other sidewalk coverings may be used
- Sidewalk cafés must be at least 100 feet from any residential zoning district

Figure 15. Sidewalk Café



## Chapter 6. Implementation

### Priority and Phasing of Investments

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The recommendations presented in this Plan will be implemented over time, rather than occurring all at once. In some cases, the timing of implementation will be based on the City priorities detailed below. In other cases, phasing will be dictated by several factors, including private landowner decisions to develop or sell their property and the availability of City funding or grants to make necessary system expansions or improvements.

In general, bicycle and pedestrian investments should be prioritized as follows:

1. *Improve* the existing bicycle and pedestrian system by addressing ongoing safety issues, particularly dangerous intersections.
2. *Improve* the existing bicycle and pedestrian system by closing gaps in the network.
3. *Expand* the existing bicycle and pedestrian system by developing new connections that provide safe routes to schools.
4. *Expand* the existing bicycle and pedestrian system by developing new connections to other local destinations.
5. *Expand* the existing bicycle and pedestrian system by developing Regional Tourism Connections.

#### Short-term Recommendations

Short-term recommendations address immediate safety concerns or gaps in the existing bicycle and pedestrian network. High-priority short-term recommendations in Lake Geneva include:

##### *West Street and Main Street*

The intersection of West Street and Main Street is a top short-term priority for implementation. At this location, the off-street path along the former railroad right-of-way, which extends northwest and southeast through the City, is interrupted by a short on-street segment along West Street. West Street dead-ends at Main Street, creating an abrupt T-intersection. The bicycle and pedestrian crosswalk in this location is in poor condition, and there is a significant amount of traffic on Main Street (State Highway 50). Providing a safer crossing in this location will greatly improve connectivity between the northwestern and southeastern legs of the off-street path, a linkage that is crucial to linking the Downtown to other portions of the City with bicycle and pedestrian facilities. This connection will become only more important as future bike routes and lanes are implemented north of Downtown.

##### *Other Downtown Intersections*

Improvements that address bicycle and pedestrian safety concerns should be top priorities for implementation. The Downtown contains numerous hotspots where bicycles, pedestrians, and vehicles all converge, creating a busy and chaotic environment. While this level of activity is a sign of a healthy downtown and tourism economy, directed improvements to intersections are needed to improve safety, increase bicycle ridership, and comfort for residents and visitors to the Downtown. Such improvements will support continued economic activity and ensure the sustainability of the Downtown as the traffic and popularity of Lake Geneva increases. Improvements may include pedestrian-activated crossing signals, high-visibility crosswalk striping, curb bump-outs, or other enhancements. To this end, the City should prioritize improvements the other Downtown intersections, for instance, Broad Street and Geneva Street, Dodge Street and Broad Street, W. Main Street and Maxwell Street, W. Main Street and Mill Street, and W. Main Street and Wells Street.

##### *Main Street at Edwards Boulevard*

The off-street path along Edwards Boulevard (State Highway 120) intersects Main Street on the east side of the City. This is a priority intersection for improvement as the trail along Edwards Boulevard is a key north-south bicycle and pedestrian route. Providing a safer crossing in this location will greatly improve connections between businesses and homes south of Main Street and the neighborhoods to the north. It will

also support future connection to planned regional trails connecting to Grand Geneva, White River County Park, and White River State Trail to the northeast and Illinois to the south.

### **Long-term Recommendations**

Long-term recommendations involve implementing projects as opportunities arise, which may require cooperation with surrounding jurisdictions and regional trails. State laws prohibit the City from condemning land like it historically could to improve public facilities, so it is important to take advantage of every opportunity possible to acquire land for expanding the public right-of-way to improve the bicycle and pedestrian network. High-priority long-term recommendations in Lake Geneva include:

#### *South Street to Big Foot Beach State Park*

Currently, Big Foot Beach State Park is only connected to South Street by nature trails that run through the campground. This configuration restricts accessibility since the surface is not paved or wide enough for bicycle traffic. In order to complete this connection, an off-street path is ideal, but challenging due to the topography, lack of space, and presence of mature trees. By creatively routing the off-street path in a way that deflects around existing trees, an important connection between Big Foot Beach State Park, Badger High School, and several other existing trails will address a significant gap with a relatively short connection.

#### *White River State Trail*

Connecting Lake Geneva to the White River State Trail and nearby White River County Park and the Grand Geneva expands the outdoor recreational options in the City while improving access to several nearby communities. Initially, bicycle lanes may be added to Sheridan Springs Road, since the addition of a new trail may require widening the White River bridge on USH 12. In the future, when this bridge is reconstructed, a design that allows for a trail underpass will accommodate a planned off-street trail between Edwards Boulevard and Grand Geneva. Beyond the Grand Geneva, on-street bicycle lanes will connect Lake Geneva with both the State Trail and County Park.

#### *Network Expansions and Regional Tourism Connections*

This Plan's recommended expansions to the bicycle and pedestrian network should be pursued as opportunities arise and funding becomes available. The recommendations for Regional Tourism Connections will be implemented as partnerships and funding opportunities become available. This Plan recommends that the City seek out opportunities to collaborate with other municipalities and organizations to proactively advance these connections.

### **Typical Costs of Bicycle and Pedestrian Facilities**

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Typical costs, depicted in Figure 16, were developed based on a combination of real-world examples and industry averages. These costs are provided in 2017 dollars, rounded to the nearest thousand. They include only the cost of the infrastructure investment, (including engineering, design, and contingency) and do not include costs for right-of-way acquisition, additional amenities (signs, kiosks, bike racks, etc.) or other improvements specific to a given project.

Figure 16: Typical Costs Typical Costs of Bicycle and Pedestrian Facilities

Facility	Estimated Cost per Mile (2017 Dollars) <sup>1</sup>
On-Street Bike Route <sup>2</sup>	\$16,000
On-Street Bike Lane <sup>3</sup>	\$96,000
Off-Street Multi-Use Path <sup>4</sup>	\$132,000
Concrete Sidewalk <sup>5</sup>	\$153,000 (\$29 per linear foot)

1. Costs include engineering (25%), design (20%), and contingency (15%) allowances.
2. Assumes signage every 400 feet in each direction.
3. Assumes lanes are five feet wide.
4. Assumes paths are eight feet wide
5. Assumes sidewalks are five feet wide and four inches thick.

On-street and off-street facilities will require regular maintenance and repair. On-street facilities are often maintained as part of a community’s regular roadway maintenance program. In some cases, additional maintenance will be needed such as plow in the winter, clear of debris from the bike lanes, or trim overgrown vegetation. In general, asphalt paths will need repaving every seven to 15 years; concrete paths will require replacement every 25 years.

### Funding Sources and Strategies

There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, state, and local budgets. The City may qualify for grant funds through the Federal Land and Water Conservation Fund (LAWCON), the State Acquisition and Development of Local Parks Program (ADLP), and the State of Wisconsin the Knowles-Nelson Stewardship Program. A listing of available grant programs is found in Appendix C.

The bicycle and pedestrian infrastructure improvements recommended in this Plan should continue to be incorporated into the City’s biennial capital improvement plan and programming. The City has successfully maintained and improved its existing bicycle and pedestrian network by outlining the general schedule within which public improvements are proposed to be undertaken. Following the “if it’s not broke, don’t fix it” principle, the CIP in Lake Geneva has a proven track record in leveraging available resources through improved timing of projects, and coordinating City projects with those of other public or private entities.

The City of Lake Geneva should continue to utilize its existing planning framework and regulations to implement the recommendations in this Plan. The City’s subdivision ordinance and development review process, in particular, provide opportunities secure transportation right-of-way as development occurs.

Finally, the City should coordinate efforts with other units of government (ex. Walworth County, adjacent Townships, etc.), governmental departments and public agencies (ex. school districts, Wisconsin Department of Transportation, and Wisconsin Department of Natural Resources), and private and non-profit agencies (ex. Geneva Lake Conservancy, Land Trust of Walworth County) to help fund, leverage funds, and implement the recommendations presented in this Plan.

## Appendix A: Visioning Workshop Results Summary

The following is a compilation of questions and responses for each exercise conducted at the City of Lake Geneva Bicycle and Pedestrian Plan Visioning Workshop held on October 30<sup>th</sup>, 2017 at City Hall:

1. **DRAWING:** A large copy of the current facilities in the Lake Geneva area is being provided. Please feel free to pick up a marker and draw:
  - a. Where you currently bike and walk; (black marker)
  - b. Where you think new sidewalks, paths, or trails should be for pedestrians; (green marker)
  - c. Where you think new paths or trails should be for bicycles (blue marker)
  - d. Any particularly dangerous areas for walking. (red marker)
  - e. Any particularly dangerous areas for biking (purple marker)

**Note:** On your table’s “Mapping Issues” form, you may describe what you draw on the map. Place a number on the map and write your description of the issue on the form next to the same number.

2. **ALLOCATING FUNDS:** In this exercise you are the financial advisor for the City of Lake Geneva. You must decide where to allocate funds for capital improvements associated with bike and pedestrian facilities. The amount you allocate to each of the six improvements should represent the priority or importance of the improvement. You may choose to put all your money toward one improvement or spread your money around. **Make sure to really consider all your choices, as this exercise will really help us identify which recommendations to focus on.**

If you had \$100, how would you allocate the money for the following resources:

Note: 1/6 of \$100 is \$16.67

Type of Facility (average)	Amount Allocated out of \$100
1. Off-Street Facilities such as Trails (\$21.18)	\$10, \$3.32, \$20, \$16.67, \$20, \$20, \$10, \$25, \$15, \$10, \$16.5, \$50, \$50, \$30
2. On-Street Facilities, including Bike Lanes (\$19.18)	\$30, \$25, \$33.34, \$20, \$16.67, \$20, \$20, \$10, \$10, \$15, \$33.34, \$15, \$16.5, \$7, \$25, \$10
3. Repairs to Local Roads (\$18.72)	\$10, \$20, \$16.67, \$15, \$20, \$20, \$10, \$15, \$3, \$10, \$75, \$10
4. Sidewalks along Existing Roads (\$21.12)	\$40, \$35, \$10, \$20, \$16.67, \$20, \$10, \$20, \$10, \$30, \$33.34, \$15, \$30, \$34, \$15, \$10, \$10
5. Sidewalks along Streets Leading to Roads (\$12.12)	\$10, \$16.67, \$5, \$10, \$20, \$10, \$16.67, \$20, \$10, \$5, \$10
6. Safer Crossings of Roads (\$26.43)	\$20, \$40, \$33.34, \$20, \$16.67, \$15, \$20, \$30, \$50, \$30, \$16.67, \$20, \$50, \$20, \$34, \$5, \$25, \$30

3. **REMOVING BARRIERS:** What improvements would be needed to get your friends and/or family to bike or walk more?
  - Connecting paths and bikeways to safely get to major attractions and areas.
  - The pedestrian crosswalk signs were taken down too soon (beginning of October) when we still have Octoberfest pedestrian traffic and nice weather (Halloween, etc.).
  - More extensive paved trail system.
  - Safety; Connectivity; Usefulness – get to schools, shops, downtown, and parks.
  - Traffic separation; paths; protected bike lanes (convert angle parking to parallel parking); bike lane in between parking lane and sidewalk; mixing intersections along 50 downtown.

- Flat trails
  - Use Hillmoor for recreation – public and private. Remove the timed function for the crosswalks downtown! Better crosswalks – pilot different methods.
  - Designated path with map or marked signage leading to places of interest.
  - Safer routes and completed paths.
  - Longer routes without so many stops and obstacles. Safer routes with shoulders wide enough to bike. Connectivity to county or surrounding community routes.
  - Longer continuous path. Minimize road crossings. Connect public facilities (parks, schools, restaurants).
  - Diagonal parking. More riders and walkers would reduce parking demand.
  - Logical safe connections from North to South and East to West. Level vs. hilly trails where possible. Create destinations or targets to bike to or from.
  - Safer crossing.
  - Needs to be walking/bike paths around the perimeter of the city to allow for future paths. Need to allow walking paths/sidewalks to promote the opportunity for students to walk to schools.
  - Safer crossings (Edwards Blvd) and intersections (Hwy 50 & Edwards Blvd)
  - Accessibility: connections around town, wider paths for bike trailers. Stop light(s) crossing Hwy 120 at Townline and Bloomfield.
  - City roads and sidewalks meet our needs.
  - Need bike to rent if don't have. More info on where to go.
  - Fix the sledding hill – fill so that the sledding hill is extended and doesn't end in the river – redirect the hill north and remove some brush.
4. **OPPORTUNITIES:** What do you consider as the highest priority/greatest opportunity for bike and pedestrian planning in Lake Geneva?
- Connect to Illinois to allow bike enthusiasts to visit Lake Geneva via bike.
  - Highest priority should be dangerous zones – bike path to schools.
  - Making safer passage across major intersections (Hwy 50/Walmart and Walgreens).
  - Safety – Walgreens (50 & Edwards), Edwards & Townline, Lakeshore Dr & Big Foot entrance, Lakeshore Dr & South St.
  - Tourists; bike share; facilities to support bike share use; paths; separate bike lanes downtown; bike stations – pump/tools along paths.
  - Safe crossing, safe paths, safe ways for people to get to food stores and drug store.
  - Using Hillmoor for recreation – public and private. Bike lane along S. Lakeshore Drive – many marathons here.
  - Clearly marked safe bike lanes.
  - Continue to work on making routes safer.
  - Safe road crossings.
  - Safe walking and riding to schools. Federal safe routes to school program. As Jane Jacobs would say, all sidewalks and paths should go to some place.
  - To allow people to park their cars at the perimeter and come into town without cars. Having somewhere to park/leave your bike safely. Geneva National, The Ridges, Grand Geneva – to be able to safely get to.
  - Safety
  - Need to provide walking paths to schools and shopping areas. Biking paths need to be available around the perimeter of the city limits.
  - Connecting the other communities and trails in Walworth County.

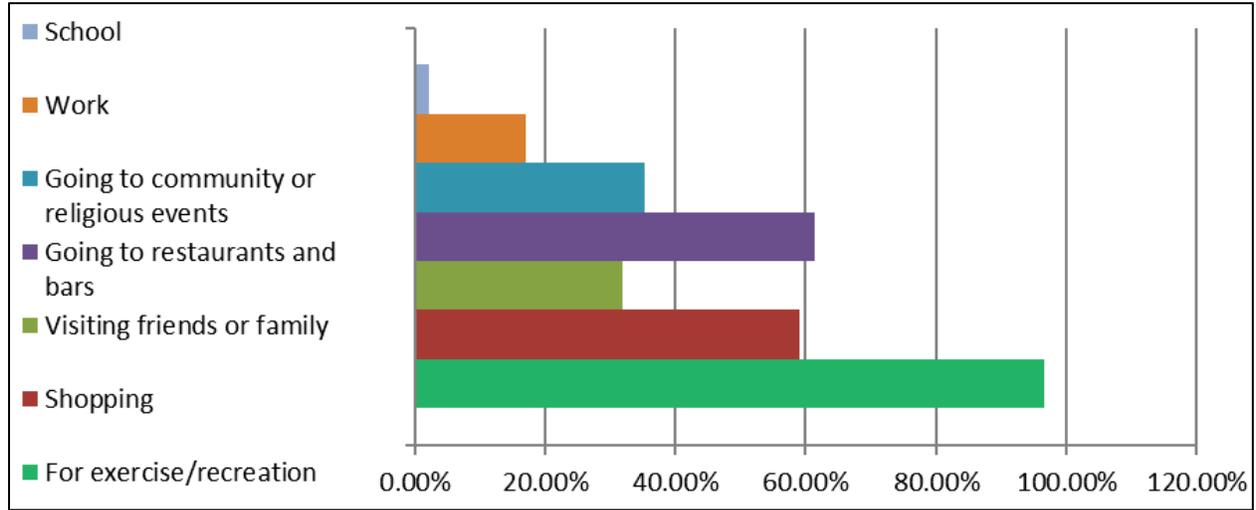
- Accessibility around town – safer sidewalks and pathways to access all areas around town.
- Very high - missing opportunity to explore more areas of Lake Geneva.
- Along the White River over the existing disc park – almost all paved – quiet and safe. Seating along the hiking trails for the elderly.

5. **OTHER SUGGESTIONS:** Please offer any comments, suggestions, or opinions you have concerning bike and pedestrian planning.

- Ensure that Lake Geneva plans create a unique experience not offered by other towns and areas in the region.
- For riders and pedestrians – safety for commuters is very important and then more extensive system for recreation riding connecting to the White River Trail.
- Keep paths that we have in good repair. City just did a great blacktop patch job in trail that runs behind Y to Curtis St. We need better maps of our current bike trails, especially showing how to get to bike trail from downtown.
- Make Google Maps data of bike paths along 120 more accurate (so tourists know they exist); better maintenance of current bike paths; both riding/walking surface as well as garbage pick-up.
- New construction: sidewalks on both sides of streets. Community/government – organized free events encouraging walking.
- Biggest tourist advantage would be connecting of Fox River Trail to Grand Geneva to Downtown to South Lakeshore Drive to BB and around to Fontana.
- Continue to work on an ultimate plan.
- I favor multi-use when applicable.
- Change zoning downtown to allow apartments above stores without requiring car parking. Instead require covered and secure bike parking.
- Please incorporate low cost, low impact projects to pursue initially to get city leaders moving on this future plan.
- The crosswalks and disability/ cut outs are poorly designed. A lot of our current w/c cutouts dump the pedestrians directly into lanes of traffic. Crosswalk at Hwy H/Bloomfield/South (between LGMS/BHS/2 apartment complexes) needs to be fixed immediately. Crosswalk dumps into traffic lanes.
- Maps/Apps of the trails in Lake Geneva and Walworth County.
- I am thrilled this opportunity has been communicated with our residents because I love Lake Geneva and want everyone to be able to get outside and be active.
- How much are you willing to pay in additional property taxes to support bike and walking trails?
- Landscaping, sculptures, and points of interest are needed to expand areas to tour. Communicating is necessary – visual maps.
- Put up “washrooms” on the concession stand at East View School parking lot.

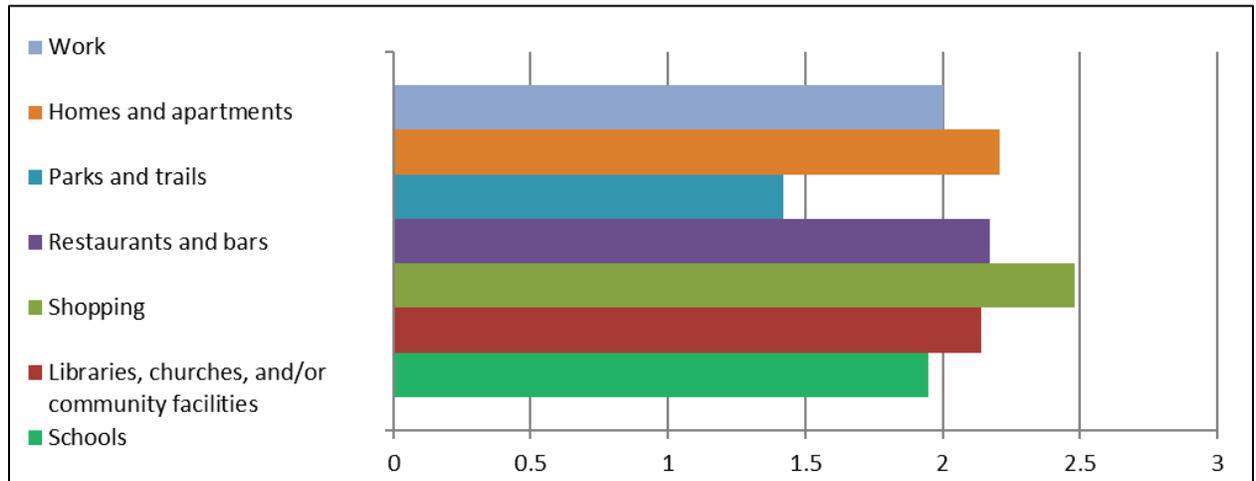
## Appendix B: Online Survey Results

1. Which reasons do you walk for? Select all that apply.



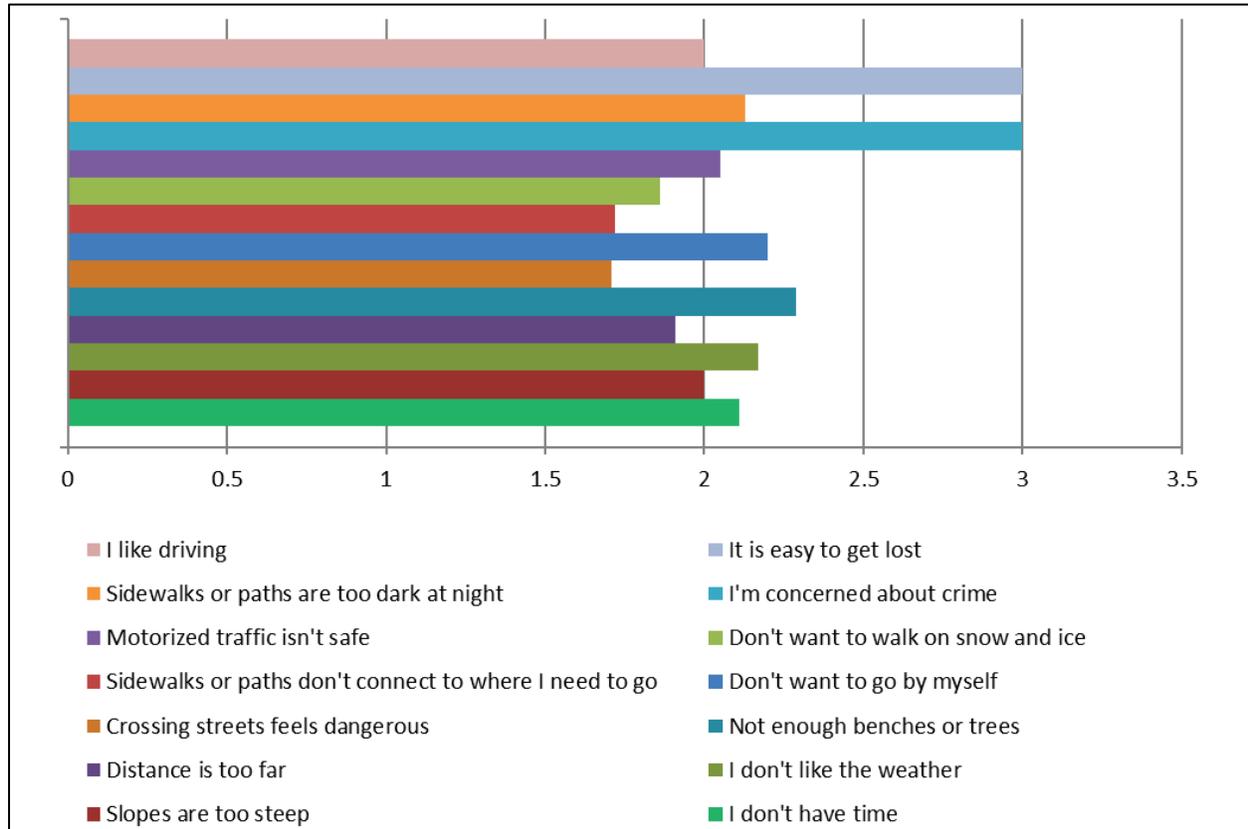
Answer Choices	Responses	
For exercise/recreation	96.59%	85
Shopping	59.09%	52
Visiting friends or family	31.82%	28
Going to restaurants and bars	61.36%	54
Going to community or religious events	35.23%	31
Work	17.05%	15
School	2.27%	2
	<b>Answered</b>	<b>88</b>
	<b>Skipped</b>	<b>0</b>

2. Choose the top 3 locations that you would like to see better pedestrian connections to:



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	36.84%	7	31.58%	6	31.58%	6	19	1.95
Libraries, churches, and/or community facilities	26.19%	11	33.33%	14	40.48%	17	42	2.14
Shopping	13.64%	6	25.00%	11	61.36%	27	44	2.48
Restaurants and bars	18.75%	9	45.83%	22	35.42%	17	48	2.17
Parks and trails	66.22%	49	25.68%	19	8.11%	6	74	1.42
Homes and apartments	20.83%	5	37.50%	9	41.67%	10	24	2.21
Work	16.67%	1	66.67%	4	16.67%	1	6	2
							Answered	88
							Skipped	0

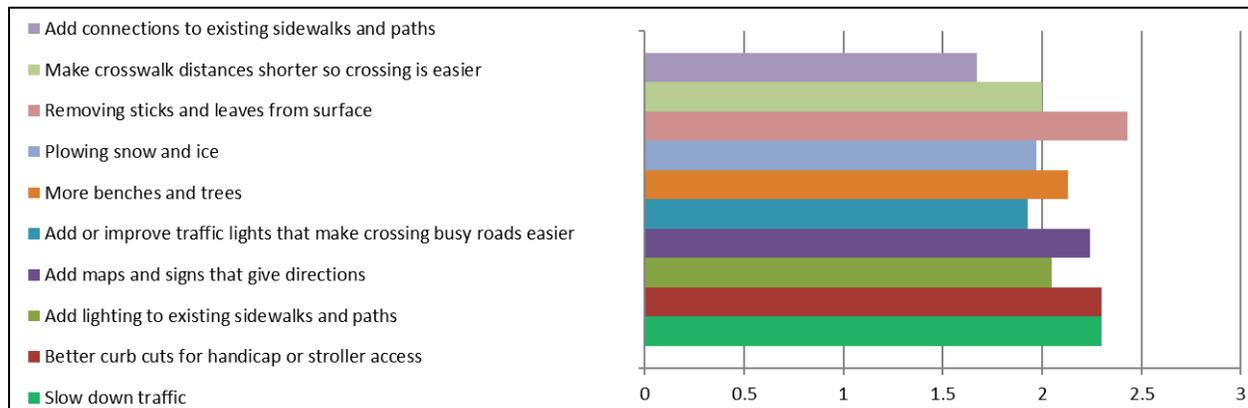
3. Choose the top 3 reasons that keep you from walking.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	31.58%	6	26.32%	5	42.11%	8	19	2.11
Slopes are too steep	33.33%	1	33.33%	1	33.33%	1	3	2
I don't like the weather	33.33%	4	16.67%	2	50.00%	6	12	2.17
Distance is too far	45.45%	5	18.18%	2	36.36%	4	11	1.91
Not enough benches or trees	28.57%	4	14.29%	2	57.14%	8	14	2.29

	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Crossing streets feels dangerous	45.71%	16	37.14%	13	17.14%	6	35	1.71
Don't want to go by myself	20.00%	1	40.00%	2	40.00%	2	5	2.2
Sidewalks or paths don't connect to where I need to go	48.15%	26	31.48%	17	20.37%	11	54	1.72
Don't want to walk on snow and ice	41.38%	12	31.03%	9	27.59%	8	29	1.86
Motorized traffic isn't safe	27.27%	6	40.91%	9	31.82%	7	22	2.05
I'm concerned about crime	0.00%	0	0.00%	0	100.00%	3	3	3
Sidewalks or paths are too dark at night	13.33%	4	60.00%	18	26.67%	8	30	2.13
It is easy to get lost	0.00%	0	0.00%	0	100.00%	3	3	3
I like driving	50.00%	2	0.00%	0	50.00%	2	4	2
							<b>Answered</b>	<b>87</b>
							<b>Skipped</b>	<b>1</b>

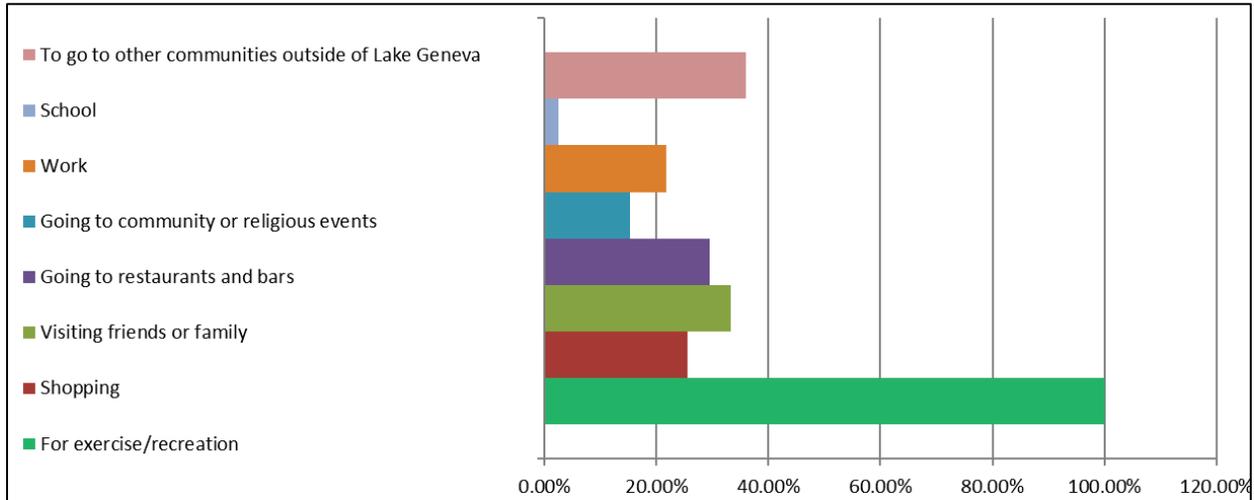
4. Choose the 3 top improvements that would improve your walking experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	20.00%	2	30.00%	3	50.00%	5	10	2.3
Better curb cuts for handicap or stroller access	20.00%	2	30.00%	3	50.00%	5	10	2.3
Add lighting to existing sidewalks and paths	31.58%	12	31.58%	12	36.84%	14	38	2.05
Add maps and signs that give directions	13.79%	4	48.28%	14	37.93%	11	29	2.24
Add or improve traffic lights that make crossing busy roads easier	40.48%	17	26.19%	11	33.33%	14	42	1.93
More benches and trees	13.33%	2	60.00%	9	26.67%	4	15	2.13
Plowing snow and ice	34.48%	10	34.48%	10	31.03%	9	29	1.97
Removing sticks and leaves from surface	14.29%	1	28.57%	2	57.14%	4	7	2.43

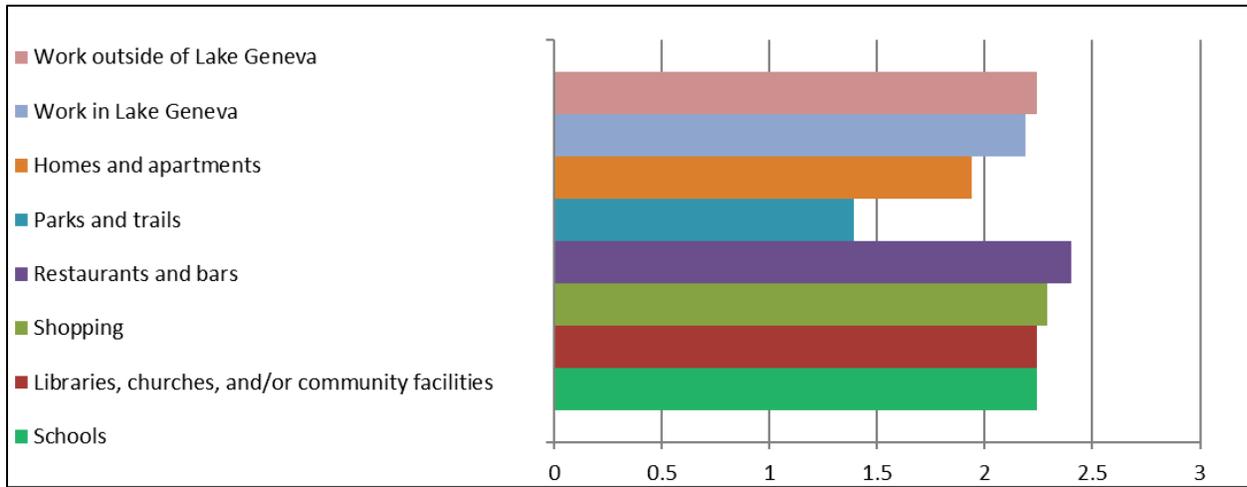
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Make crosswalk distances shorter so crossing is easier	14.29%	1	71.43%	5	14.29%	1	7	2
Add connections to existing sidewalks and paths	54.69%	35	23.44%	15	21.88%	14	64	1.67
							<b>Answered</b>	<b>86</b>
							<b>Skipped</b>	<b>2</b>

5. Which reasons do you ride a bicycle for? Select all that apply



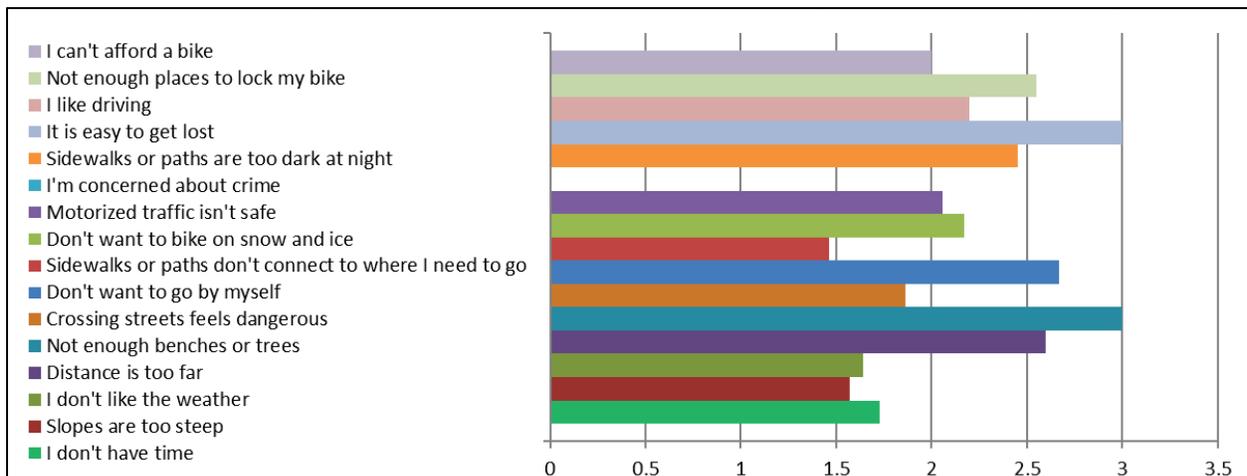
Answer Choices	Responses	
For exercise/recreation	100.00%	78
Shopping	25.64%	20
Visiting friends or family	33.33%	26
Going to restaurants and bars	29.49%	23
Going to community or religious events	15.38%	12
Work	21.79%	17
School	2.56%	2
To go to other communities outside of Lake Geneva	35.90%	28
	Answered	78
	Skipped	10

6. Choose the top 3 locations that you would like to see better bicycle connections to:



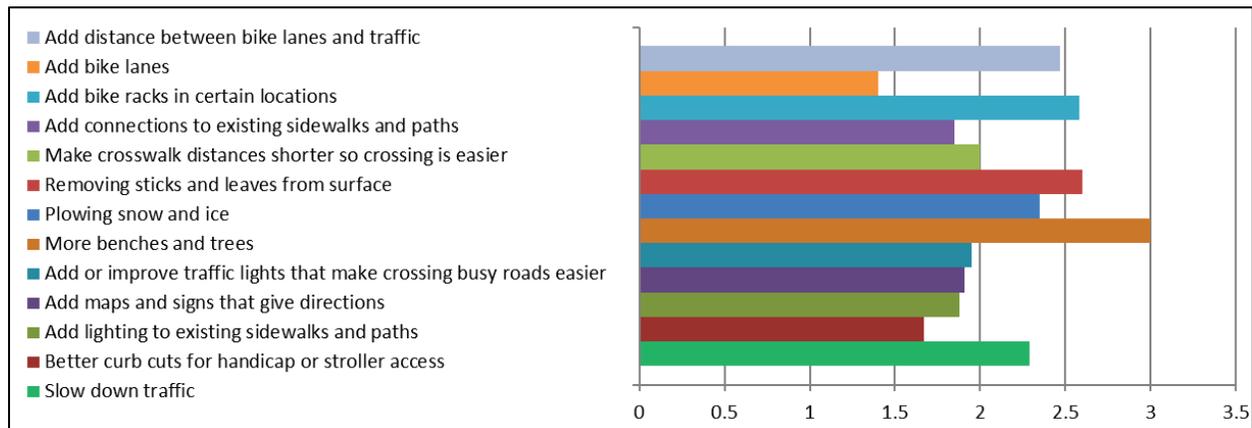
	Top Choice	Second Choice	Third Choice	Total	Weighted Average			
Schools	11.76%	2	52.94%	9	35.29%	6	17	2.24
Libraries, churches, and/or community facilities	26.47%	9	23.53%	8	50.00%	17	34	2.24
Shopping	20.83%	5	29.17%	7	50.00%	12	24	2.29
Restaurants and bars	13.33%	4	33.33%	10	53.33%	16	30	2.4
Parks and trails	69.01%	49	22.54%	16	8.45%	6	71	1.39
Homes and apartments	27.78%	5	50.00%	9	22.22%	4	18	1.94
Work in Lake Geneva	6.25%	1	68.75%	11	25.00%	4	16	2.19
Work outside of Lake Geneva	17.65%	3	41.18%	7	41.18%	7	17	2.24
							<b>Answered</b>	<b>78</b>
							<b>Skipped</b>	<b>10</b>

7. Choose the top 3 reasons that keep you from riding a bicycle.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	54.55%	6	18.18%	2	27.27%	3	11	1.73
Slopes are too steep	57.14%	4	28.57%	2	14.29%	1	7	1.57
I don't like the weather	54.55%	6	27.27%	3	18.18%	2	11	1.64
Distance is too far	0.00%	0	40.00%	2	60.00%	3	5	2.6
Not enough benches or trees	0.00%	0	0.00%	0	100.00%	2	2	3
Crossing streets feels dangerous	41.38%	12	31.03%	9	27.59%	8	29	1.86
Don't want to go by myself	0.00%	0	33.33%	1	66.67%	2	3	2.67
Sidewalks or paths don't connect to where I need to go	63.46%	33	26.92%	14	9.62%	5	52	1.46
Don't want to bike on snow and ice	13.04%	3	56.52%	13	30.43%	7	23	2.17
Motorized traffic isn't safe	22.22%	8	50.00%	18	27.78%	10	36	2.06
I'm concerned about crime	0.00%	0	0.00%	0	0.00%	0	0	0
Sidewalks or paths are too dark at night	18.18%	4	18.18%	4	63.64%	14	22	2.45
It is easy to get lost	0.00%	0	0.00%	0	100.00%	1	1	3
I like driving	40.00%	2	0.00%	0	60.00%	3	5	2.2
Not enough places to lock my bike	4.55%	1	36.36%	8	59.09%	13	22	2.55
I can't afford a bike	0.00%	0	100.00%	1	0.00%	0	1	2
							<b>Answered</b>	<b>79</b>
							<b>Skipped</b>	<b>9</b>

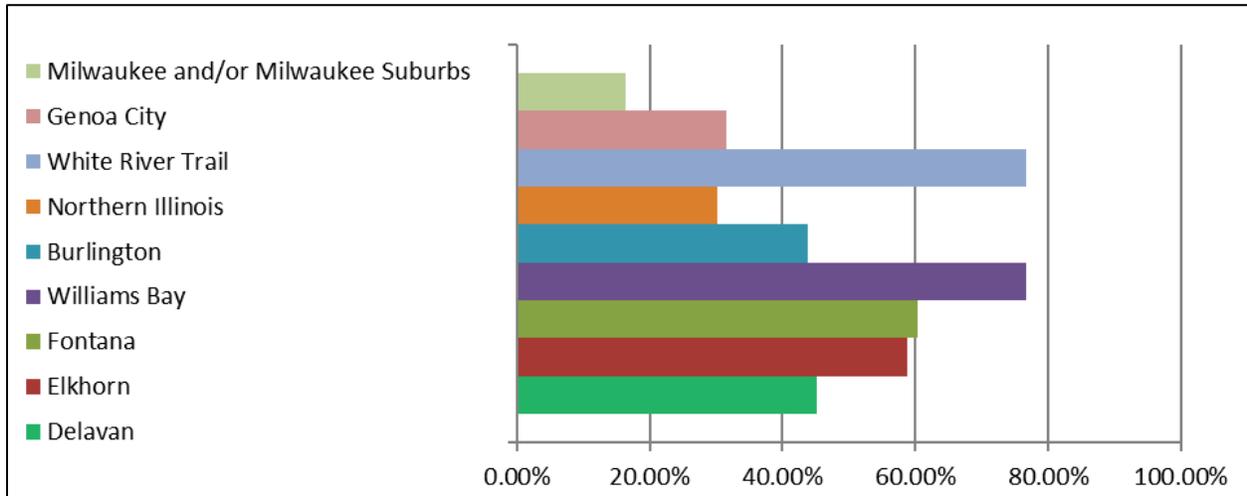
8. Choose the 3 top improvements that would improve your bicycling experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	28.57%	2	14.29%	1	57.14%	4	7	2.29
Better curb cuts for handicap or stroller access	66.67%	2	0.00%	0	33.33%	1	3	1.67
Add lighting to existing sidewalks and paths	31.25%	5	50.00%	8	18.75%	3	16	1.88

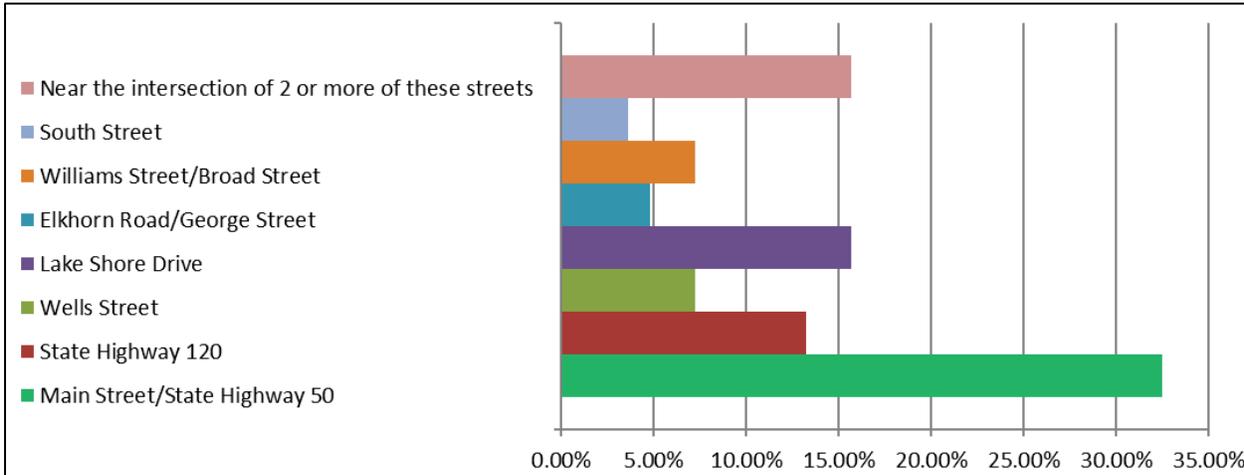
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Add maps and signs that give directions	36.36%	4	36.36%	4	27.27%	3	11	1.91
Add or improve traffic lights that make crossing busy roads easier	36.36%	8	31.82%	7	31.82%	7	22	1.95
More benches and trees	0.00%	0	0.00%	0	100.00%	1	1	3
Plowing snow and ice	17.65%	3	29.41%	5	52.94%	9	17	2.35
Removing sticks and leaves from surface	0.00%	0	40.00%	2	60.00%	3	5	2.6
Make crosswalk distances shorter so crossing is easier	0.00%	0	100.00%	1	0.00%	0	1	2
Add connections to existing sidewalks and paths	39.02%	16	36.59%	15	24.39%	10	41	1.85
Add bike racks in certain locations	10.53%	2	21.05%	4	68.42%	13	19	2.58
Add bike lanes	66.04%	35	28.30%	15	5.66%	3	53	1.4
Add distance between bike lanes and traffic	3.33%	1	46.67%	14	50.00%	15	30	2.47
							<b>Answered</b>	<b>78</b>
							<b>Skipped</b>	<b>10</b>

9. Which of the following communities do you bike to, or would you bike to if a trail connection was made? Select all that apply:



Answer Choices	Responses	
Delavan	45.21%	33
Elkhorn	58.90%	43
Fontana	60.27%	44
Williams Bay	76.71%	56
Burlington	43.84%	32
Northern Illinois	30.14%	22
White River Trail	76.71%	56
Genoa City	31.51%	23
Milwaukee and/or Milwaukee Suburbs	16.44%	12
	<b>Answered</b>	<b>73</b>
	<b>Skipped</b>	<b>15</b>

10. Which part of Lake Geneva needs pedestrian and/or bicycle upgrades the most? Choose one:



Answer Choices	Responses	
Main Street/State Highway 50	32.53%	27
State Highway 120	13.25%	11
Wells Street	7.23%	6
Lake Shore Drive	15.66%	13
Elkhorn Road/George Street	4.82%	4
Williams Street/Broad Street	7.23%	6
South Street	3.61%	3
Near the intersection of 2 or more of these streets	15.66%	13
	<b>Answered</b>	<b>83</b>
	<b>Skipped</b>	<b>5</b>

## Appendix C: Summary of Questions and Comments from Open House

1. Did we miss anything? You may draw your ideas or suggestions on the Planned Facilities Map provided on the back of this page. Feel free to use the colored pencils provided to indicate different types of facilities or recreational needs. Please ask if you need additional information or assistance!
2. Did you take the Online Survey offered during Fall 2017? Yes ( 5 ) No ( 5 )
3. Do you have any comments or suggestions on the proposed goals, objectives, or policies in the Draft Bicycle and Pedestrian Plan? (Refer to the handout of goals, objectives, and policies)
  - I think the idea to connect to Grand Geneva and other resorts is a great one. Would bring in more cyclists and would bring in more money. Also connecting larger cities (Milwaukee, Chicago).
  - Basic plan is pretty comprehensive. I like the plan for around the lake as it keeps them OFF the lakeshore path.
  - Need a sidewalk on one side of Park Street for pedestrians. This is a commercial area with a lot of truck traffic and we have to walk in the street.
  - Extend pedestrian sidewalks – circled area on map but extend all sidewalks that just stop abruptly.
  - Make the alleyway off of Broad Street one way going in.
  - Goal is to acquire Hillmoor Golf Course and put a visitor’s center to filter traffic off of Route 50, in addition rent bikes and have a path behind the museum into town.
  - Could we add the Safe Route to Schools program to objectives? Could we change the stop lights to recognize bicycles?
4. Do you have any comments or suggestions on the proposed Planned Facilities Map? (Refer to the Exhibit of Map 2.)
  - The intersection at Wells and Main Street should be an intersection improvement. There is a sidewalk with a crosswalk, but nowhere to go once you get in front of KFC. Sidewalk or path – where does the crosswalk lead to?
  - There is already sidewalk down Center Street. Don’t feel that sidewalk needs to be added to Sage Street – Sage makes sense for bikes though.
  - A path to the local grocery (Piggly Wiggly) – Interchange N.
  - There is a problem at the intersection of Center Street and Wisconsin (which dead-ends at embankment). I live there and observe SO MANY people taking U-turns on Center and having accidents. Also, impossible to see when turning left out of Wisconsin dead-end onto Center. Paths through Hillmoor area where possible.
  - Traffic light at intersection of Townline and Edwards Blvd.
  - Pedestrian walkway lighting. Traffic light at Townline and Edwards.
  - Address the intersection of Broad and North (south of there is a block with three restaurants and many businesses). Traffic from the north is going south at too fast a rate. Dangerous!
  - It is well conceived with seeming attention to ideas presented at the workshop.

5. Do you have any additional comments or suggestions on the Draft Bicycle and Pedestrian Plan? Where else should we plan for bicycle facilities and sidewalks?
- In front of KFC. Paths don't seem to coincide with parks/not near them.
  - Additional sidewalks – Curtis Street, so pedestrians can walk between Townline and Hwy 50 without worrying about traffic; Wells Street: extend sidewalk to Main Street. There is currently a gap. Bike paths – extend the bike path that terminates at Ridges apartments either east to 120 or south to Townline.
  - Need to have pedestrian sidewalk that runs from downtown to LGMS and BHS – we currently have intermittent sidewalks. Also, we need continuous sidewalks from downtown to Wal-Mart (on Main) and downtown to Piggly Wiggly via Broad Street. Sidewalks need to be at least four feet wide to allow for rolling carts.
  - Big Foot –mark routes inside of park that connect Lake Shore to South Street/and Lake Shore Drive to Wells
  - More paths everywhere.
  - Repair existing sidewalks! Negotiate purchase of embankment at north end to Sage, connecting to bike path across street.
  - Put bike lane onto interchange by bakery and Next Door Pub. Like to see bike lane from Lakeview to Elmwood.
  - Townline Road by Hudson and Cumberland Trail needs crosswalks. Lots of young families that bike into town and to Veterans Park.
  - Did I miss signage and maps identifying routes, etc.?

## Appendix D: Funding Sources

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
<b>Wisconsin Stewardship Programs</b>						
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>▪ 50% local match per project.</li> <li>▪ \$4M available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>▪ A comprehensive outdoor recreation plan is required.</li> <li>▪ Priority for land acquisition.</li> <li>▪ Projects must comply with ADA.</li> </ul>	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features.	<ul style="list-style-type: none"> <li>▪ 50% local match per project.</li> <li>▪ \$1.6M available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>▪ A comprehensive outdoor recreation plan is required.</li> <li>▪ Projects must comply with ADA.</li> </ul>	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>▪ 50% local match per project.</li> <li>▪ \$1.6M available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>▪ Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place.</li> <li>▪ May include enhancements of nature-based outdoor recreation.</li> </ul>	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Rivers Grant Program (URGP)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	<ul style="list-style-type: none"> <li>▪ 50% local match per project.</li> <li>▪ \$800,000 available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>▪ A comprehensive outdoor recreation plan is required to participate.</li> <li>▪ Projects must comply with ADA.</li> </ul>	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
<b>Federal Programs</b>						
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>▪ 50% local match per project.</li> <li>▪ Land acquisition.</li> <li>▪ Development of recreational facilities.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>▪ A comprehensive outdoor recreation plan is required to participate.</li> </ul>	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

**City of Lake Geneva Bicycle and Pedestrian Plan**

<b>Program</b>	<b>Purpose</b>	<b>Funding Details</b>	<b>Deadline</b>	<b>Notes</b>	<b>Admin. Agency</b>	<b>Contact</b>
Recreational Trails Program	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	<ul style="list-style-type: none"> <li>▪ 50% local match per project.</li> <li>▪ Maintenance and restoration of existing trails.</li> <li>▪ Development and rehabilitation of trailside and trailhead facilities and trail linkages.</li> <li>▪ Construction of new trails (with certain restrictions on federal lands).</li> <li>▪ Acquisition of easement or property for trails purchase.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>▪ Funds may only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan</li> <li>▪ Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan.</li> </ul>	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
<b>Statewide Transportation Improvement Program (STIP)</b>						
Transportation Alternatives Program (TAP)	Providing facilities for pedestrians and bicyclists. This program includes construction, planning, and design of on-road and off-road trail facilities and infrastructure for safe use by for pedestrians, bicyclists, and other non-motorized forms of transportation.	<ul style="list-style-type: none"> <li>▪ Funded through FAST Act.</li> <li>▪ 80%/20%.</li> <li>▪ 20% required match (funds are not awarded upfront but are reimbursed).</li> </ul>	October - January	<ul style="list-style-type: none"> <li>▪ Infrastructure projects between \$300,00 and \$1 million</li> <li>▪ Non-infrastructure projects over \$50,000</li> </ul>	WisDOT  Regional Transportation Management Area Authority (MPO)	Bob Schmidt Southeast Region (262)548-8789
Surface Transportation Program (STP)	Road improvement funds, which can be spent on a wide variety of projects, including roadway projects, bridges, transit facilities, and bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>▪ Funded through FAST Act</li> <li>▪ 80%/20%.</li> <li>▪ 20% required match (funds are not awarded upfront but are reimbursed).</li> </ul>	July – 6-year project cycle	<ul style="list-style-type: none"> <li>▪ Facilities for pedestrians and bicycles.</li> <li>▪ System-wide bicycle planning.</li> <li>▪ Three sub-programs: Urban; Rural; Bridges</li> </ul>	WisDOT	Bob Schmidt Southeast Region (262)548-8789

**City of Lake Geneva Bicycle and Pedestrian Plan**

<b>Program</b>	<b>Purpose</b>	<b>Funding Details</b>	<b>Deadline</b>	<b>Notes</b>	<b>Admin. Agency</b>	<b>Contact</b>
<b>Federal Transit Administration Funds</b>						
Capital Investment Grants	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	<ul style="list-style-type: none"> <li>Discretionary local match</li> </ul>	Early spring	<ul style="list-style-type: none"> <li>Funding for this program is allocated on a discretionary basis and requires a multi-year process.</li> </ul>	WisDOT Division of Transportation Investment Management	Aileen Switzer (608)266-5791
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.	<ul style="list-style-type: none"> <li>20% local match per project (funds are not awarded upfront but are reimbursed).</li> </ul>	April - June	<ul style="list-style-type: none"> <li>Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties</li> </ul>	Federal Transit Authority  WisDOT  SEWRPC	Bob Schmidt Southeast Region (262)548-8789
<b>Federal Highway Administration Safety Funds</b>						
Highway Safety Improvement Program	Funds safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly, including intersection improvements.	<ul style="list-style-type: none"> <li>10% local match per project.</li> </ul>	August	<ul style="list-style-type: none"> <li>Communities must include 5 years of crash data.</li> </ul>	WisDOT Division of Transportation Investment Management	District 1 Office (608) 246-3800
<b>Other Programs</b>						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.	<ul style="list-style-type: none"> <li>Technical assistance in the planning, management and implementation of downtown development projects</li> </ul>	Spring	<ul style="list-style-type: none"> <li>May benefit trail enhancements through streetscaping.</li> </ul>	WEDC	Jason Scott (608) 210-6790
Bicycle Infrastructure & Advocacy Grant	Grants to build infrastructure that makes it easier for all people to ride bikes in their communities, including bike paths, bike lanes, trails, bridges, parking, and storage. Can also fund programs and initiatives that advocate for bikes and transform streets for bikes.	<ul style="list-style-type: none"> <li>Up to \$10,000 or up to 50% of project cost</li> <li>No specific match amount, but leverage required</li> </ul>	April and October	<ul style="list-style-type: none"> <li>Applications should include performance metrics for measuring project success</li> </ul>	People for Bikes	Zoe Kircos (303) 449-4893 x106