



TOWN OF

# LEDGEVIEW

PARK & RECREATION PLAN

2019 – 2024

BROWN COUNTY, WISCONSIN

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# CHAPTER 1

## Introduction



**Ledgeview**  
Set your sights high

# INTRODUCTION

Communities throughout the country are recognizing that park land, recreation trails and natural areas are key components of high-quality living environments. Such open spaces provide a community with many benefits. These include helping to meet human needs for outdoor recreation, promoting and accommodating a healthy lifestyle for residents, enhancing the aesthetic quality of a community, increasing property values, attracting visitors and tourists, shaping development patterns, and protecting the natural environment.

Recreational preferences may vary from individual to individual; however, recreation occupies a necessary and significant place in every person's life. It includes both mental and physical exercise, personal and interpersonal experience, and self-provided and socially observed entertainment. This Plan views outdoor park and recreation facilities as part of a system serving diverse functions for all members of the community. A park is not a single-use facility serving only limited groups in the community. Rather, it provides diverse outdoor recreational opportunities for all ages and all social groups. In viewing the parks as part of a system, such issues as access, neighborhood aesthetics and multiple use of environmental resources are elements of park planning and community quality of life.



Figure 1: Ledgeview Park is the Town's jewel of the park system and includes many active and passive amenities.

## PURPOSE OF THIS PLAN

The primary purpose of this Plan is to proactively guide the development and improvement of Ledgeview's outdoor recreation facilities to meet the recreational needs and demands of Town residents. This Plan addresses the long-range, comprehensive park and open space needs of the community and provides strategic recommendations for development over the next five-year period to meet those long-term needs.

The Plan also provides a tool for evaluating progress being made within the Town park system. The recommendations presented in the Plan guide the acquisition, preservation, and development of land for parks, recreation trails, and other open spaces in the Town. The recommendations also serve to protect and enhance the community's natural resources.



Policy decisions recommended by the Parks, Recreation & Forestry Committee, Zoning & Planning Commission, and Town Board for park programs and improvements shall be guided by the goals and objectives, findings and



Figure 2: Ledgeview Golf Course, spring 2018.

recommendations of this adopted Plan. Actual public policy decisions or choices are contingent on funding sources, new opportunities and ideas, changing growth patterns, budget priorities, and changing community needs and desires. For this reason, the Plan should be reviewed annually, and a detailed update should be completed at least every five years.

This version of the Plan is an update from the 2015-2020 Park & Recreation Plan which was largely implemented over the previous five years. This version focuses more

on passive recreational development, acquisition, and preservation of open spaces and natural areas as well as development of the pedestrian and bicycle systems.

The Beautification Subcommittee serves an important role for Ledgeview by championing a variety of aesthetic improvements around the community. The Subcommittee takes direction from the Town Board and the Park, Recreation & Forestry Commission to evaluate capital projects—among other community projects—to ensure the visual appeal of usable infrastructure in Ledgeview meets the expectations of residents. The Subcommittee is expected to serve in this same key capacity for the life of this Plan.

This Plan was prepared under Wisconsin Statutes 62.23 and 66.0617, and in accordance with guidelines that will make it certifiable by the Wisconsin Department of Natural Resources (WDNR) and qualify the Town for matching grant funds through the Federal Land and Water Conservation Fund (LWCF) and the State of Wisconsin Knowles-Nelson Stewardship Program. This Plan was also prepared as a detailed component of the Town's Comprehensive Plan under Wisconsin Statutes 66.1001. Updating the Plan every five years is also a requirement of the WDNR for a community to stay eligible for matching governmental funds for parkland acquisition and facility improvements. But just as importantly, the Town of Ledgeview needs to continue to set a course of action for improvement of its parks and outdoor recreation system.

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# CHAPTER 2



Regional  
Setting

# REGIONAL SETTING



## TOWN HISTORY & SETTING

Located on the Niagara Escarpment in central Brown County, the Town of Ledgeview was founded as an agricultural community but has cultivated a reputation for strong municipal services, million-dollar views, and outstanding natural amenities. Significant growth over the past two decades has more than quadrupled the Town's population. While agriculture, municipal services, and natural amenities remain important defining characteristics of the community, the Town's residents have also benefited from its location at the southern edge of the Green Bay Metropolitan Area. Map 1 provides an understanding of the Town's location within the Green Bay region and illustrates the jurisdictional boundaries for Ledgeview.

Ledgeview's beautiful countryside is rich with productive farmland. Generations of families have enjoyed the quiet rural character and strong sense of community found here. However, the Town's population has been increasing, presenting both opportunities and challenges. Economic growth has provided local employment opportunities, urban amenities and a larger, diversified tax base. As population increases, so does the need for services and facilities to keep pace with growth and changing demands. In addition, growth puts additional pressure on the existing resource base necessary to sustain the quality of life of Ledgeview residents. In this context, it is essential to plan for development in a controlled, orderly, and predictable manner that will enhance the Town's ability to retain the qualities that define its character, avoid land use conflicts, provide housing and appropriate employment opportunities, and protect its natural, cultural, and agricultural resources.



## NATURAL RESOURCES

Ledgeview is uniquely defined by its natural resources and open spaces. A review of Ledgeview's natural environment provides an important framework for guiding park and open space planning. Several features of the Town's natural landscape help direct the development of future park and recreational facilities.

### Topography

The most interesting and unique landscapes in the Town are associated with the Niagara Escarpment. This rock ledge is part of a geographic feature that extends across North America from eastern Wisconsin northeastward through Michigan's Upper Peninsula and eastward through Ontario, Canada, to New York State and the Niagara Falls. The WDNR's Land Legacy Report (2003) identifies the Niagara Escarpment as a resource that the public and WDNR believe is among the highest priorities for conservation in Wisconsin.



The Niagara Escarpment, or “ledge,” is a geologic formation that underlies the center of the Town, running in a northeast to southwest direction. The escarpment is the result of millennia of geologic activity and erosion forces on the rock layers that underlay the Town’s land surface. Niagara dolomite, which was much harder than the surrounding rock, did not completely succumb to nature’s eroding forces, and as a result, the dolomite rock that formed the ledge stands much higher than the surrounding land surfaces of today. Because of the scenic views from the top of the escarpment face, the escarpment is proving to be a very desirable site for new homes, resulting in increased fragmentation of the critical wildlife habitat corridor that exists along the ledge. Balancing the development opportunities with conservation is a challenge the Town is currently facing.

### Soils

According to the Soil Survey of Brown County, Wisconsin, there are three major soil associations in Ledgeview. A soil association is “a landscape that has a



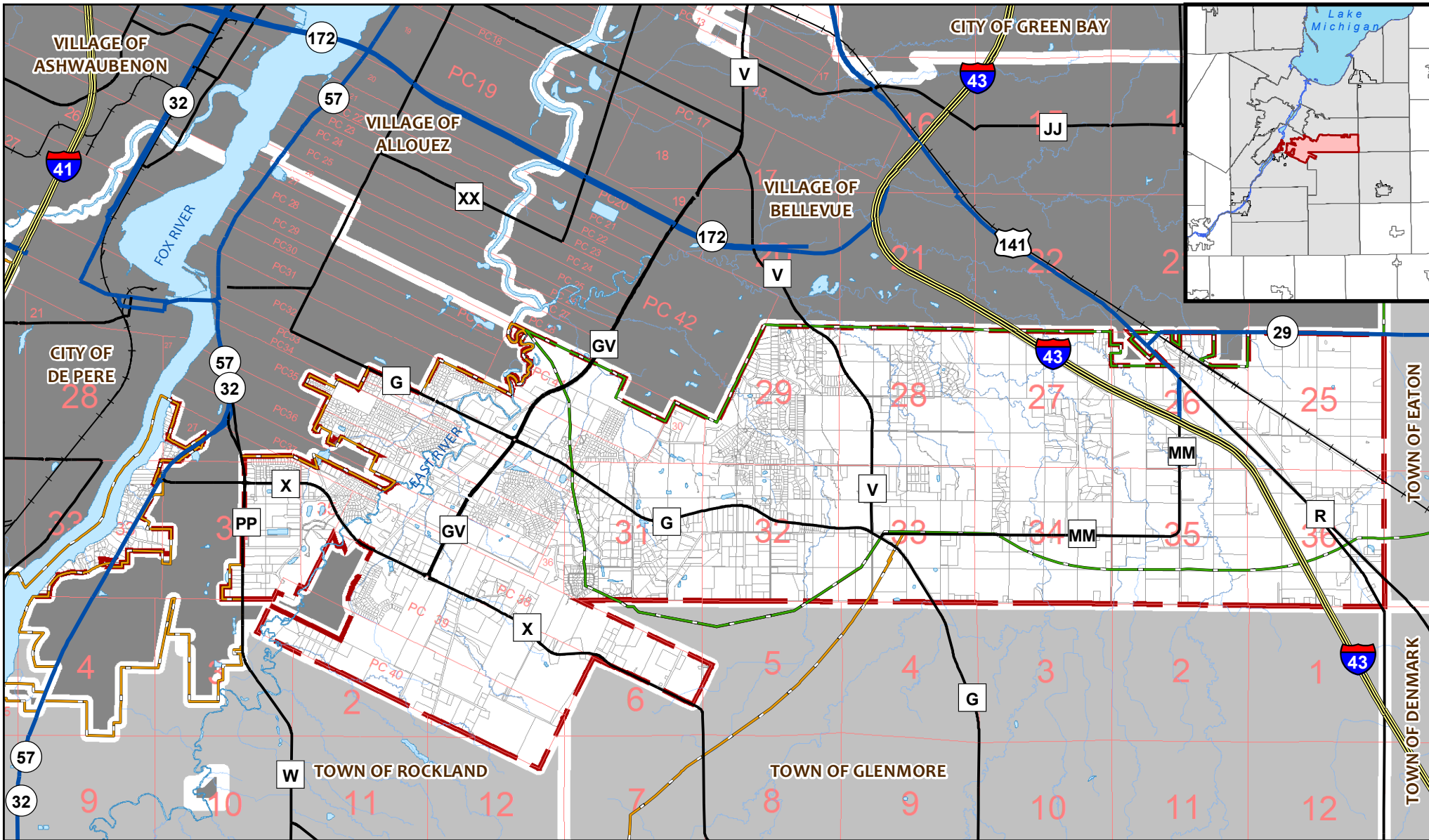
Figure 3: The Niagara Escarpment, which runs through the Town, is part of the same landform which created Niagara Falls. Image: <http://www.escarpmentnetwork.org/definition/>

distinctive proportional pattern of soils. It normally consists of one or more major soils, at least one minor soil, and is named for the major soils.” The major soil associations found in Ledgeview are Kewaunee-Manawa, Oshkosh-Allendale-Tedrow, and Oshkosh-Manawa. The Kewaunee-Manawa association consists of deep, well drained to somewhat poorly drained, nearly level to steep soils that have a dominantly clayey subsoil on glacial till plains and ridges. This soil series occupies the eastern portion of the Town. The Oshkosh-Manawa soil association is found in the western portion of the Town. It is similar to the Kewaunee-Manawa soils in its physical properties and behavior.

The Oshkosh-Allendale-Tedrow soil association covers the west central portion of the Town, generally following the East River. This association consists of deep, well-drained to somewhat poorly draining and nearly level to steep soils that have clay and sand subsoils on glacial lake plains dissected by narrow V-shaped valleys. The Oshkosh soils are generally suited for agricultural crops. The Allendale series are somewhat poorly drained soils, and wetness is a limitation for agricultural uses (among others). The Tedrow sands are loamy and somewhat poorly drained, and wetness is a main limitation for use.




## MAP 1: JURISDICTIONAL BOUNDARIES

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# MAP 1: JURISDICTIONAL BOUNDARIES

## LEGEND

-  Municipal Boundary
-  Village of Bellevue ETJ Boundary
-  City of De Pere ETJ Boundary



TOWN OF LEDGEVIEW  
PARK & RECREATION PLAN  
2019-2024

Map Date: 1/31/2019  
0 2.5 5 10 15  
Miles



Planning Services Provided By:

**Mead & Hunt**

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### **Groundwater**

Groundwater recharge areas are of critical importance to the Town. With extremely shallow bedrock located on the Niagara Escarpment, soil disturbance needs to be limited. Drinking water for some residences in the Town is drawn from the groundwater through private wells. The areas of Ledgeview served from the public water system obtains fresh water from Lake Michigan.

The greatest threats to groundwater are contamination and over use. As with any rural and agricultural community, the most common sources of contamination include feedlots, manure storage and spreading, manure pits, irrigation, fertilizers, and pesticides. Over use of the groundwater is not envisioned to be a problem within the foreseeable future.

### **Surface Water & Watersheds**

The Town of Ledgeview contains several significant surface water resources (See Map 2: Natural Features), the most important of which are the Fox River, the East River, Bower Creek, and a small unnamed stream that is a tributary to the East River. A watershed is an area of land where all the water on it and under it drains to the same place. Within this area of land, all living things are linked by the common waterway. Three watersheds overlap the Town of Ledgeview. They include the Fox River Watershed, the East River Watershed, and the West Twin River Watershed.



Figure 4: Fonferek's Glen. Image: Jake Steimie, [www.examiner.com](http://www.examiner.com)

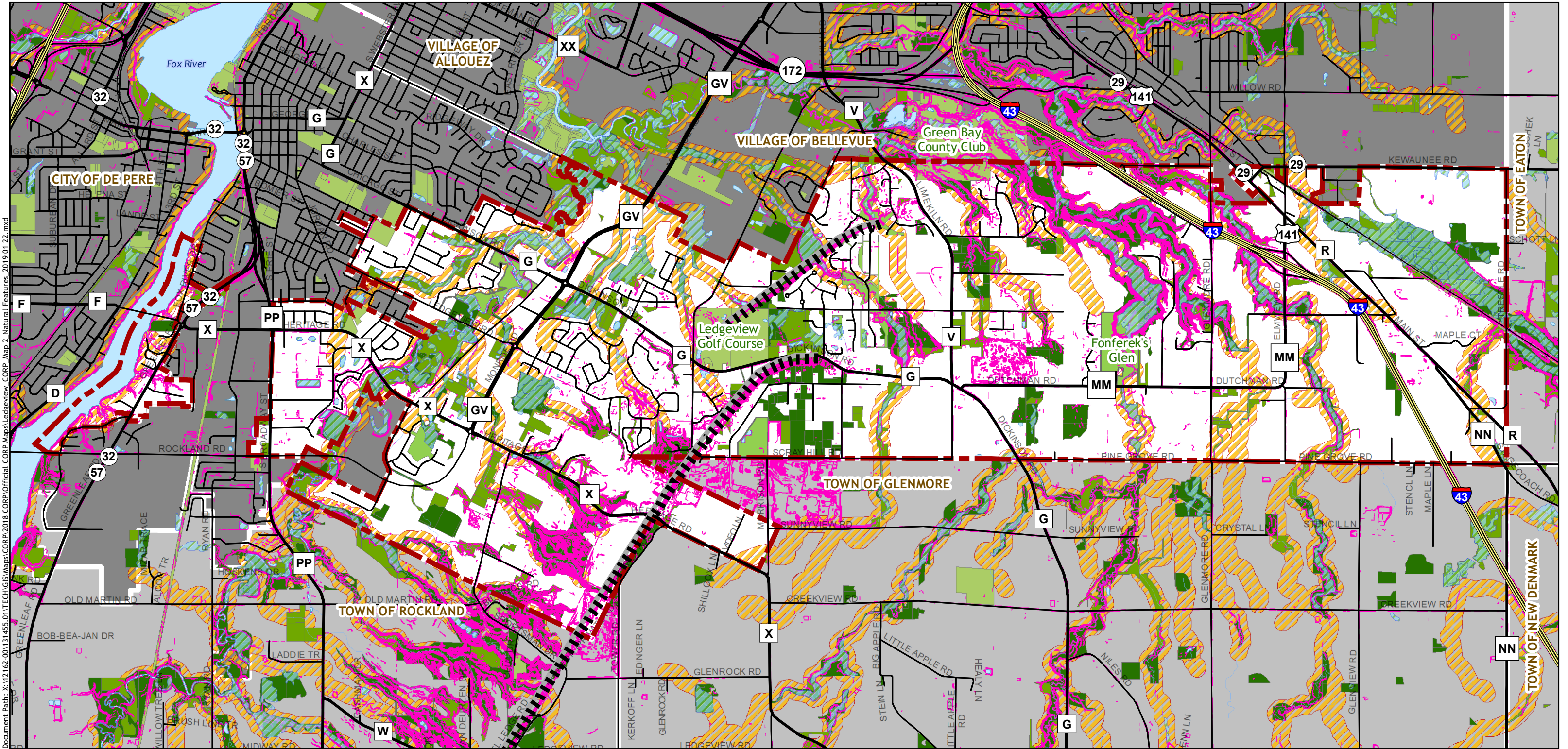
The Fox River provides the western boundary of the Town. Its northeastern flow begins at Lake Winnebago and eventually drains into the Bay of Green Bay. There is currently no public access to the Fox River within the Town, however, several access points are provided north of the Town in De Pere and Green Bay. The Fox River Watershed encompasses only lands lying immediately adjacent to the Fox River. This watershed affects the far western portion of the Town.

The East River is the predominant water body in the Town. It flows in a northeasterly direction through the western portion of the Town. The river in this area meanders sluggishly through a broad floodplain. The reddish-brown murky color of the East River attests to the poor water quality of this stream.



## MAP 2: NATURAL FEATURES







The East River Watershed originates in Calumet County and extends 33 miles to the north to the Fox River. The western portions of Ledgeview fall into this watershed. The East River Watershed was designated as a priority watershed in 1987, and a plan has been completed to address environmental concerns. It has also been identified nationwide as one of eight special project areas demonstrating the effects of agricultural chemical management on farm profitability and water quality.

Bower Creek is a tributary of the East River and flows in a northwesterly direction through the Town before it empties into the East River in the Village of Bellevue. It is a sluggish stream and drains highly agricultural land.

The wetland complex that comprises the headwaters of the Neshota River is located in the extreme easterly portion of the Town—east of I-43—and drains into the West Twin River. There are two large wooded wetlands in the eastern portion of the Town. These areas are classified as Tension Wet Mesic Forests. The larger of these wetlands lies east of US 141 and adjacent to the railroad tracks.

The West Twin River Watershed extends into the eastern portions of the Town via the Neshota River. Degradation of water quality in this area can be attributed to wetland drainage, cropland erosion, stream bank pasturing, and barnyard runoff.

### **Vegetation & Woodlands**

The present vegetative cover of the Town has been altered considerably from its original state because of agriculture and development. Most of the woodland-type vegetation in the Town of Ledgeview is classified as



Figure 5: An undeveloped watercourse within Ledgeview.

Tension Dry Mesic Forest and exists in ribbons and pockets along environmental corridors. Much of this woodland vegetation is present on the slopes of the many ravines and tributaries of Bower Creek and the East River. Kittel Falls and Fonferek's Glen are especially scenic areas. The ravines are vegetated with many mature red and white oaks, sugar maple, white pine, paper birch,

and some American beech. In pockets of dense woodland, the soil cover is thicker, and bedrock is close to the surface.

The upland woods in the Town generally include many large white pines in close association with red and white oak, sugar maple, paper birch, and aspen. Species, such as red and white oak, sugar maple, paper birch, and aspen, can be found growing in small pockets of soil along the face of the escarpment. A ledge community

such as this is unique and very sensitive to environmental disturbance due to the high risk of soil and rock erosion. Once vegetation is removed, the rocky slopes become very unstable.

In addition to these upland woodlands, there are two large wooded wetlands in the eastern portion of the Town. These areas are classified as Tension Wet Mesic Forests. The larger of these wetlands lies east of US 141 and adjacent to the railroad tracks. A few tamarack trees can be found in this forest.

### **Environmentally Sensitive Areas**

Environmentally sensitive areas (ESAs) are defined by the Brown County Planning Commission as portions of the landscape consisting of valuable natural resource features that should be protected from intensive development. They include all lakes, rivers, streams, wetlands, floodways, and other locally designated significant and unique natural resource features. ESAs also include a setback or buffer from these features. In addition, they include areas of steep slopes (slopes 20-percent or greater) when located within or adjacent to any of the features noted above (see Map 2 which



Figure 6: Wetlands, scattered throughout the Town, represent one type of ESA.

identifies natural features and environmentally sensitive areas in the Town). Research and experience from throughout Wisconsin indicate that the potential exists for significant adverse water quality impacts if these areas are developed.

In general, development and associated filling, excavation, grading, and clearing is prohibited within ESAs. Chapter 96, Subdivision and Platting Regulations of the Town's Code allows the town to prohibit development within these areas. However, certain non-intensive uses, such as public utilities and public recreation, are often allowed within these areas.



## **DEMOGRAPHIC TRENDS & PROJECTIONS**

Population changes, household trends and projections, age distribution, education level, and income characteristics provide an understanding of how the Town has changed over the last several decades and how that change relates to park and recreation needs.



### Population Trends & Projections

The Town of Ledgeview has experienced significant population growth over the last 60 years. Table 1 shows the census populations of the Town from 1960 to 2010 compared to town and combined city and village populations for the same timeframe in Brown County. Between 1960 and 1990, the Town grew by fewer than 500 residents. But since 1990, the town has seen an increase of more than 6,000 residents, or a 600-percent increase since 1960. Compared to all towns, villages, and cities in Brown County, the Town of Ledgeview has grown substantially in population.

The information in Table 1 paints the big picture of population distribution over the past five decades. The population trends show that the population of towns, villages, and cities within the region are growing steadily. It also indicates that in Brown County, the population of towns as a percentage of the total population is keeping pace with the “urbanized” areas. In Brown County, Towns are extremely desirable places to live because of their proximity to major employers and the quality of life they provide. Historic growth in the Town of Ledgeview has far exceeded the benchmarks in the County.

**TABLE 1: HISTORIC POPULATION, 1960 – 2018**

Municipality	1960	1970	1980	1990	2000	2010	2018*	% Change 1960-2017
<b>Town of Ledgeview</b>	<b>1,109</b>	<b>1,365</b>	<b>1,535</b>	<b>1,568</b>	<b>3,363</b>	<b>6,555</b>	<b>7,948</b>	<b>616.7%</b>
All Brown County Towns	15,296	17,154	18,493	18,740	24,774	31,595	32,449	112.1%
All Brown County Cities & Villages	97,561	141,090	156,787	175,854	202,004	216,912	225,874	131.5%
<b>Brown County</b>	<b>125,102</b>	<b>158,244</b>	<b>175,280</b>	<b>226,778</b>	<b>226,778</b>	<b>248,007</b>	<b>260,616</b>	<b>108.3%</b>

*Source: U.S. Census., \*Wisconsin Department of Administration*

Table 2 provides a comparison of population trends for the past 35 years for the Town of Ledgeview and its surrounding municipalities. This comparison provides an understanding of the growth of the Town within the Green Bay Metropolitan Area and sets a baseline for future development, redevelopment, and community facilities planning within the Town. Table 2 indicates that Ledgeview has attracted a substantial amount of growth over the past 35 years, specifically within the last 20 years.

The significant growth of the municipalities in the outer ring of the City of Green Bay is one indication that the Town of Ledgeview is experiencing heavy competition for land and resources from the increasing demands of a growing region. The need to preserve the quality of life—specifically through its parks and recreation facilities—is a key priority for the Town.

TABLE 2: POPULATION TRENDS, 1980 – 2018

Municipality	Population Trends					Change 1980-2018	% Change 1980-2018	Change 2010-2018	% Change 2010-2018
	1980	1990	2000	2010	2018*				
<b>Town of Ledgeview</b>	<b>1,535</b>	<b>1,568</b>	<b>3,363</b>	<b>6,555</b>	<b>7,948</b>	<b>6,413</b>	<b>417.8%</b>	<b>1,393</b>	<b>21.3%</b>
Town of Glenmore	1,046	1,057	1,187	1,135	1,128	82	7.8%	(7)	-0.6%
Town of Eaton	1,106	1,128	1,414	1,508	1,642	536	48.5%	134	8.9%
Town of New Denmark	1,420	1,370	1,482	1,541	1,564	144	10.1%	23	1.5%
Town of Rockland	882	974	1,522	1,734	1,834	952	107.9%	100	5.8%
Village of Allouez	14,882	14,431	15,443	13,975	13,757	-886	-7.6%	-218	-1.6%
Village of Bellevue	4,101	7,541	11,828	14,570	15,423	11,322	276.1%	853	5.9%
City of De Pere	14,892	16,594	20,559	23,800	24,699	9,807	65.9%	899	3.8%
<b>Brown County</b>	<b>175,280</b>	<b>226,778</b>	<b>226,778</b>	<b>248,007</b>	<b>260,616</b>	<b>85,336</b>	<b>48.7%</b>	<b>12,609</b>	<b>5.1%</b>

Source: U.S. Census., \*Wisconsin Department of Administration

Table 3 provides population projections in five-year increments for the 20-year planning period and compares Ledgeview to its surrounding municipalities. The population of Ledgeview was 6,555 in 2010 and was estimated at 7,948 in 2018. Population projections, provided by the Wisconsin Department of Administration (DOA), indicate the Town is expected to continue to grow. In fact, the DOA expects that Ledgeview will be one of the three fastest growing communities in the state (by percent) between 2010 and 2040. The other two—the Town of Lawrence and Village of Hobart—are also notably located in Brown County.

The projected population, while positive, increases at a slower rate than the previous 35-year period but nearly doubles the town’s current population from 2010. Similarly, the villages and cities surrounding the Town—save for the Village of Allouez—are also projected to continue the growth trends experienced over the previous 35-year period.

TABLE 3: POPULATION PROJECTIONS TO 2040

Municipality	2010 Census	2018 DOA Estimate	Population Projections					% Change 2010-2040
			2020	2025	2030	2035	2040	
<b>Town of Ledgeview</b>	<b>6,555</b>	<b>7,948</b>	<b>8,590</b>	<b>9,710</b>	<b>10,810</b>	<b>11,760</b>	<b>12,480</b>	<b>90.4%</b>
Town of Glenmore	1,135	1,128	1,155	1,175	1,190	1,185	1,160	2.2%
Town of Eaton	1,508	1,642	1,640	1,730	1,815	1,870	1,895	25.7%
Town of New Denmark	1,541	1,564	1,645	1,715	1,780	1,820	1,825	18.4%
Town of Rockland	1,734	1,834	1,930	2,075	2,210	2,310	2,370	36.7%
Village of Allouez	13,975	13,757	14,030	14,150	14,200	14,030	13,600	-2.7%
Village of Bellevue	14,570	15,423	16,480	17,840	19,140	20,150	20,780	42.6%
City of De Pere	23,800	24,699	26,260	27,950	29,550	30,700	31,280	31.4%
<b>Brown County</b>	<b>248,007</b>	<b>260,616</b>	<b>270,720</b>	<b>285,650</b>	<b>299,540</b>	<b>308,730</b>	<b>312,320</b>	<b>25.9%</b>

Source: U.S. Census., Wisconsin Department of Administration

The population projections are useful for the long-term planning efforts related to park and recreation facility programming. However, the projections are based on historical growth patterns and the composition of the current population. To be both accurate and reliable, the Town must continue the growth trends of the past.

In a similar fashion, the Town must also consider the projected population growth (or decline) of surrounding municipalities in planning for its own long-term well-being.

### Household Characteristics

According to the U.S. Census Bureau, a “household” consists of all people—including a single person, multiple family members, or all unrelated people—who occupy a “housing unit.” A housing unit is recognized as a house, apartment, or other group of rooms. Table 4 presents the housing characteristics and compares the Town of Ledgeview to the municipalities surrounding it. The characteristics reveal that the Town acts much like a village or city but retains many town characteristics.

**TABLE 4: HOUSING CHARACTERISTIC COMPARISONS**

Municipality	Total Housing Units	Occupied Housing Units (Total Households)	Average Household Size	% Single-Family Units*
<b>Town of Ledgeview</b>	<b>2,905</b>	<b>2,755</b>	<b>2.65</b>	<b>68.7%</b>
Town of Eaton	591	551	2.72	98.0%
Town of Glenmore	424	415	3.09	95.8%
Town of New Denmark	583	564	2.88	97.9%
Town of Rockland	631	605	3.27	95.1%
Village of Allouez	5,574	5,308	2.30	84.1%
Village of Bellevue	6,601	6,327	2.39	55.8%
City of De Pere	9,825	9,465	2.36	67.6%
<b>Brown County</b>	<b>107,224</b>	<b>101,888</b>	<b>2.39</b>	<b>68.8%</b>
Source: 2012-2016 American Community Survey. *Includes both 1-unit detached and 1-unit attached.				

In 2016, the average household size for the Town (2.65) was lower than the average for the surrounding communities (2.72) but was higher than Brown County (2.39). However, looking at Table 5, Housing Occupancy Comparison, the Town boasts the highest second 3-or-more person household percentage (48.1%) compared to its neighbors which correlates with the age characteristics in Table 6, indicating households with families.

While the percent of single-family units (68.7%) is much lower than surrounding rural communities (all above 95%) but the percentage owner-occupied in Ledgeview (63.4%)—shown in Table 5—is consistent with the percent single-family. This indicates that most single-family units in the Town are in fact owner occupied.

All these factors combined is indicative of a community that is urbanizing, and that the parks and recreation facilities available will need to serve a variety of recreation activities for a varied population. Preserved open space will appeal to naturists and provide buffers between developments. Neighborhood/community parks will

provide facilities for active recreation (ball fields and the like). And a trail system (both paved and unpaved) will not only provide mobility but provide access to unique landforms and natural features.

TABLE 5: HOUSING OCCUPANCY COMPARISONS

Municipality	% Vacant Housing Units	% Owner Occupied Housing Units	% 3-or-more person household
<b>Town of Ledgeview</b>	<b>5.2%</b>	<b>63.4%</b>	<b>48.1%</b>
Town of Eaton	6.8%	90.6%	44.0%
Town of Glenmore	2.1%	89.9%	41.4%
Town of New Denmark	3.3%	91.0%	42.0%
Town of Rockland	4.1%	87.3%	50.3%
Village of Allouez	4.8%	83.6%	33.5%
Village of Bellevue	4.2%	61.0%	33.1%
City of De Pere	3.7%	61.9%	37.8%
<b>Brown County</b>	<b>5.0%</b>	<b>65.2%</b>	<b>35.7%</b>

Source: 2012-2016 American Community Survey.

### Household Projections

Table 6 reflects the substantial projected growth in population for the Town and steady growth of surrounding municipalities. The projections are used to estimate future demand for housing units. According to the data, the Town will need to plan for nearly 2,000 new households by 2040. There will also likely be demand for a wider range of household types based on various age, income, and lifestyle variables of future populations. The parks and recreation facilities need to be responsive to this growth and diversity of life choices.

TABLE 6: HOUSEHOLD PROJECTIONS, 2020 – 2040

Municipality	2010 Census Households	2017 ACS Households	Household Projections					% Change 2010-2040
			2020	2025	2030	2035	2040	
<b>Town of Ledgeview</b>	<b>2,442</b>	<b>2,755</b>	<b>3,323</b>	<b>3,793</b>	<b>4,265</b>	<b>4,697</b>	<b>5,042</b>	<b>106.5%</b>
Town of Glenmore	405	551	428	440	450	454	449	10.9%
Town of Eaton	548	415	619	659	699	729	747	36.3%
Town of New Denmark	561	564	622	655	686	710	720	28.3%
Town of Rockland	595	605	688	747	803	850	882	48.2%
Village of Allouez	5,432	5,308	5,671	5,759	5,814	5,778	5,627	3.6%
Village of Bellevue	5,876	6,327	6,902	7,545	8,176	8,714	9,091	54.7%
City of De Pere	9,254	9,465	10,615	11,383	12,115	12,675	12,993	40.4%
<b>Brown County</b>	<b>98,383</b>	<b>101,888</b>	<b>111,329</b>	<b>118,407</b>	<b>125,165</b>	<b>130,268</b>	<b>132,984</b>	<b>35.2%</b>

Source: U.S. Census., Wisconsin Department of Administration

### Resident Age Distribution & Trends

Age characteristics have important implications for education, services, housing, and transportation needs in a community. They are also expressly important for identifying parks and recreation needs and for future



programming. The Town of Ledgeview population is becoming younger and more diverse, demanding facilities to serve a younger population and growing families accordingly. Younger populations tend to demand more active recreation facilities and have the expectation of transportation mode choice.

Table 7 provides the age and gender characteristics for the Town and surrounding area. The Town's median age is the lowest when compared to surrounding municipalities, including Brown County. In fact, the Town was one of only four communities whose median age has dropped since 2010, and it was the highest percent change (5.6%). Furthermore, the Town boasts the highest percentage of people under 18 at just under 25-percent (24.6%). With a quarter of the Town's population under 18, support for outdoor activities and spaces is paramount. The Town also displays a lower than average percent of the population over 65 years old (11.0%) and a nearly split gender distribution (50.2%).

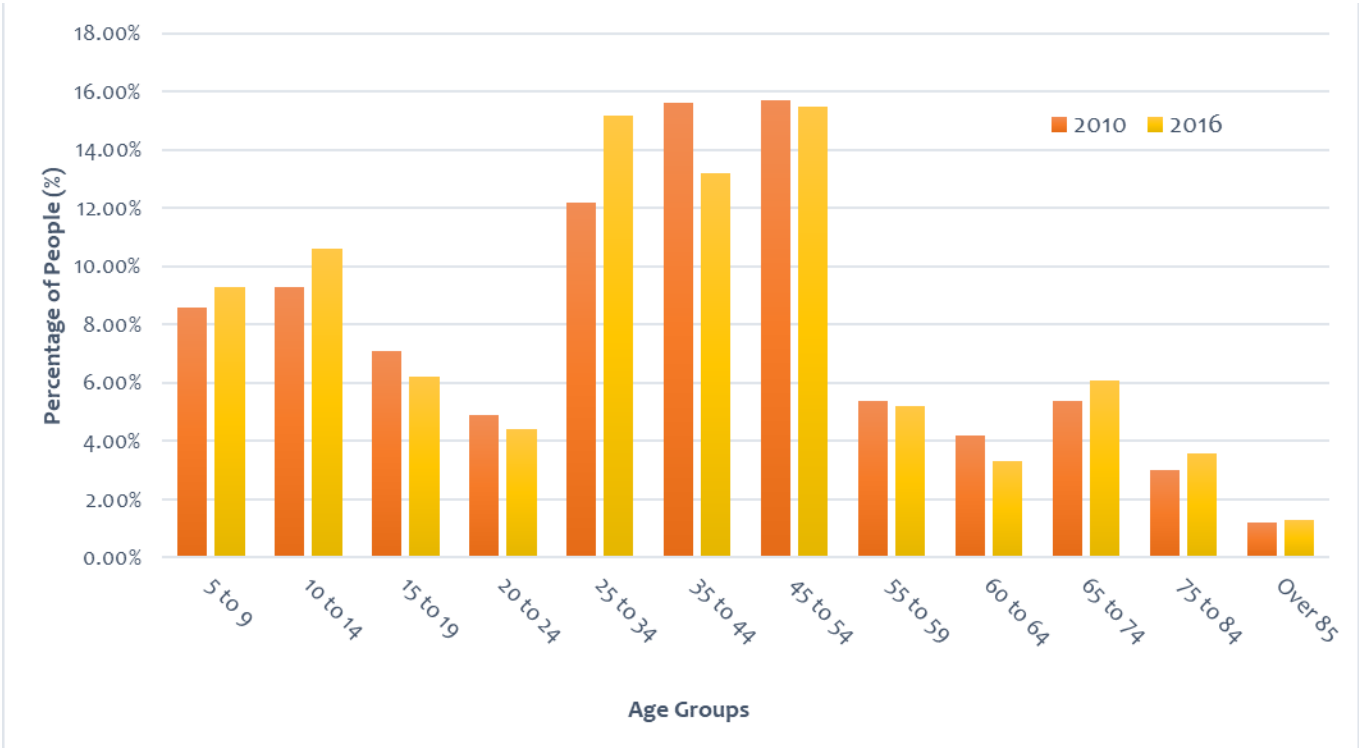
**TABLE 7: AGE AND GENDER CHARACTERISTICS**

Municipality	2010 Median Age	2016 Median Age	% Change 2010 - 2016	% under 18	% 65 and over	% Female
<b>Town of Ledgeview</b>	<b>35.4</b>	<b>33.4</b>	<b>-5.6%</b>	<b>24.6%</b>	<b>11.0%</b>	<b>50.2%</b>
Town of Glenmore	41.0	43.6	6.3%	21.8%	10.0%	48.8%
Town of Eaton	40.6	44.4	9.4%	16.5%	10.9%	47.7%
Town of New Denmark	43.3	42.0	-3.0%	18.4%	13.3%	49.3%
Town of Rockland	40.8	38.7	-5.1%	19.0%	8.4%	52.2%
Village of Allouez	41.0	40.6	-1.0%	15.1%	17.8%	47.2%
Village of Bellevue	36.3	37.4	3.0%	15.7%	13.6%	49.6%
City of De Pere	33.7	35.0	3.9%	16.3%	12.2%	51.4%
<b>Brown County</b>	<b>36.2</b>	<b>36.8</b>	<b>1.7%</b>	<b>17.6%</b>	<b>13.1%</b>	<b>50.4%</b>

Source: U.S. Census 2010, 2012 - 2016 American Community Survey

Table 8 and Table 9 present information about age distribution of the Town, and in the surrounding communities. Ledgeview is characterized by a relatively younger population than its neighbors. Currently, the highest percentage of the population is in the 45 to 54 age cohort. The majority of the population lies between 25 and 54. Since 2010, the cohort 25 to 34 saw the largest increase (3%) while the 35 to 44 cohort saw the largest decrease (2.5%).

CHART 1: LEDGEVIEW POPULATION BY AGE COHORT, 2012 – 2016 ACS



### REVIEW OF EXISTING PLANS

Another critical step in the park planning and programming process is an examination of past planning efforts in the Town, surrounding communities, and the County. A comprehensive understanding of how the Town has evolved over time and how it has been planning for its future establishes guidelines for this Plan’s recommendations. Moreover, a review of existing plans helps identify ways that this Plan should be adapted so that it is consistent with the Town’s ongoing goals, objectives, and policies, and ensures that it is coordinated with regional planning efforts.

#### Town of Ledgeview Comprehensive Plan (2015)

The Town’s Comprehensive Plan is intended to guide development decision-making for a 20-year period. As it relates to this Plan, the Comprehensive Plan recommends providing recreational space and activities to meet the needs of the community, including a balance of active and passive recreational opportunities. The *Comprehensive Plan* emphasizes making parks and other outdoor recreation amenities accessible to all residents by providing parks for each neighborhood and development of a pedestrian and bicycle system that provides safe, convenient connections between parks, neighborhoods, and other community destinations.

**City of De Pere Bicycle and Pedestrian Plan (2010)**

This plan serves as a framework to improve biking and walking conditions in the City of De Pere. The 2010 plan identifies issues and opportunities with the current bicycle and pedestrian infrastructure network in the City. A strategy composed of four approaches - engineering, education, enforcement and encouragement - and combined with well-designed facilities is identified as a key aspect of the plan that will improve conditions in the City. No future bicycle or pedestrian facility proposals in the plan specifically relate to Ledgeview, but multiple recommended bicycle routes and new sidewalks run near the border of De Pere and Ledgeview. Transportation networks do not have boundaries and the Town should consider De Pere's future plans in order to effectively connect to the network and provide safe routes for Ledgeview pedestrians and bicyclists.



Figure 7: The Fox River State Trail, pictured here just west of the Town in De Pere, provides both mobility and access for the larger Green Bay Metro area.

**City of De Pere Comprehensive Outdoor Recreation Plan 2018 – 2023 (Adopted 1/16/2018)**

The City of De Pere Comprehensive Outdoor Recreation Plan was adopted to assist the City in the maintenance of existing parks and development of future parks in De Pere. This plan outlines more than 45 park and recreation amenities in the City, including mini parks, neighborhood parks, community parks, large urban parks, natural resource areas, special use areas, private parks, and school parks. According to the plan, the City already has enough neighborhood and mini park land now and through 2040. However, they will need 86 acres of community parkland by 2030 and 95 by 2040 to meet the National Recreation and Park Association (NRPA) standard of minimum acceptable facilities. This is very similar to Ledgeview, as described later in this Plan. Also pertinent to the Town are a few needs and recommendations De Pere outlines, including: boat landings and water access on the Fox River in the southern portion of the City; larger tracks of lands to expand sports facilities; and a second bridge across the Fox River at the south of the City.

**City of De Pere Comprehensive Plan (2010)**

The plan was adopted in 2010 and serves as an update to the 2004 Comprehensive Plan. The Plan reflects the goals to attain desirable development patterns and devise recommendations for growth in the City. The plan specifically mentions cooperating with the Town of Ledgeview on an expansion of the East River Trail, a multi-use trail spanning multiple communities. The Comprehensive Plan contains an entire chapter dedicated to the Bicycle and Pedestrian network that identifies existing and recommended facilities in the City. The Town of

Ledgeview should take into account the City’s future plans when adding bicycle lanes or sidewalks to ensure that the transportation network is continuous between the two communities.

#### **Village of Bellevue Pedestrian & Bicycle Plan (2017)**

Adopted in 2017, this plan sets specific recommendations for implementation of various infrastructure improvements within the Village over short- (2 to 5-year) and long-term (6-10 and 10+ year) horizons. Short-term, Village sidewalk and bike facility improvements connecting to the Town of Ledgeview are on Manitowoc Road and Huron Road on the east end of the Town. Long-term, the Village plans to connect to the Town of Ledgeview through sidewalk and bike facility improvements on Bower Creek Road and Glenmore Road.



#### **Village of Bellevue Comprehensive Plan (2012)**

The plan was adopted in 2012 and serves as a guide for growth and development in the Village of Bellevue. The plan is a review and amendment of the 2006 plan and is intended to guide the Village through 2022. The plan recommends more investment in alternative modes of transportation like walking and bicycling. The Town should work with the Village of Bellevue when installing new facilities near the border to ensure that bicycle lanes or sidewalks connect the two communities. Providing a seamless transition for bicyclists or pedestrians traveling between the Town of Ledgeview and the Village of Bellevue will encourage the use of alternative transportation by providing safe, efficient routes.

#### **Village of Allouez 2016 – 2020 Comprehensive Outdoor Recreation Plan (Adopted 1/6/2016)**

Since it is already relatively developed, Allouez’s Outdoor Recreation Plan focuses on improvements to its existing facilities and beautification of the community’s aesthetic. Additionally, the plan recommends upgrading existing facilities and parklands in accordance with the Americans with Disabilities Act Accessibility Guidelines. A few specific recommendations which overlap the Town’s recommendations include exploring the development of an aquatic facility, implementing an urban forestry program, programming more usage at the community center, implementing a dedication and naming rights policy, and improving access to water at the Fox and East Rivers.

#### **Brown County Bicycle and Pedestrian Plan Update (Adopted 2/1/2017)**

This plan serves as an update to Brown County’s 1998 Bicycle and Pedestrian Plan. The update identifies the existing networks in each community in the county and builds on the recommendations in the previous plan. The goals of the plan are to provide corridors that connect residents with major employers, shopping areas, and recreation centers, as well as to bridge rural and urban areas in the county to provide a robust network. The plan incorporates many of the 1998 plan recommendations but adds new facility designs, implementation



plans, and recommendations on funding sources. The plan has five specific recommendations for adding or expanding bicycle corridors in the Town of Ledgeview:

- Swan Road between City of De Pere limits and CTH X: Add bike route that will connect proposed east-west bike lanes on CTH X to the proposed route on Swan Road in the City of De Pere.
- Swan Road between City of De Pere limits and CTH G: Add bike route that will connect the proposed route on Swan Road under the City of De Peres’s jurisdiction to the existing lanes on CTH G.
- Ledgeview Road between Swan Road and CTH GV: Add bike lanes when road is reconstructed to connect the proposed facilities on Swan Road to the lanes and off-street path that will be built along CTH GV.
- CTH GV between the Fox River and CTH X: Add bicycle lanes when the Southern Bridge and arterials are reconstructed to provide an important link between the urban and urban fringe portions of Brown County.
- CTH X between Broadway Street and CTH GV: Add bike lanes when road is reconstructed to provide safer access to Heritage Elementary School in De Pere, businesses along CTH X, and residential areas in Ledgeview and De Pere.

#### **Brown County Parks and Outdoor Recreation Plan 2017 – 2022 (Adopted 5/17/2017)**

The 2017 Plan stresses the importance of maintaining its current parks and trail facilities for the expanding county population. It offers general recommendations for adding county park lands in partnership with local municipalities, improving park access specifically for bicycles and pedestrians, and preserving and managing natural resources. The Plan’s specific recommendations within the Town of Ledgeview include the following:

- **Fonferek’s Glen.**
  - A 74-acre geological gem featuring a 30-foot waterfall on Bower Creek, dolomite cliffs and stone archway. Located on Memory Lane off Dutchman Road in Ledgeview, this park also includes 30 acres of former agricultural fields that have been planted with native trees and prairie grasses.
  - The County Plan recommends preparing a master plan for the property, developing and improving existing and future trails, prairie enhancements, and purchasing the adjacent property and house. The Town should assist with improving Fonferek’s Glen by



Figure 8: Bower Creek. Image: Brown County

enhancing access to the park when development of adjacent properties or roadways occur. Acquiring the land to the north of the park would help preserve the creek corridor and the unique geological features that are associated.

- **Fox River State Trail**

- Provide new trailhead access via parking lot at existing and newly established locations. The Fox River State Trail has very few locations where adjacent parking is available between De Pere and Greenleaf. Establishment of a small trailhead parking lot consistent with county and local plans would help improve access to the trail.
- Install lighting along the urban sections of the trail to increase user safety and hours of operation.

- **Devil's River State Recreational Trail**

- Extend the Devils River State Recreational Trail to connect the Village of Denmark to the City of Green Bay—through the Town of Ledgeview—along the existing railroad line. Since the rail is still active, no action may be taken at this time. However, the County intends to coordinate with Ledgeview (and other municipalities) about this extension should the rail line become inactive and the rail right-of-way become available.

The plan also provides an overview of general initiatives it intends to implement through the plan. Select initiatives relating to Ledgeview and its initiatives include:

- **Connect Brown County Parks and Trails to Activity Centers and Surrounding Neighborhoods.** As a County park system, it is imperative that connections are made between local activity centers, the County park facilities, and surrounding neighborhoods. The department shall support and provide guidance for trail connections throughout the County.
- **Property Acquisition.** The County will make it a priority to acquire bordering properties that enhance the users experience, enable the expansion of activities, and that create a buffer for existing parklands. The county should also consider the sale or transfer of existing park land when feasible.
- **Improve Wayfinding Signs and Offer Interactive GPS.** The Brown County Parks Department would like to improve the roadway signage to help would-be park visitors navigate the local roads. The Brown County Parks Department should coordinate with municipal and County Departments of Public Works for additional signage installations.
- **Improve Water Access.** When possible, the department will improve access to water resources for silent sport recreating.
- **Expand Bicycle Facilities.** The Brown County Parks department would like to install bicycle parking at all parks and improve access to parks on the local roads surrounding the parks.

**Brown County Comprehensive Plan (Adopted 10/20/2004, Amended 5/23/2007)**

The Brown County Comprehensive Plan, adopted in 2004 and amended in 2007, is a guide for growth that reflects the values, goals, and vision of the residents and communities in Brown County. The County is currently in the process of completing an update to the document for 2015. A representative of the Town's Zoning & Planning Commission participates in this update process. The plan does not intend to supersede local comprehensive plan, but rather works to provide the communities with tools to implement the objectives set forth in their own plans. A county-wide comprehensive plan allows for the coordination of working towards the goals and visions of the various communities.



Figure 9: The County plan discusses the importance of helping Town's preserve lands that define their rural and agricultural past.

The County Plan highlights developing pedestrian and bicycle trail systems in urban and rural communities. The County will continue developing trails throughout Brown County and to link as many of the trails as possible to create a continuous system that serves the urban and rural areas and connects Brown County to the surrounding counties. Some examples of trail connections that should be pursued include:

- Extending the East River Trail through the Town of Ledgeview to connect to the Fox River Trail on the north or south side of Rockland Road. This link and the estimated costs of creating it are identified in the East River Trail Extension Plan that was prepared by the Brown County Planning Commission in 2000.

**Brown County Shoreland Zone and Environmentally Sensitive Area Report (2011)**

Environmentally Sensitive Areas (ESAs) include parts of the landscape, generally associated with surface water features, which should be protected from intensive development. They include all lakes, rivers, streams, wetlands, floodways, and other locally designated significant and unique natural resource features. In 2011, Brown County undertook an effort to address issues of inconsistency among various county-administered environmental regulations, including its land division and subdivision ordinance, its shoreland zoning ordinance, and the Brown County Sewage Plan. ESA regulations also include a setback (buffer) from these features to ensure the environmental functions of these features are not negatively impacted from development too close to the features.

Within Brown County, the regulated ESAs and setback from ESAs (if applicable) include:

- All wetlands 2 acres or less,

- All wetlands greater than 2 acres + 35' setback,
- All floodways + 35' setback or 75' setback from ordinary high-water mark,
- All navigable waterways + 75' setback from ordinary high-water mark (OHWM) when no flood study is available (setback is from both sides of OHWM),
- All waterways determined to be non-navigable, but are identified as streams (perennial or intermittent) on USGS or Brown County GIS maps+ 35' setback from top of bank,
- Slopes 20% or greater + 20' setback from the top and bottom of slope when the slope extends into any of the listed ESAs or their associated setback buffers.
- Other significant natural resource features, including on an individual basis:
  - River and stream headwaters, groundwater recharge areas, unique woodlands,
  - High-value wildlife habitat areas, geologic and natural area sites, wet or poorly
  - Drained organic soils, areas identified in the Wisconsin Land Legacy Report, and
  - Natural communities as identified in Wisconsin's Natural History Inventory



Figure 10: Image: East River Trail over the East River, Ledgeview Park. Town of Ledgeview

#### **Wisconsin Statewide Comprehensive Outdoor Recreation Plan 2018 – 2022 (12/2018)**

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) is done every five years to identify essential and contemporary issues that affect the future of outdoor recreation in Wisconsin. The SCORP builds upon the America's Great Outdoors Initiative to include appropriate management recommendations that serve as proactive approaches to address critical issues identified in the process. As part of the SCORP, the WDNR has conducted a study, known as the Recreation Opportunities Analysis (ROA), of existing outdoor-based recreation opportunities and future recreation needs in each region of the state. The study identifies future needs for providing high-quality recreation experiences and the role of WDNR properties in helping to meet those needs. In the Upper Lake Michigan Coastal Region, which the Town is apart, more hiking/walking/running trails, more horseback trails, more paved bicycling trails, and more natural surface (dirt) bicycling trails were identified—in that order—as the more frequently identified recreational opportunities needed during the ROA process.



Future recreation needs in the Upper Lake Michigan Coastal Region – High	Future recreation needs in the Upper Lake Michigan Coastal Region - Medium	Future recreation needs in the Upper Lake Michigan Coastal Region - Low
Bicycling - bicycle touring/road riding Bicycling - mountain biking/off-road biking Bird or wildlife watching Camping - developed Camping - primitive Canoeing or kayaking Fishing - lake fishing from a boat, canoe or kayak Fishing - lake fishing from shore or a pier Fishing - river fishing from a boat, canoe or kayak Fishing - stream or river fishing from shore or wading Hiking, walking, trail running or backpacking Horseback riding Motorboating (waterski/tubing, personal watercraft) Visiting a beach, beach walking	ATV/UTV riding Cross country skiing Dog walking Four-wheel vehicle driving Hunting - big game Hunting - small game Hunting - turkey Nature photography Off-highway motorcycle riding Participating in nature-based education programs Picnicking Sailing, windsurfing, rowing, stand-up paddling Snowmobiling Swimming in lakes and rivers Target shooting - archery Target shooting - firearms	Bicycling - fat tire/snow biking Dog sledding/skijoring Dog training Dog trialing Fishing - ice fishing Gather mushrooms, berries, etc. Geocaching Horse cart driving Hunting - migratory birds Rock climbing Scuba diving/snorkeling Snowshoeing Trapping Whitewater rafting

Figure 11: Relative needs for recreation activities as identified in the SCORP for the Ledgeview area. Image: WDNR SCORP, 2018 Update.

### **Connections 2030 Statewide Long-Range Transportation Plan (2009)**

*Connections 2030* is the long-range transportation plan for the state. *Connections 2030* policy recommends a multimodal approach to transportation, system modernization and innovation and directly links these policies with implementable projects identified within the system-level priority corridors critical to Wisconsin's economy. Six priority corridors within Brown County converge on the City of Green Bay where the Green Bay Metropolitan Planning Organization (MPO) is the designated policy body responsible for transportation planning and decision making for the Green Bay area. The Plan highlights the following specific recommendations related to the Town of Ledgeview:

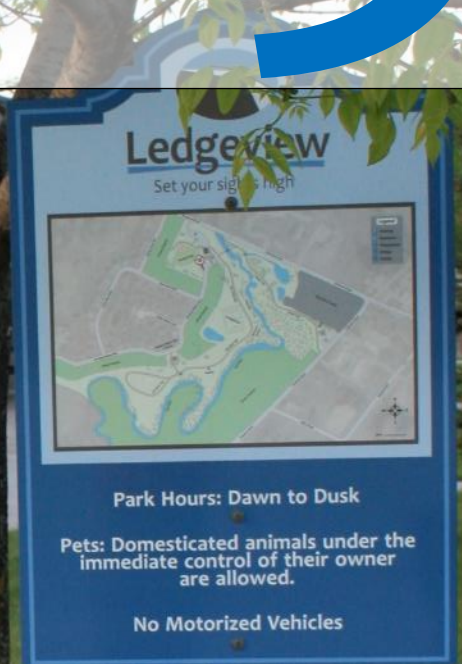
- Short Term (2008 – 2013)
  - Support an environmental study for Southern Bridge arterial.
- Mid-Term (2014 – 2019)
  - Support the bicycle/pedestrian connection of the East River Trail with the Fox River State Trail, and the Fox River State Trail with US 141 (Green Bay).
  - Support implementation of Southern Bridge Arterial Study results if supported by environmental document.

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# CHAPTER 3

## Existing Park & Recreational Facilities





# EXISTING PARK & RECREATIONAL FACILITIES

Park, open space, and recreational facilities in the community are divided into several categories based on their characteristics. This Chapter provides a narrative discussion and imagery of the existing park, recreation, and open space system in the Town. Existing facilities are depicted on Map 3: Existing Parks & Recreational Facilities. Furthermore, Appendix D contains maps of each individual park or special use area.



Figure 12: A playground in Ledgeview Park at the Creamery Road entrance.

In following Chapters, existing facilities are evaluated against quantitative standards to determine needs. A complete list of the facilities within each park is provided in Table 12: Town of Ledgeview Park & Recreation Inventory.



## INVENTORY OF TOWN PARKS, TRAILS, AND NATURAL OPEN SPACES

### Pocket Parks

**Belle Isle Meadows.** The Belle Isle subdivision is located off Altmeyer Drive and Brayden Lane and contains an unimproved 9,000 SF (0.20 ac) parcel along an unnamed stream. Its function is to provide a publicly-owned area for gathering along a natural feature.



Figure 13: Today, Belle Isle Meadows Pocket Park is undeveloped open space.

**Winding Waters (part of Ledgeview Park).** This pocket park is located adjacent to the Winding Waters subdivision and is accessible via Winding Waters Way or through Ledgeview Park. The pocket park measures



approximately 16,300 SF (0.37 ac), contains a playground and sitting area, and provides a mid-neighborhood connection to Ledgeview Community Park.

### **Neighborhood Parks**

**Two Dollar Park.** Ledgeview’s newest park, the aptly named Two Dollar Park is located southwest of the intersection of Dollar Road and Dollar Lane. This park is currently under construction and is scheduled to be open in late summer/early fall 2018. The neighborhood park serves The Crossing at Dollar Creek subdivisions. Measuring just over 2.5 acres, this park provides a playground, half basketball court and trail connections. Future development is expected to include a shelter and a splash pad. A space for sponsorship bricks has been demarcated in Two Dollar Park.



Figure 14: Zelten Family Park new playground installed in 2018.

**Zelten Family Park.** This park was constructed in 2018 in conjunction with the Heritage Heights subdivision located southeast of Cottonwood Lane and Heritage Road (CTH X). This 14+ acre neighborhood park is largely wetland. Access is gained via multi-use trail at Stillmeadow Court. The trail bypasses the wetland until its terminus at Trellis Dr. at Blue Stem Lane where a playground and future splashpad are located.

**Van Straten Farm Park.** As part of the Area Development Plan for the eventual development of the Van Straten Family property located between Heritage Rd. (CTH X) and Oak Ridge Cir., a 7.4-acre neighborhood park is being developed. This park is tucked into the neighborhood on a previously mined parcel which borders the Town of Glenmore to the east. Eventual development of this park will take advantage of the unique topography and include several unimproved trails with views into the surrounding countryside, a sledding hill or two, picnic area, potential ice rink, a picnic shelter with restrooms, a natural/nature playground, and a lookout area/fire pit. Several parking spaces will be provided along a future access road.

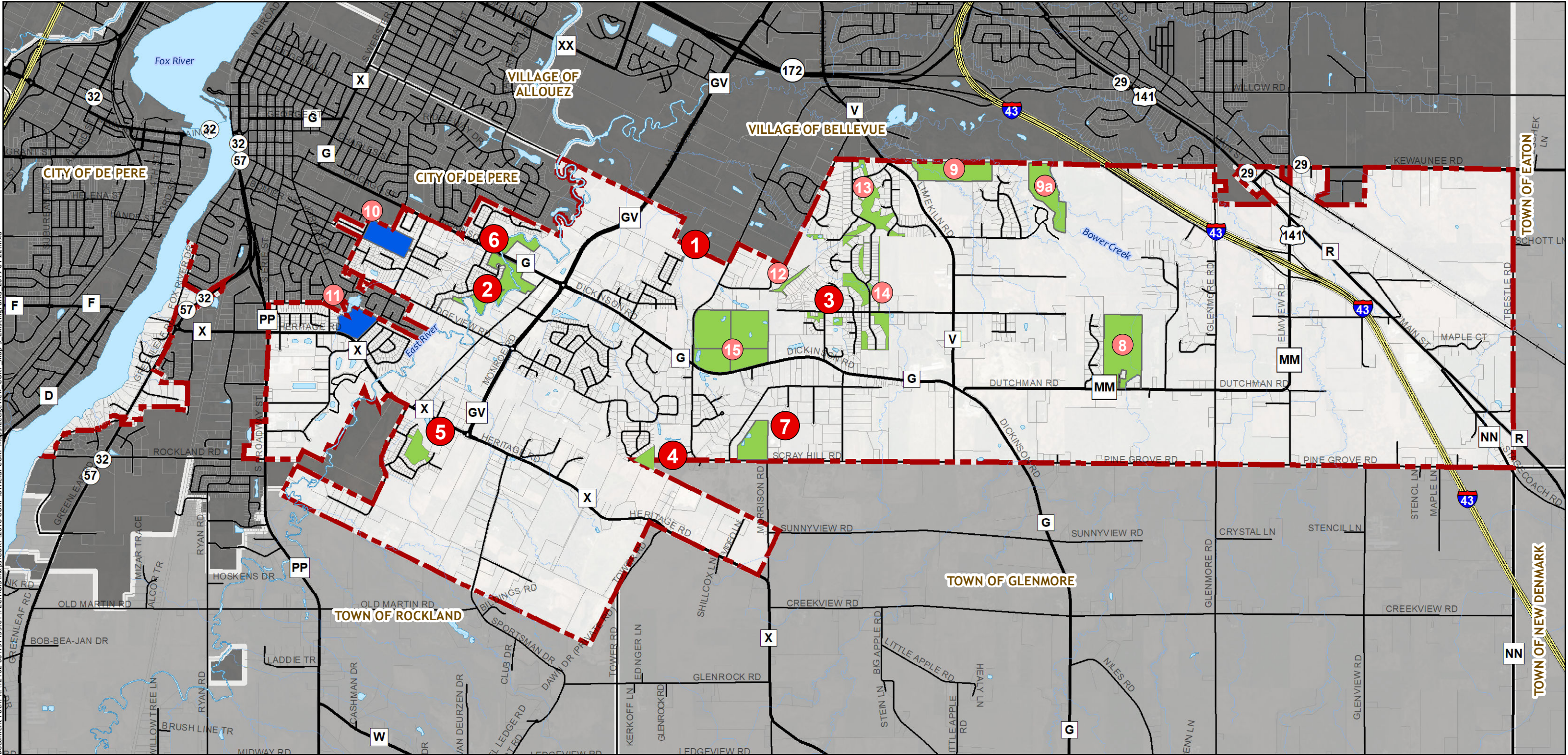
### **Community Parks**

**Fireman’s Park (Town Hall Grounds).** In 2018, the 5-acre property that houses the Town Hall, Fire Department, and parking lot was redeveloped. The park which was located on the west and south sides of Town Hall and provided three picnic tables with grills, a volleyball net, small trail, and an open undeveloped grass area for active sports was removed. While the Town Hall grounds contain some open space for recreation, this parcel and park are no longer counted in the Town’s inventory.

### **MAP 3: EXISTING PARKS & RECREATIONAL FACILITIES**

### **MAP 4: EXISTING PEDESTRIAN & BIKE FACILITIES**





# MAP 3: EXISTING PARKS & RECREATIONAL FACILITIES


**LEGEND**

Municipal Boundary

Parks / Open Space



Schools

1	Belle Isle Park	9	Green Bay Country Club Golf Course
2	Ledgeview Park (Winding Waters)	9a	Green Bay Country Club (Natural Area at Bower Creek)
3	Two Dollar Park	10	De Pere Middle School
4	Van Straten Park	11	Heritage Elementary School
5	Zelten Family Park	12	The Crossing at Dollar Creek Phase 2 Subdivision Conservation Easement
6	Ledgeview Park	13	Meadow Ridge Subdivision Open Space/Greenway
7	Scray Hill Park	14	Ridges of Dollar Creek Subdivision Open Space/Greenway
8	Fonferek's Glen County Park	15	Ledgeview Golf Course




**TOWN OF LEDGEVIEW**  
**PARK & RECREATION PLAN**  
2019-2024

Map Date: 3/4/2019



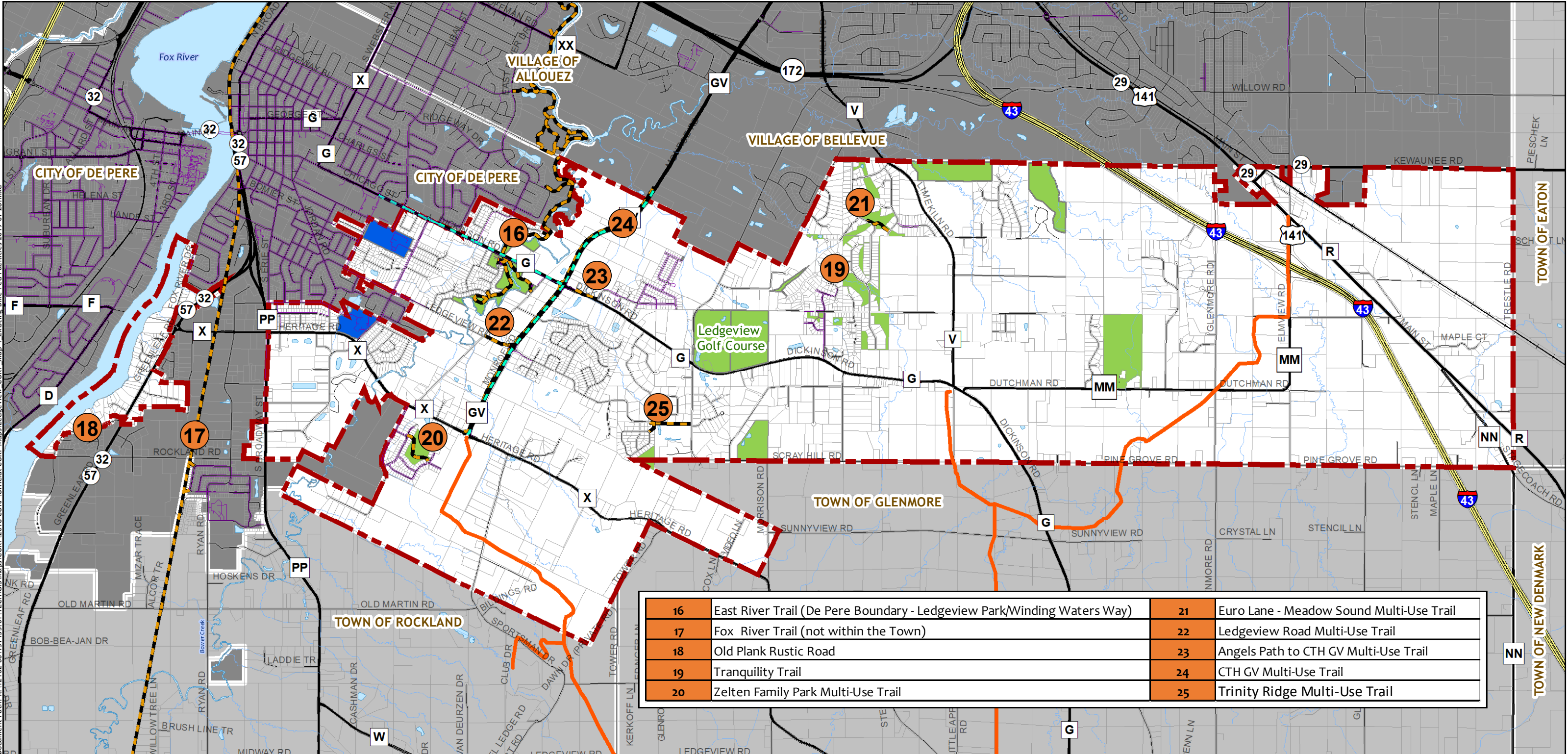
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Document Path: X:\12162-00131455\_01\TECH\GIS\Maps\CORP\2018 CORP\Official CORP Maps\Ledgeview CORP Map 4 Existing Bike Ped Facilities 2019 01 28.mxd



# MAP 4: EXISTING PEDESTRIAN & BIKE FACILITIES

### LEGEND

Municipal Boundary

Parks / Open Space

Schools

Sidewalk

Multi-Use Trail

On-Street Bicycle Facility

Brown County Snowmobile Trails

### TOWN OF LEDGEVIEW PARK & RECREATION PLAN 2019-2024

Map Date: 2/18/2019

0

0.25

0.5

1

1.5

Miles

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**Ledgeview Park.** This 66-acre publicly owned property is the gem of the park system. Located along CTH G and the East River in the west-central portion of the town, Ledgeview Park contains three distinct programmed spaces connected by natural features and the paved East River Trail which terminates within the Park. The park is bounded on the east by the East River and its associated wetlands and floodplain. A 40-stall parking lot connected to CTH G on the north provides access to the park's restrooms and pavilion, baseball diamond and lacrosse

field. Multiple bicycle and pedestrian connections exist to the adjacent Winding Waters subdivision to the west and multiple bicycle/pedestrian bridges provide access across the East River to Olde School Square to the east.



Figure 15: Ledgeview Park's primary sign along CTH G.



Figure 16: Scray Hill Park playground.

**Scray Hill Park.** Scray Hill Park is a mostly developed, 28-acre parcel accessible from Scray Hill Road near Hawthorne Heights Drive at the south end of the town. The park Master Plan includes an active park with soccer fields, football fields, baseball diamonds, trails, concession stand, parking, bathrooms, a well-designed storm water management pond, and field viewing areas. The park currently contains a five soccer fields, a playground area, and an asphalt parking lot. Future plans include two baseball diamonds and an accessory

parking lot or parking lot addition.

### **School Park Facilities**

**De Pere Middle School.** A 28-acre public school owned by the De Pere Unified School District located along Swan Road in the northwest portion of the town. The school provides approximately 14 acres of open space, including two softball diamonds, one baseball diamond, and two basketball courts.

**Heritage Elementary School.** This De Pere Unified School District facility is located on a 23-acre parcel northwest of the intersection of Swan Rd. and Heritage Rd. (CTH X) in the southwestern portion of the town. The lot contains approximately 7-acres of open space, including two softball diamonds and three full-size basketball courts. Two playgrounds and a passive area with unimproved trail also exist on site. The site is adjacent to the

large pond within De Pere’s Rotary Park. Rotary Park serves as a neighborhood park for Ledgeview residents in this portion of the town.

It is important to recognize that school park facilities are not consistently open to the public, and school sponsored and community activities are given priority for scheduling and use of these facilities. Furthermore, while certain active recreational activities may be accommodated by these facilities, the parks may not be designed for families or young children.

While only the De Pere Unified School District contains school park facilities, the Green Bay and Denmark School Districts also exist on the Town’s eastern end. Future coordination with those districts will be evaluated as this plan is updated in the future.

### **Special Use Areas**

Special use facilities generally serve a limited recreation purpose, such as golf courses, greenway, nature centers, and ice arenas. Special use facilities also include historical sites, and natural areas, areas of special significance, which are protected from development. Table 10 inventories the Town’s special use facilities.

***Ridges of Dollar Creek & Meadow Ridge Subdivisions.*** The Town owns nearly 70 acres of land within the Ridges



Figure 17: The Town owned open spaces/greenways through three adjoining subdivisions totals over 70 acres.

of Dollar Creek and Meadow Ridge Subdivisions. This land is currently managed as a nature conservancy and used by local residents primarily for walking. In 2018, a trail was added between Euro Lane and Meadow Sound to provide improved access between these streets and to an adjacent stream formed by a drainage way. The Town is also currently pursuing improvements just to the north of the Three Penny Court cul-de-sac to provide public access to a “hidden” waterfall.

***The Crossing at Dollar Creek Phase 2 Subdivision.*** A conservation easement of 3.34 acres of ESA areas exists along the northern and eastern boundaries of the Crossing at Dollar Creek Subdivision. The purpose of the easement is to preserve the conservation values of the property in perpetuity and as such, no trees can be removed, and no grading, landscaping, or structures

area allowed in the defined easement. A future unimproved trail is expected through this area to bridge the connection between Dollar Road and Dallas Lane.

**Green Bay Country Club Golf Course.** The Green Bay Country Club, established in 1995, is a member-owned and operated (private) recreational facility. It is partially located within Ledgeview and partially located within the Village of Bellevue. It is home to a nationally recognized 18-hole course designed by Dick Nugent. The Sports Center Grounds boast six lighted tennis courts, six par-3 golf holes, a nine-hole putting course, and a beach volleyball court. The Clubhouse offers full food and beverage service, tennis and pool locker rooms, the tennis program headquarters and Tennis Shop, along with space for exercise and indoor golf practice. The site has a 7,500 square foot pool with water slide.

**Green Bay Country Club owned land.** A 39-acre wooded parcel owned by the Green Bay Country Club exists adjacent to the Green Bay Country Club Golf Course. This parcel is undeveloped and contains Bower Creek which runs along its eastern boundary. Access to this parcel is somewhat restricted as it is low-lying and was carved out by Bower Creek, so steep banks exist on its edges. Rural residential uses exist to the west. The Village of Bellevue exists to the north. Farmland and additional woodland exist to the east.

**Ledgeview Golf Course.** This 120-acre site is located in the central portion of the Town, bordered by CTH G on the south and Bower Creek Road on the west. The site consists of a regulation 18-hole course which offers some of the most spectacular views of Green Bay and the Fox River Valley. A driving range and practice facilities are available to the public. The property was acquired by the Town in 2018.

**Greenwood Cemetery.** The 9-acre De Pere Greenwood Cemetery is a non-profit, non-denominational cemetery located in Ledgeview between WIS 32/57 and the Fox River. It's park-like setting atop a bluff overlooking the Fox River is a peaceful place for walking and bird watching. No parking lot is available. This space offers direct views of the Fox River, which no other parcel in Ledgeview does.

### **Pedestrian & Bicycle Improvements**

The Town's existing and proposed pedestrian and bicycle network can be found on Maps 4 & 7. The Town has been assertive in providing facilities on an annual basis through use of available impact fees and development opportunities. The goal is to connect new and existing developments throughout Ledgeview. The town will look to connect these neighborhoods via sidewalks as



Figure 18: The East River Trail in Ledgeview Park.

well as improved and unimproved trails. The specific routes and types of pathways shown on Maps 4 & 7 will primarily be determined at the time of development.

**Dickinson Heights.** This is the first subdivision in Ledgeview with a complete sidewalk system. The town requires sidewalk development in all future subdivisions.

**East River Trail.** A nearly 2-mile portion of the trail located within the Town. The trail connects to Allouez, Bellevue, and De Pere along the East River. Public access is provided at Creamery Road, Winding Waters Way, Ledgeview Park, and River Point Court.

**Fox River Trail.** This 25+ mile trail runs along the Town’s western edge and can be accessed at several trailheads in the City of De Pere. This trail provides year-round mobility for a variety of non-motorized users and provides direct connection to downtown Green Bay.

**Zelten Family Park Multi-Use Trail.** This one-quarter-mile trail to be installed in 2018 – 2019 provides access across the Zelten Family Park wetland. Intimate access to the wetland and its unique resources is achieved and bird-watching is expected to be a popular activity in this park.

**Trinity Ridge Trail.** The Trinity Ridge Trail is a 0.3-mile paved multi-use trail providing bicycle and pedestrian access between Oak Ridge Circle, Royal Vista Trail and Scray Hill Road. The paved portion of this trail runs on the northern edge of the Trinity Ridge Agri-hood, a condominium development, while additional unimproved trails run along the western and southern boundaries. On the west, the parcel carrying the unimproved trail adjoins Van Straten Farm Park while on the south, the trail meets up with a private driveway for the condominiums which allows public non-motorized access to Scray Hill Road.

**Tranquility Trail.** This partially improved trail is located off North Secret Garden Court and provides access to a what will be a future improved waterfall overlook. This trail is located within the Ridges of Dollar Creek Subdivision Open Space/Greenway and is an example of the types of passive park improvements that the Town can make to add amenity to existing Town owned land. This trail is expected to be fully implemented in 2019.



Figure 19: This (draft) wayfinding sign shows access to a “hidden” waterfall in the Town, accessed through public lands and the newly paved Tranquility Trail.



**Euro Lane to Meadow Sound Trail Connection.** In 2018, the town installed a paved multi-use trail between Euro Lane and Meadow Sound on town-owned land. This trail not only provides a connection between these two neighborhoods but access to a drainage-way and waterfall along an ESA. Demarcating this connection is a priority for the Town.



Figure 20: A new trail was paved between Euro Lane and Meadow Sound in 2018. It is already heavily used by area residents.

**Additional Multi-Use Trail Improvements.** The Town prioritizes the improvement of its non-motorized transportation network including bicycle and pedestrian infrastructure. This includes recent improvements between Angels Path and CTH GV, CTH GV itself from Bellevue to CTH X, and Ledgeview Road from CTH GV to Creamery Road. These pieces of infrastructure connect to existing infrastructure or are the initial pieces of infrastructure added as catalytic investments to a broader, more comprehensive system recommended by this plan and the Bicycle & Pedestrian Master Plan.

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TABLE 10: TOWN OF LEDGEVIEW PARK & RECREATION INVENTORY

Numbers correspond to Maps 3 - 5	Park or Open Space	Acres or Miles	Park Type	Park/Trail Sign	Restrooms	Pavillion Shelter	Maintenance Storage	Benches	Picnic Tables	Trash Cans	Grills	Playground Equipment	Soccer/Rugby/Lacrosse Fields	Baseball Diamonds	Basketball Hoops	Tennis Courts	Volleyball Courts	Bicycle Racks	Parking (lot or street)	Stream/Creek Access	Fishing Access	Wildlife Viewing	Trail System	Overall Condition
	Town of Ledgeview Parks	acres																						
1	Belle Isle Park	0.2	Pocket	N	N	N	N	P	P	P	N	P	N	N	N	N	N	P	street	P	N	Y	N	Undeveloped, no master plan; creek access
2	Ledgeview Park (Winding Waters)	0.3	Pocket	Y - 1	N	N	N	1	Y	1	N	1 (5+/-)	N	N	N	N	N	P	street	N	N	Y	Y	Good condition, heavily used
3	Two Dollar Park	2.5	Neighborhood	Y	P	P	N	P	P	P	N	1	N	N	P - 1	N	N	P	street	N	N	N	N	2018 playground installation.
4	Van Straten Park	7.4	Neighborhood	P	N	P	P	P	P	P	N	P	N	N	N	N	N	P	P - both	N	N	Y	Y	Implement at time of residential Phase 2
5	Zelten Family Park	14.3	Neighborhood	Y	P	P	N	P	P	P	N	1	N	N	N	N	N	P	street	N	N	N	Y	2018 playground installation.
6	Ledgeview Park	47.0	Community	Y - 2	Y	Y	N	8	6	3	N	2 (5+/-)	1	1	N	N	N	1	lot(s)	Y	Y	Y	Y	Good condition, heavily used
7	Scray Hill Park	27.7	Community	Y - 1	N	N	N	P	2	1	Y	1 for 5+	6	P - 2	N	N	N	P	lot	N	N	Y	Y	Good condition, Additional programming 2019
	Brown County Parks	acres																						
8	Fonferek's Glen County Park	75.3	Regional	Y - 1	Y	N	N	Y	Y	Y	N	N	N	N	N	N	N	N	lot	Y	N	Y	Y	Well maintained by County
	Private Recreational Facilities	acres																						
9	Green Bay Country Club Golf Course	42.0	Special	-	-	-	-	-	-	-	-	-	-	-	-	6	1	-	lot	-	-	-	-	privately maintained
9a	Green Bay Country Club (Natural Area at Bower Creek)	39.0	Special	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N	-	-	-	-	privately maintained
	Public School Parkland	acres																						
10	De Pere Middle School	29.0	School	-	-	-	-	-	-	-	-	-	-	2	2	-	-	-	both	-	-	-	-	privately maintained
11	Heritage Elementary School	22.5	School	-	-	-	-	-	-	-	-	-	4	2	6	-	-	3	both	-	-	-	-	privately maintained
	Special Uses	acres																						
12	The Crossing at Dollar Creek Phase 2 Subdivision Conservation Easement	3.3	Special	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	p	Newly acquired, consider unimproved trail
13	Meadow Ridge Subdivision Open Space/Greenway	29.3	Special	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	street	Y	N	Y	N	Resident maintained. Consider passive trails
14	Ridges of Dollar Creek Subdivision Open Space/Greenway	35.3	Special	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	street	Y	N	Y	N	Resident maintained. Consider passive trails
15	Ledgeview Golf Course	123.5	Special	Y - 1	Y	N	Y	Y	Y	Y	N	N	N	N	N	N	N	N	lot	N	N	Y	N	2018 acquisition. Future programming pending
	Trails	miles																						
16	East River Trail (De Pere Boundary - Ledgeview Park/Winding Waters Way)	1.6	Trail	Y	Y	N	N	Y	N	N	N	N	N	N	N	N	N	Y	both	Y	Y	Y	Y	Good condition
17	Fox River Trail (not within the Town)	25	Trail	Y	Y	N	N	Y	N	N	N	N	N	N	N	N	N	Y	both	Y	Y	Y	Y	
18	Old Plank Rustic Road	1.3	Trail	Y - 2	N	N	N	N	N	N	N	N	N	N	N	N	N	N	street	Y	N	Y	N	
19	Tranquility Trail	0.1	Trail	P - 3	N	N	N	P	N	N	N	N	N	N	N	N	N	N	street	Y	N	Y	Y	2019 installation. Add public signage
20	Zelten Family Park Multi-Use Trail	0.3	Trail	P - 2	P	N	N	Y	N	N	N	N	N	N	N	N	N	P	street	N	N	Y	Y	2018/2019 instillation
21	Euro Lane - Meadow Sound Multi-Use Trail	0.2	Trail	Y - 1	N	N	N	P	N	N	N	N	N	N	N	N	N	N	street	Y	N	Y	Y	2018 Instillation. Add public signage.
22	Ledgeview Road Multi-Use Trail	0.2	Trail	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	n/a	N	N	N	Y	
23	Angels Path to CTH GV Multi-Use Trail	0.2	Trail	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	n/a	N	N	N	Y	Ledgeview Loop signage pending
24	CTH GV Multi-Use Trail	2.0	Trail	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	n/a	N	N	N	Y	Ledgeview Loop signage pending
25	Trinity Ridge Multi-Use Trail	0.3	Trail	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	n/a	N	N	N	Y	2018 Instillation. Add public signage.
	Y = Yes, N = No, P = Planned																							
	*Trail extends beyond Town boundary. Length shown is portion of trail inside Ledgeview municipal boundary																							

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## REGIONAL & NEIGHBORING PARK AND RECREATIONAL RESOURCES

This section provides an overview of regional recreational assets and planning initiatives. The Town's central location puts it in a unique position to either advance or hinder the goals of the regional initiatives discussed below. By developing a greater awareness of regional outdoor recreation plans, Town decision makers are better able to decide how to integrate or connect Town facilities into the regional system. Though differences over specific outcomes and implementation may arise between constituent groups, the general goals and potential benefits of these initiatives may well warrant efforts to resolve them.

Working collaboratively with other private and public entities could result in several benefits to all constituent groups such as:

- Improved economies (through reduced duplication);
- Increased range of activities over what could be provided within a single, smaller jurisdiction;
- Enhanced enjoyment of linked facilities over what would be possible at separate, individual facilities (facilities greater than the sum of their parts);
- Greater public pride in and political support for more extensive recreational facilities than may otherwise be the case.
- Greater opportunities for joint funding of shared improvements.

### The Niagara Escarpment Land Legacy Area

The Wisconsin Land Legacy Report (published by the WDNR in 2006) identifies 229 Legacy Places and 8 statewide needs and resources that the public and WDNR believe are highest priority for conservation in the state. The Legacy Places range in size and their relative conservation and recreation strengths. They vary in the amount of formal protection that has been initiated and how much potentially remains.

The Niagara Escarpment Land Legacy Area has been identified as the highest value for conservation significance and recreation potential (both receiving five on a five-point scale). Further, the WDNR identified that a substantial amount of effort and land remains for protection of this resource.

The Niagara Escarpment is a long dolomite ridge that, in Wisconsin, runs from the tip of Door County, south along the east side of Lake Winnebago, and then finally recedes underground in Dodge County. The Escarpment continues eastward through Michigan's Upper Peninsula, into Canada, then resurfaces to form Niagara Falls on the

### THREATS TO THE NIAGARA ESCARPMENT

- Land Use Issues/Conflicts
- Development
- Road Construction
- Mining/Quarrying
- Recreation
- Wind Tower Development
- Invasive/Exotic Species
- Hydrologic Disruption
- Groundwater Contamination

Source: Bay Lake Regional Planning Commission  
Niagara Escarpment Overlay Zoning Guide

border of New York state and Canada. The area possesses outstanding ecological qualities, is of adequate size to meet the needs of critical components, and /or harbors natural communities or species of global or continental significance.

This linear, high ridge provides many of the state’s most spectacular views and is the logical means to link many existing protected areas on and near the Escarpment. Ellison Bluff, Red Banks Alvar, Carlsville Bluff, High Cliff State Park, Lake Winnebago and Horicon Ledge are some of the best-known places along the Escarpment. Given its length and proximity to the Fox River Valley cities, it is one of the most frequently visited features in the state and there is considerable interest in protecting additional areas to meet conservation and recreation needs. Opportunity exists for the Town of Ledgeview to create the next great place along the Escarpment.

#### **Osprey Point Preserve (Village of Bellevue / Izaak Walton League & KNSF)**

Osprey Point is in the Village of Bellevue on the west side of CTH GV immediately north of Ledgeview. This 80-acre conservancy is owned by Bellevue but maintained by the Brown County chapter of the Izaak Walton League. The conservancy contains two fishing ponds, walking and hiking trails, a Heron rookery, and an Osprey nesting area.

#### **East River Parkway (Village of Bellevue & KNSF)**

The Village’s East River Parkway is a developing greenway located along the East River beginning near Hoffman Rd. The Village’s Outdoor Recreation Plan calls for the development of a greenway along the East River to help the community establish a regional identity. Specifically, the Village Plan calls for acquisitions of land designated as environmental corridor and natural features such as woodlands and wetlands. The plan states:

*“Land should be acquired/preserved south of Hoffman Road along the river to connect to the Existing Parkway and the Osprey Point Conservancy. Linear park amenities should also be developed to provide access to walking/biking trails, nature observation and wildlife habitation. These developments should connect... to the Village of Allouez’s existing linear trail system by a river crossing.”*



Figure 21: Snip from Village of Bellevue Comprehensive Outdoor Recreation Plan Figure 7.1: Future Park and Facility Locations. This image shows the potential linear park / conservancy development just north of the Town. Image: Village of Bellevue.

#### **Wiese Park & East River Trail Extension (Village of Allouez & KNSF)**

Wiese Park is located west across the East River from the Town of Ledgeview. It directly abuts the Izaak Walton League Osprey Point Preserve in the Village of Bellevue. A disc golf course and a multitude of multi-use trails exist in the park as well as a few programmed sports fields. The Village’s long-range plan calls for the development of a footbridge over the East River to connect the park to the Osprey Point Preserve.

**East River Trail at Tenmile Drive (City of De Pere)**

This 40+ acre open space is programmed by the City to contain blue bird houses, outdoor exercise equipment, clear viewing areas near the East River, and an Arboretum with parking area. Opportunity exists to make connections to this developing space across the East River.



Figure 22: Rotary Park in De Pere. Image: City of De Pere.

**Rotary Park (City of De Pere)**

Rotary Park is a mini-park located on Saddlebrook Lane—a peninsula of De Pere adjacent to Heritage Elementary School. This site serves a predominantly residential area and contains a gazebo shelter and landscaped pond overlook. A platform is also provided for fishing.

**Bomier Boat Launch (City of De Pere)**

Bomier Boat Launch is located at the terminus of Fox River Drive (Greenleaf Road extended) and provides the closest access to the Fox River for Ledgeview residents. The site contains boat related facilities and benches for enjoying views of the Fox River. If the Town pursues acquisition along—or an easement to provide access along—the East River, consideration should be given to passive programming such as overlook and sitting areas.



Figure 23: Bomier Boat Launch public seating area overlooking the Fox River. Image: City of De Pere.

**Lily Lake (Town of Eaton)**

Located in the Town of Eaton, immediately east of Ledgeview, Lily Lake is a beautiful wooded park that includes a 40-acre lake which is a popular destination for local fishermen. This lake provides opportunity for Ledgeview residents that they currently cannot get in Town.

An overhead shelter is available for picnickers and for special events. This park features a boat launch for non-motorized watercraft. Electric motors are allowed. There are two fishing piers that provide ADA access for anglers. Catch of the day includes panfish and small mouth bass.



Figure 24: Lily Lake dock and boat launch. Image: Town of Eaton

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# CHAPTER 4

## Community Brainstorming & Visioning



**Ledgeview**  
Set your sights high



# PUBLIC PARTICIPATION

The primary reason for creating this Park Plan is to determine the needs, types and locations of passive and active recreational spaces within Ledgeview. While these needs are somewhat dependent on National Standards set for proximity and quantity, park users, or Town residents, are also a considerable factor in determining their significance. The park needs reflect Ledgeview's desire for various recreational facilities and the level of service that is required for each. Other factors that will influence the determination of needs both now and long-term are the various trends that affect the community: economic trends; demographic trends; technological trends; environmental trends; social trends; and, urban land use/growth patterns.

## Community Survey

In October of 2013, a 27-question survey was mailed to each household and tax parcel in Ledgeview. The questionnaire was aimed at gathering preferences related to parks and recreation as well as potential future land use and development options. The tabulated survey results were used to guide the update of the 2015 version of this plan.

Since 2015, the Town has implemented many the recommendations of the 2015 – 2020 Park & Recreation Plan, specifically those related to programmed parks, playgrounds and athletic uses. This 2019 – 2024 update of the Park & Recreation Plan will also utilize the 2013 survey. However, it is more focused on the recommendations for passive recreation, open spaces and natural features and bike and pedestrian facilities which were a result of the 2013 survey and 2015-2020 Park & Recreation Plan. Key information from the 2013 survey that informs this plan includes the following:

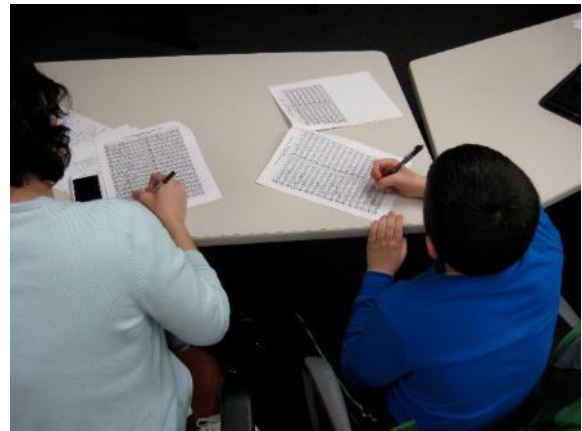


Figure 25: Residents participating in the Town's visioning sessions. Image courtesy of Community Planning & Consulting.

- When asked to identify the primary reason for choosing Ledgeview as a place to live, the top response (25.8%) was to be close to the natural environment and scenic views prevalent within the community.
- Parks and recreation were the land use issues of greatest concern to over a quarter (28.3%) of survey responders, finishing third behind new development and roads (44.2% and 36.3%, respectively).
- Responses to a question regarding the importance of a variety of natural features in the community indicated overwhelming support for protecting and preserving Ledgeview's environmental resources.

- Significant support exists for an indoor recreation center, public pool, bike lanes and sidewalks, cross country skiing and snowshoe trails, hiking and biking trails, quiet places, and areas set aside for camping and picnics.
- When asked to identify the types of new development that would be most desirable in Ledgeview, a third (32.5%) said public spaces, over a quarter (26.7%) said community gardens, and one-in-five (20.8%) said fountains.
- More than 90-percent of respondents would encourage the preservation of green space when new residential and commercial development occurs in Ledgeview.
- When asked to indicate level of support for a donor program to maintain and grow the Ledgeview Park System, more than half of those who responded indicated they would support or strongly support such an effort.
- 80-percent of respondent's support partnering with neighboring municipalities to provide additional recreational opportunities.

### **Community Engagement Session**

Also, in 2013, the Town held a Community Engagement Session for the 2015 Park & Recreation Plan update which included an exercise intended to visualize Ledgeview's ideal future. Participants were asked to imagine that it was the year 2035 and describe how Ledgeview looked to them with respect to various land-use categories. The visioning exercise focused on five general land use categories: housing, transportation, economic development, parks and recreation, and preservation.

When participants completed the visioning portion of the meeting, they were asked to participate in a *nominal*

*group* scoring process during which each person was given three green adhesive dots and asked to place them onto the wall graphic next to the vision or visions they deemed most important. The responses to the parks and recreation statements that received the highest level of support during included:



Figure 26: Residents participate in the Community Engagement Session by highlighting elements they feel are most important for the Town. Image courtesy of Community Planning & Consulting.

- Community gardens within existing and future parks.
- A community center or an indoor recreational facility akin to the YMCA.
- A pedestrian trail system with a focus on regional connectivity.
- A protected Niagara Escarpment with scenic overlooks or passive recreation and park spaces.

- Challenging bicycle routes for avid cyclists utilizing the “Ledge”, such as along Dickinson Road and Scray Hill Road.
- Partnerships with neighboring municipalities to reduce costs and avoid duplication of uses.
- Native landscaping in parks and an ongoing process to control invasive species.

### **Visual Preference Survey**

In 2014, the Town hosted a Visual Preference Survey (VPS) during a regularly scheduled meeting of the Parks, Recreation & Forestry Committee. The VPS is a tool that allows participants to rate visual concepts related to various design concepts, land use options, or, in this case, park and recreation concepts. Participants were shown a series of digital images representing a variety of general design alternatives as well as specific park elements that may be incorporated into the Park & Recreation Plan.

During the VPS, participants were shown a series of 145 digital images. Each represented park and recreation elements that may or may not be desirable within the community. The images were projected onto a screen for 10 seconds, during which participants were asked to rate each image on scale from -3 to +3. Responses were collected and tabulated, including those completed during the two-week online period, and assigned an average rating to each of the images utilized during the exercise. The average, highest, and lowest ratings for the various park and recreation concepts reviewed during the VPS are presented in Table 8. The tabulated results for each of the images in the VPS can be found in Appendix B of the Town of Ledgeview Comprehensive Plan 2035.

The numbers associated with each image represent a subjective rating assigned to that image by those who participated in the exercise. Like any survey, the VPS provides information to be used as a starting point for the planning and design process. The tabulated ranking of images is not an answer to the question “What should we do in Ledgeview?” so much as an indication of park and recreation elements that may be viewed favorably in the community. A combined rating of +0.50 or higher is generally considered an indication that the given concept would be a welcomed addition to the Town. Conversely, those receiving a rating below 0.50 are not likely to be reflected in the design concepts presented in this document.

#### **Visual Preference Survey Rating Scale**

+3 – Strongly Favorable

+2 – Favorable

+1 – Somewhat Favorable

0 – No Opinion

-1 – Somewhat Unfavorable

-2 – Unfavorable

-3 – Strongly Unfavorable

Figure 27: Rating scale used for the Visual Preference Survey public participation event to rate various design concepts, land use options, and park and recreation concepts.



TABLE 8: VISUAL PREFERENCE SURVEY RATINGS

Park & Recreation Concept / Image	Average Rating	Highest Rating	Lowest Rating
Pedestrian & Bicycle Trails <i>CTH GV &amp; Ledgeview Loops ongoing!</i>	1.89	2.19	1.63
Sledding Hills <i>Programmed for Van Straten Farm Park!</i>	1.82	1.94	1.69
Nature Trails <i>Programmed for Van Straten Farm Park!</i>	1.37	1.94	0.38
XC-Ski / Snowshoe Trails <i>Planned for Ledgeview Golf Course!</i>	1.36	1.56	1.06
Skating Rinks <i>Programmed for Van Straten Farm Park!</i>	1.33	1.81	0.94
Splash Pads <i>Programmed for Two Dollar/Zelten Family Parks!</i>	1.27	1.44	1.00
Facilities (including park shelters, restrooms)	1.26	1.81	0.94
Disc Golf Courses <i>Programmed for Zelten Family Park!</i>	1.21	1.38	1.00
Play Apparatus <i>2018 installations in Two Dollar and Zelten Family Parks!</i>	1.20	1.81	1.00
Access (for people with disabilities)	1.19	1.25	1.13
Picnic Areas (not including facilities, gazebos, pavilions)	1.19	1.56	0.81
Passive Recreation	1.12	1.88	0.56
Native Landscapes / Habitat	1.06	1.75	0.38
Sports Fields & Courts <i>1/2 Basketball court at Two Dollar Park!</i>	0.98	2.13	0.19
Outdoor Education	0.96	1.81	0.31
Gazebos / Pavilions (not including park shelters, restrooms)	0.90	1.00	0.75
Natural Stormwater Management	0.90	1.75	0.38
Quarry Reclamation <i>Van Straten Farm Park!</i>	0.88	1.13	0.63
Band Shells / Outdoor Performances	0.86	1.38	0.44
Edible Landscapes	0.85	1.13	0.56
Obstacle Courses / Climbing Walls	0.75	1.38	0.38
Donor Fundraising <i>Community Sponsorship Guide developed!</i>	0.69	0.75	0.56
Water Features (fountains, ponds, reflecting pools)	0.65	1.00	0.19
Outdoor Events (four seasons)	0.56	1.38	-0.19
Community Gardens	0.53	0.94	0.06
Off-road Bike Trails <i>Planned for Ledgeview Golf Course!</i>	0.48	0.63	0.38
Alternative Energy	0.34	1.13	-0.31
Camping (tents)	0.17	0.81	-0.25
Pool / Aquatic Center	0.12	0.25	-0.06
Dog Parks / Amenities	0.10	0.56	-0.56
Public Art	0.10	1.56	-0.63
Equestrian Trails	0.06	0.25	-0.13
Community / Senior Center <i>New Community Center 2018!</i>	0.00	0.19	-0.19
Skate Parks	-0.38	-0.38	-0.38
Camping (RVs)	-1.69	-0.25	-1.44

### Community Mapping Forum

Also, in 2014, the Town of Ledgeview hosted a Community Mapping Forum as part of the processes to update the Park & Recreation Plan and Town of Ledgeview Comprehensive Plan 2035 goals and recommendations. The first step involved identifying areas within the town that are deemed attractive, unattractive, desirable, and undesirable. The second phase focused on the creation of land use maps representing each participant's vision of the future. Composites were created from participants' maps and were used as a guiding element in

determining which current parks and recreational resources are most valued and what additional facilities are desired. What this exercise revealed is:

- The Niagara Escarpment was identified as the most scenic place in Ledgeview.
- Other scenic places in the community are located along Scray Hill Road, Dutchman Road, and CTH G, as well as east of Limestone Trail and between Dickinson Road and Ledgeview Road west of CTH GV.
- The most popular places for people to walk and ride a bike include: Sportsman Drive, Cottonwood Lane, Creamery Road, Scray Hill Road, Whisper Lane, and Dickinson Road.
- Favorite parks included Ledgeview Park and Scray Hill Park.
- Several areas are desirable locations for large parks and preserved open space, including:
  - The East River corridor.
  - The Bower Creek corridor.
  - An area southwest of the intersection of CTH G and CTH V.

### **Public Meetings**

In preparing the 2015-2020 Park & Recreation Plan, the Park, Recreation & Forestry Committee incorporated regular discussions and reviews of the various chapters of the plan into their regularly scheduled meetings as an agenda item. All Committee meetings were open to the public, allowing residents to listen to committee reviews of the Plan and contribute associated information.

### **Public Participation Summary and Plan Recommendations**

During the preparation of the 2015 – 2020 Park & Recreation Plan and this 2019 – 2024 update, the Town of Ledgeview distributed community surveys and hosted a Visioning Session, Visual Preference Survey, and Community Mapping Forum. In addition, the Ledgeview Park, Recreation & Forestry Committee held regularly scheduled meetings to discuss and review the results of the various public participation activities, draft plan elements, park plan concepts, and maps. Furthermore, the Park, Recreation & Forestry Committee worked with the Zoning & Planning Commission to approve and implement park space within new residential development in Ledgeview.

Table 9 is intended to provide a composite of the results of all public participation efforts described earlier in this Chapter in order to identify the park and recreational resources that have the highest level of support within Ledgeview. Recommended park facilities and amenities are presented in four categories:

- **First Tier:** Those with a consistently strong level of public support warranting the highest priority and which are economically justifiable based upon current needs and projected population growth.

- **Second Tier:** Those with a moderate level of support and limited opposition, or strong support without the fiscal and demographic justifications present in the first tier.
- **Third Tier:** Those with a weak level of support and opposition, or strong level of support and opposition but with the fiscal and demographic justifications present in the first tier.
- **Fourth Tier:** Facilities that, due to lack of support and/or fiscal and demographic justifications, warrant the lowest priority but may be revisited if demand increases in the future.

**TABLE 9: SUMMARY OF PUBLIC INPUT ON FACILITIES BY TIER**

First Tier	Second Tier	Third Tier	Fourth Tier
Pedestrian & Bicycle Trails, local and regional connectivity	Facilities (including park shelters, restrooms)	Quarry Reclamation	Community / Senior Center
Sledding Hills	Splash Pads	Band Shells / Outdoor Performances	Obstacle Courses / Climbing Walls
XC-Ski / Snowshoe Trails	Nature Trails	Alternative Energy	Pool / Aquatic Center
Skating Rinks	Outdoor Education	Off-road Bike Trails	Skate Parks
Community Gardens	Natural Stormwater Management	Stand-alone Ledgeview Parks Program	Camping (RVs)
Partnerships with neighboring municipalities, school districts	Donor Program, Fundraising	Dog Parks / Amenities	Equestrian Trails
Access (for people with disabilities)	Gazebos / Pavilions (not including park shelters, restrooms)	Camping (tents)	
Neighborhood parks	Protection for Niagara Escarpment	Public Art	
Passive Recreation	Water Features (fountains, ponds, reflecting pools)	Recreational facilities for seniors	
Native Landscapes / Habitat, preserved open space	Rental facilities	Play Apparatus	
Passive recreation, quietness	Sports Fields & Courts	Disc Golf Course	
Outdoor Events (four seasons)	Picnic Areas (not including facilities, gazebos, pavilions)		
	Edible Landscapes		
	Preservation of riparian corridors		

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# CHAPTER 5

## Goals, Objectives & Strategies



**Ledgeview**  
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# GOALS, OBJECTIVES & STRATEGIES

To conduct a thorough and accurate planning process, it is important to establish a set of goals, objectives, and policies that will serve as the basis for the recommendations in this Plan.

**Goals** are broad statements that express general priorities. Goals are formulated based on the identification of keys issues, opportunities, and problems that affect the park system.

**Objectives** are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

**Strategies** are rules and courses of action used to ensure plan implementation. Strategies often accomplish several objectives.

The following list of goals, objectives, and strategies is based on the information that has been presented in previous chapters of this Plan, including citizen input, discussions amongst Town Staff and the Park, Recreation & Forestry Committee members. These goals serve two basic purposes. First, they provide the foundation upon which a parks and open space system will be developed. Second, they establish the general criteria on which alternatives plans and parks and open space systems will be evaluated.



Figure 28: The town's local roads provide a haven for bicycling.

## GOALS

- Provide all residents and visitors, regardless of age or ability, with a range of recreational opportunities through the provision of sufficient parks, recreational facilities and other publicly accessible open space areas.
- Preserve the Town's natural resources and amenities for the benefit of current and future residents.



## OBJECTIVES

### **Land Acquisition**

Maintain an adequate amount of active and passive recreational lands to meet current and future recreational needs in the Town of Ledgeview.

#### *Strategies*

1. Acquire additional lands for passive park use based on current demand, projected demand, and environmental significance as recommended in this Park & Recreation Plan.
2. Acquire parklands through land developer dedications, when feasible, for active recreation facilities in areas targeted for future park development.
3. Explore various means of acquiring land for parks and for developing park facilities, including impact fees/park improvement fees, parkland dedication requirements, state and federal grants, conservation easements, and non-profit organizations.
4. Require that all new residential developments meet the park and open space standards and recommendations as outlined in this Plan and implemented by the municipal code.

### **Park Facilities**

Provide adequate facilities at all parks within the Town's park system as dictated by park use and type (i.e., pocket vs. neighborhood vs. community park facilities).

#### *Strategies*

1. Develop and approve a site-specific master plan as soon as parkland is designated, dedicated, or acquired.
2. Prioritize the development of park facilities when a park service residential area begins to be developed.
3. Develop park facilities in concert with the growth of the population located near the park.



Figure 29: A scenic view within Ledgeview.

### **Park Development**

Reprioritizing the need for smaller neighborhood parks in conjunction with natural features/environmentally sensitive areas (ESAs) to provide better accessibility to residents within current development patterns and practices.

### Strategies

1. Continue to develop a diversity of park sizes and types based on the characteristics and needs of individual neighborhoods, and the surrounding land use and natural resource features.
2. Analyze the location, size, and function of existing and proposed parks if annexations or zoning changes occur.
3. Consider and designate, when possible, locations for town owned parks when preparing Area Development Plans and Official Maps.
4. Assure that all parks have multiple access points and visibility from surrounding neighborhoods and community transportation corridors. Generally, the majority of park frontage should be publicly accessible and/or visible, rather than lined by residential lots.
5. Establish well-defined edges where residential lots are created adjacent to dedicated public park through development of a neighborhood facility (paved bike/pedestrian paths), a landscaped buffer edge installed at the time of development, or fences.

### Shared Services

Coordinate development efforts and the use and maintenance of recreational facilities among the Town of Ledgeview, the De Pere Unified School District, City of De Pere, Village of Bellevue, Village of Allouez, Brown County, and recreation associations/clubs.

### Strategies

1. Coordinate Town/school/County/association development projects to improve and expand recreation opportunities and economic benefits throughout the community in a cost-effective manner.
2. Develop formal use/revenue/maintenance agreements among the Town, School Districts, and recreation associations/clubs to help operate and maintain public recreation facilities in the Town.

### Preservation

Preserve environmentally sensitive and historically significant areas and viewsheds.

### Strategies

1. Preserve the quality and integrity of the surrounding scenic and visual resources provided by natural open space areas such as the Niagara Escarpment.
2. Consider a Purchase of Development Right's (PDR) program to acquire conservancy lands—specifically the Niagara Escarpment—where public access or preservation is a high priority.
3. Incorporate and promote natural features such as floodplains, wetlands, and woodlands as passive recreation areas in development plans.



4. Preserve and/or minimize the development of environmentally significant areas as identified by Brown County or the Bay-Lake Regional Planning Commission (RPC).
5. Promote stewardship projects throughout and along the Niagara Escarpment, Fox River, East River, Bower Creek, Dollar Creek, and other tributaries, corridors and upland open space areas.

### **Subdivision Review**

Coordinate subdivision review with all departments and boards to ensure adequate park facilities are provided.

#### **Strategies**

1. Consult the Town's Park & Recreation Plan and incorporate the needs identified before subdivision plats are approved.
2. Complete and include a site viewshed analysis for proposed development within areas determined to be highly visible and extremely visible in the Viewshed Analysis.
3. Continually evaluate and update Chapter 96: Subdivision and Platting Regulations of the Municipal Code to ensure it adequately addresses the park and recreational needs of Town residents.

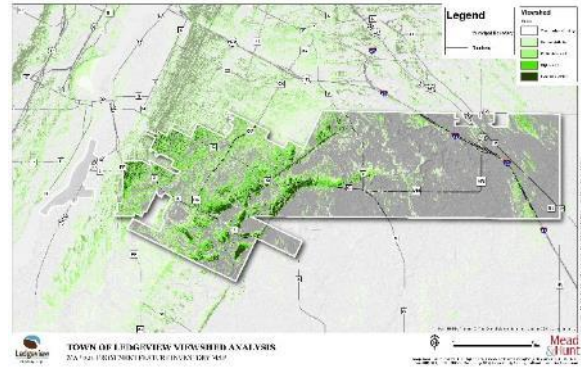


Figure 30: Viewshed Analysis Prominent Features Inventory Map. Highly and Extremely visible areas of the Town are represented by darker greens.

### **Bicycle and Pedestrian Facilities**

Provide safe and convenient non-motorized routes within and between residential areas, schools, shopping areas, parks, and employment centers.

#### **Strategies**

1. Develop a Pedestrian and Bicycle Master Plan for the Town to provide a balanced analysis for transportation facilities and barriers, and to guide transportation and land use decision-making.
2. Connect missing links in the bicycle and pedestrian trail system through acquisition or trail easements. Priority segments are highlighted on Map 4: Existing Pedestrian & Bike Facilities and Map 7: Planned Pedestrian & Bike Facilities.
3. Provide residents with multi-purpose trail systems that utilize environmental corridors and provide linkages between parks and other appropriate features within and outside of the Town.
4. Connect local trails to adjacent communities and the regional/State trail system.

5. Plan for and implement new bicycle and pedestrian paths in proposed and future development areas consistent with recommendations of this Park & Recreation Plan and the transportation recommendations of the Comprehensive Plan.
6. Provide safe and convenient bike connections between park and open space facilities in line with WisDOT and American Association of State Highway Transportation Officials (AASHTO) standards.
7. Explore various means of acquiring land for trails, including impact fees/park improvement fees, parkland dedication requirements, state and federal grants, conservation easements, and non-profit organizations.



Figure 31: The East River Trail, shown above, provides regional access for Town residents.

### **Amenities**

Provide residents with safe and reliable recreation equipment and facilities throughout the Town park system.

### **Strategies**

1. Conduct a community-wide audit of existing park equipment; continually monitor and maintain existing park equipment to ensure its longevity and safety.
2. Replace unsafe, old and deteriorating recreation equipment at all Town parks.
3. Identify and upgrade/replace park facilities that do not comply with the Americans with Disabilities Act (ADA) guidelines.
4. Identify and upgrade/replace all playground equipment that does not meet CPSC (Consumer Product Safety Commission) or ASTM (American Society for Testing and Materials) safety guidelines.



Figure 32: Kittel Falls. Image: UW-Green Bay

## Forestry

Develop a Town-wide urban forestry program.

### Strategies

1. Develop an urban forestry ordinance and management plan that would regulate the planting, removal, and management of trees on public and private lands in the Town and make the Town eligible for state and federal urban forestry grant-in-aid programs.
2. Remove dead trees and/or treat diseased trees on public lands within the Town.
3. Work with Brown County to support maintenance or replacement of tree canopy within ESA areas.
4. Establish a tree planting and maintenance program for public lands in the Town.
5. Apply for and receive "Tree City USA" status for the Town.
6. Continually evaluate the populations of Gypsy Moths, Emerald Ash Borer, and other invasive insects and take suppression actions when appropriate.
7. Develop a Town Street Tree Planting Policy and educate the community on proper tree planting practices for private properties.

## Planning

Maintain a current Park & Recreation Plan.

### Strategies

1. Continually monitor the park and recreation needs of the community through a regular on-line survey of the existing facilities and desired new facilities.
2. Evaluate the implementation plan annually and identify/update actions to reflect changing needs and actual accomplishments.
3. Update the entire Park & Recreation Plan every five years to reflect changes in community needs and desires, and to maintain eligibility for State and Federal grant-in-aid funding.

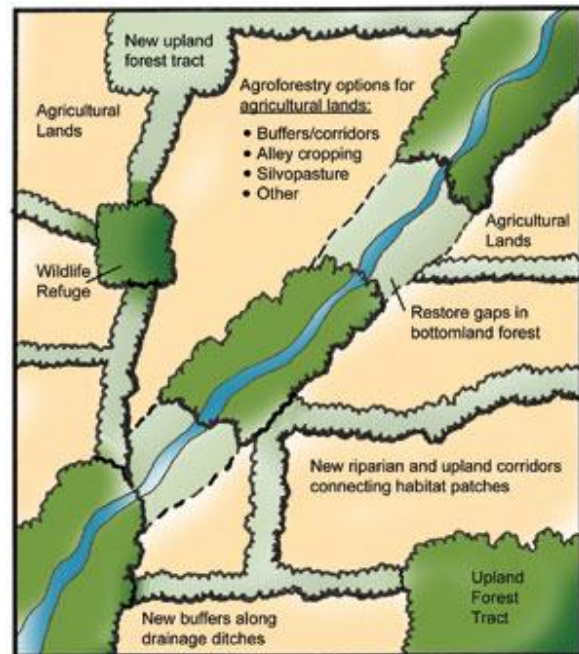


Figure 33: Restoration of gaps in forests and the creation of greenways can accomplish several natural resource goals.  
Image: [www.srs.fs.usda.gov](http://www.srs.fs.usda.gov).

## Service and Maintenance

Ensure the Town park facilities are safe and well managed while providing all segments of the community with quality park and recreational facilities and services.



### Strategies

1. Consider the development of a park program, either independently or jointly with De Pere or Bellevue, which further enhances the community's diverse needs.
2. Utilize resident involvement and participation in planning, developing, operating, stewarding and maintaining the town's park system.
3. Use the Park & Recreation Plan recommendations as a guide to establish annual capital improvement and operation budgets.
4. Develop an appropriate and equitable user fee system to help offset maintenance and operations costs.

### **Budgeting**

Adopt an adequate park budget that can financially address existing park needs and allow for future parkland acquisition and future park facility development.

### Strategies

1. Use the 5-Year Park Improvement Schedule and Action Plan Sections of the Park & Recreation Plan as a guide to establish yearly park budgets.
2. Use funds to develop facilities, which will maximize existing park and recreation areas and increase park use.

### **Funding**

Use all available sources of funds to further enhance the quality of the Town's park system.

### Strategies

1. Pursue funding from State and Federal programs which can assist in the acquisition or development of desired park system improvements.
2. Solicit donations from other public and private organizations to aid in park system development.
3. Update the Park & Recreation Plan every five years to maintain grant eligibility.
4. Develop revenue-generating recreational activities and facilities, which can aid in the development of new facilities and/or the maintenance of existing facilities.
5. Review the parkland dedication section of Chapter 96: Subdivision and Platting Regulations of the municipal code to determine if updating is necessary.
6. Regularly update the Park Impact Fee ordinance as park needs assessments determine. The Town's parkland dedication and fee-in-lieu of dedication (impact fee) ordinances should continue to reflect the current demand for parkland, as well as recently adopted state law changes.

# CHAPTER 6

## Analysis of Existing Park & Recreational Facilities



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# ANALYSIS OF EXISTING PARK AND RECREATIONAL FACILITIES

This chapter presents an analysis of how well the Town of Ledgeview's existing park and recreational facilities satisfy current needs in the community. The adequacy of the Town's existing park and recreation system will be evaluated in the following ways:

- Establishment of local park and recreational facility service standards for Ledgeview;
- An application of national park and recreational facility service standards to reliable population projections for the Town (quantitative analysis);
- A qualitative analysis of the Town's park system based on a review of public input and locally expressed demand, understanding of the Town's goals and objectives, and an evaluation of the strengths and weaknesses of the existing parkland and recreational system to help shape future direction for the system;
- An analysis of the geographic distribution and accessibility of park open space areas;
- A consideration of public input regarding the future of the Town's park and open space system; and
- A review of Wisconsin's State Comprehensive Outdoor Recreation Plan.

The results of this analysis will serve as the basis for the recommendations presented in the next chapter of this Plan.



## PARK & RECREATION STANDARDS

It is important to establish a set of minimum standards for park and recreational facilities to know how to guide the park planning process. The NRPA developed a national expression of minimum acceptable facilities for the citizens of urban and rural communities. The purpose of these guidelines is to present park and recreation space standards that are applicable nationwide for planning, acquisition, and development of park, recreation, and open space lands, primarily at the community level. These standards are widely excepted and used in Wisconsin.

Such standards enable a community to quantitatively measure how well its existing facilities are meeting the needs of residents and to plan for future facilities based on projected population growth. As such, park and recreation standards are commonly expressed as a ratio of the number of minimum acres recommended per 1,000 residents. The standards are interpreted according to the situation in which they are applied and specific local needs.

Although such national standards provide acceptable target guidelines for the provision of parks and open spaces, a more thorough and accurate analysis of the park system in Ledgeview must emphasize the *local* demand for recreational resources. Therefore, a calculation of community-specific standards is more likely to identify those park system deficiencies that would not otherwise be captured by universal standards. Furthermore, a locally-derived standard will do a better job of accounting for the *quality* of the park system as well as the *quantity* of park lands provided.

POCKET PARKS		
<i>General Description:</i> Pocket parks offer specialized facilities that serve a very local area with limited population or specific group such as young children or senior citizens.		
<i>Service Area:</i> Less than ¼ mile in residential areas	<i>Desirable Size:</i> 5,000 square feet to 2 acres	<i>Acres per 1,000 Population:</i> 0.25 – 0.5 acres
<i>Basic Facilities and Activities:</i> <ul style="list-style-type: none"> <li>Coordinated play equipment and structures for pre-school and elementary school age children</li> <li>Sitting areas arranged to permit easy surveillance by parents</li> <li>Landscaped areas that provide buffering and shade</li> <li>Lighting for security at night (direct cut-off)</li> <li>Parking is typically not required</li> </ul>		<i>Desirable Site Characteristics:</i> <ul style="list-style-type: none"> <li>Suited for intensive recreation use and foot traffic.</li> <li>Easily accessible to the neighborhood population</li> <li>Located near residential development</li> <li>Accessible by walking and/or biking</li> <li>Well buffered by open space and/or landscape plantings and separated from roadways by physical barriers, such as fences</li> </ul>



NEIGHBORHOOD PARKS		
<p><i>General Description:</i></p> <p>Neighborhood parks are designed specifically to accommodate residents living within a defined service area. They are often characterized by active recreational facilities such as baseball and soccer fields but can also incorporate passive recreational areas for picnicking and nature-study.</p>		
<p><i>Service Area:</i></p> <p>¼ to ½-mile radius uninterrupted by non-residential roads and other physical barriers.</p>	<p><i>Desirable Size:</i></p> <p>~1.5 acres minimum; 2 to 8 acres is optimal depending on desired uses.</p>	<p><i>Acres per 1,000 Population:</i></p> <p>1.0 – 2.0 acres</p>
<p><i>Basic Facilities and Activities:</i></p> <ul style="list-style-type: none"> <li>▪ Active recreational facilities such as playfields, tennis courts, basketball courts, playgrounds, or spray facilities.</li> <li>▪ Passive recreational facilities such as picnic/sitting areas and nature study areas</li> <li>▪ Service buildings for shelter and storage; possible restrooms</li> <li>▪ Lighting for security at night</li> <li>▪ Adequate on-street and off-street parking spaces</li> </ul>		<p><i>Desirable Site Characteristics:</i></p> <ul style="list-style-type: none"> <li>▪ Serves a variety of users and desired activities on one site</li> <li>▪ Easily accessible to the neighborhood population</li> <li>▪ Accessible by walking and/or biking</li> </ul>

COMMUNITY PARKS		
<p><i>General Description:</i></p> <p>Community parks are intermediate in size and are able to accommodate visitors from multiple neighborhoods and the greater community. These parks focus on both the developed aspects of the parks and natural resource amenities, and typically include a range of active (sports fields, etc.) and passive (trails, observation areas) recreation facilities.</p>		
<p><i>Service Area:</i></p> <p>½ to 3 miles</p>	<p><i>Desirable Size:</i></p> <p>10 acres minimum; 15 – 50 acres is optimal depending on desired uses.</p>	<p><i>Acres per 1,000 Population:</i></p> <p>5.0 – 8.0 acres</p>
<p><i>Basic Facilities and Activities:</i></p> <ul style="list-style-type: none"> <li>▪ Active recreational facilities such as areas for swimming and boating, biking/walking/skiing trails, playfields, playgrounds, tennis courts, and basketball courts</li> <li>▪ Passive recreational facilities such as walking trails, picnic/sitting areas, and nature study areas</li> <li>▪ Service buildings for shelter, storage, and restrooms</li> <li>▪ Facilities for cultural activities, such as plays and concerts in the park</li> <li>▪ Community Center building with multi-use rooms for crafts, theater, restrooms, social activities, and senior adult use</li> <li>▪ Lighting for security at night</li> <li>▪ Adequate off-street parking spaces, where the size of the park and the neighborhood context allow</li> </ul>		<p><i>Desirable Site Characteristics:</i></p> <ul style="list-style-type: none"> <li>▪ Serves a variety of users and desired activities on one site</li> <li>▪ Easily accessible to the users</li> <li>▪ May include natural areas, such water bodies or wooded areas</li> <li>▪ Accessible by walking and/or biking</li> </ul>

SCHOOL PARKS		
<p><i>General Description:</i></p> <p>School parks have many of the same characteristics as neighborhood or community parks, depending on their size. As such, school parks primarily serve as locations for active recreational facilities associated with school functions; however, these sites can and do benefit the surrounding community during off-school hours. These parks may be owned and maintained by the Town or the school districts but are open to all neighborhood residents.</p>		
<p><i>Service Area:</i></p> <p>Variable – depends on function</p>	<p><i>Desirable Size:</i></p> <p>Variable – depends on function</p>	<p><i>Acres per 1,000 Population:</i></p> <p>Variable – depends on function</p>
<p><i>Basic Facilities and Activities:</i></p> <ul style="list-style-type: none"> <li>▪ Active recreational facilities such as playfields, tennis courts, basketball courts, playgrounds, and ice-skating rinks</li> <li>▪ Passive recreational facilities such as picnic/sitting areas and nature study areas</li> <li>▪ Service buildings for shelter, storage, and restrooms</li> <li>▪ Lighting for security at night</li> <li>▪ Adequate on-street and off-street parking spaces</li> </ul>		<p><i>Desirable Site Characteristics:</i></p> <ul style="list-style-type: none"> <li>▪ Easily accessible to the neighborhood population</li> <li>▪ Accessible by walking and/or biking</li> </ul>

SPECIAL OPEN SPACE AREAS		
<p><i>General Description:</i></p> <p>The Town has numerous areas that do not fit into an active recreation classification but are still critical components of the park and recreation system. These areas cannot be measured by a quantifiable standard because of their unique and diverse contributions to the community. Natural areas, open space, and greenways enhance an overall park and open space system by maintaining and improving the community’s natural resource base, accommodating special activities not included in other parks, and providing interconnections between isolated parks and recreation areas.</p> <p>Examples of Special Open Space Areas are varied but can include those lands that accommodate passive or special recreational activities, such as golf courses, sledding/skiing hills, marinas, beaches, display gardens, arboreta, and outdoor amphitheaters, as well as lands that have been protected for their environmental significance (ESAs) or sensitivity and provide limited opportunity for recreational use. Examples of the latter may include water bodies, floodplains, wetlands, shorelands and shoreland setback areas, drainageways, stormwater management basins, conveyance routes, environmental corridors or isolated natural areas as mapped by Brown County or the Bay Lake RPC, wildlife habitat, areas of rare or endangered plant or animal species, prairie remnants, and restoration areas.</p>		
<p><i>Service Area:</i></p> <p>Variable – depends on function</p>	<p><i>Desirable Size:</i></p> <p>Variable – depends on function</p>	<p><i>Acres per 1,000 Population:</i></p> <p>Variable -- most Special Open Space Areas are not included in the overall community calculation of park and recreation space per 1,000 persons. Their value extends beyond the Town’s boundaries and contributes significantly to overall quality of life.</p>
<p><i>Basic Facilities and Activities:</i> Variable, but may include:</p> <ul style="list-style-type: none"> <li>▪ Active recreational facilities such as areas for swimming and boating, skiing hills, biking/walking/skiing trails, skating rinks, and golf courses</li> <li>▪ Passive recreational facilities such as walking trails, picnic/sitting areas, and natural study areas</li> <li>▪ Service buildings for shelter, equipment storage/rental, concessions, and restrooms</li> <li>▪ Signage, trail markers, trash receptacles, information booths</li> <li>▪ Lighting for security at night</li> <li>▪ Off-street parking spaces if appropriate to the area</li> </ul>		<p><i>Desirable Site Characteristics:</i></p> <ul style="list-style-type: none"> <li>▪ Easily accessible to users</li> <li>▪ Accessible by walking and/or biking</li> </ul>



ON-STREET BICYCLE FACILITIES	
<p><i>General Description:</i></p> <p>There are two primary types of on-street bicycle facilities: bicycle lanes and paved shoulders.</p> <ul style="list-style-type: none"> <li>▪ Bicycle lanes are areas of the road striped off for exclusive use by bicyclists. They are the preferred bicycle facility for urban arterial and higher volume collector streets (generally more than 2,000 vehicles per day). Striping bicycle lanes establishes designated traffic channels that promote an orderly flow by both bicyclists and motorists. Shared bicycle/parking lanes generally function well where sufficient space is provided, and the parking turnover rate is low.</li> <li>▪ Paved shoulders are not a bicycle facility per se, but rather a roadway condition that improves bicycle travel and bicyclist safety. They function much like a bicycle lane by separating the motor vehicle travel from bikes. Paved shoulders are ideal for higher volume streets or highways (1,000+ cars per day) with rural cross sections (no curb and gutter).</li> </ul>	
<p><i>Treatment in this Plan:</i></p> <p>Although this Plan presents general recommendations regarding locations for future on-street bike facilities, more formal and detailed recommendations would require more in-depth analyses of the Town’s road network, including traffic patterns and street widths.</p>	<p><i>Linear Miles per 1,000 Population:</i></p> <p>There is no rule of thumb for providing on-street facilities per 1,000 persons. Their value extends beyond the Town’s boundaries and contributes significantly to overall quality of life.</p>
<p><i>Desirable Design Criteria for Bicycle Lanes:</i></p> <ul style="list-style-type: none"> <li>▪ Minimum width should be 4 feet, or 5 feet along an arterial street.</li> <li>▪ When used along a parking lane, at least 5 feet wide and located to the traffic side of the parking lane, except in unique situations.</li> <li>▪ Where bike lanes and on-street parking are provided, minimum combined width should be 11 feet (13 feet where there is substantial parking or turnover of parked cars is high).</li> <li>▪ Lanes painted with a bicycle pavement symbol or the words “bike lane” according to (AASHTO) standards.</li> <li>▪ Street signs should be used to identify bicycle lanes.</li> </ul>	<p><i>Desirable Design Criteria for Paved Shoulders:</i></p> <ul style="list-style-type: none"> <li>▪ Minimum width should be 4 feet, or 5 feet where traffic speeds exceed 50 miles per hour.</li> <li>▪ A stripe separating shoulder from roadway is recommended.</li> <li>▪ These are generally not marked as an exclusive bike facility.</li> </ul>

OFF-STREET RECREATION TRAILS	
<p><i>General Description:</i></p> <p>There are two primary types of off-street recreation trails: multi-use paths and rural walking/hiking trails.</p> <ul style="list-style-type: none"> <li>Multi-use paths are designed to accommodate bicyclists, walkers, runners, and in-line skaters. Such facilities are often located along railroad and street rights-of-way, rivers and lakeshores, and through parks.</li> <li>Rural trails provide connections between urbanized areas, and access to parks and open space areas. Walkways may be restricted to pedestrian use because of environmental conditions. In certain locations, they may also be suitable for equestrian and/or bicycle use. Rural walkways are often sited along creeks, streams, rivers, field boundaries, and through environmental corridors other natural linear systems.</li> </ul>	
<p><i>Treatment in this Plan:</i></p> <p>This Plan presents recommendations for the location of future off-street recreation trails. However, the design and type of such facilities will not be identified in this Plan.</p>	<p><i>Linear Miles per 1,000 Population:</i></p> <p>The provision of trails is best related to an analysis of supply versus demand and the size of the community, rather than a single quantitative standard.</p>
<p><i>Desirable Design Criteria for Multi-Use Paths:</i></p> <ul style="list-style-type: none"> <li>In urban areas, paths should be a minimum of 10 feet to accommodate two-way bicycle traffic. Paved surfacing is recommended to facilitate bike, walking, running, and skating.</li> <li>In rural areas, the path should be a minimum of 8 feet wide, surfaced with crushed limestone or similar.</li> <li>Avoid placement alongside roadways where multiple cross-streets and driveways are or will be present.</li> <li>Minimum 20 mph design speed.</li> </ul>	<p><i>Desirable Design Criteria for Rural Walking/Hiking Trails:</i></p> <ul style="list-style-type: none"> <li>Because these trail facilities often travel through sensitive environmental areas, they are generally not paved.</li> <li>Typically surfaced with crushed limestone, wood chips, hard packed earth, or mowed grass.</li> </ul>

TRAILHEADS	
<p><i>General Description:</i></p> <p>Trailheads can provide visible access points to major off-street paths in the community's system. They generally provide a parking area, locational and directional maps, or other information about the trail system. Some might contain restroom facilities, picnic tables, or benches for snacks or breaks. Such facilities should be sited with easy and direct access to the trail system.</p>	
<p><i>Treatment in this Plan:</i></p> <p>While this Plan does not make recommendations regarding the future location of trailheads, any future facilities should consider both existing and proposed park facilities and parking locations.</p>	<p><i>Number of Facilities per 1,000 Population:</i></p> <p>Location of trailheads are dictated by the proximity to specific trail facilities and is best related to an analysis of demand, rather than a single quantitative standard.</p>
<p><i>Desirable Design Criteria for Trailheads:</i></p> <ul style="list-style-type: none"> <li>▪ Info kiosk with trail/system map</li> <li>▪ Off-street parking</li> <li>▪ Benches and/or picnic facilities</li> <li>▪ Restrooms on-site or nearby</li> <li>▪ Signage, trail markers, trash receptacles</li> <li>▪ Lighting for security at night</li> </ul>	



## QUANTITATIVE ANALYSIS

According to the NRPA, the typical park and recreation agency offers one park for every 2,114 residents served, with 10.1 acres of parkland per 1,000 residents. The NRPA Standards provide a baseline and framework from which the Town can analyze the adequacy of its existing and proposed park facilities. The Standards enable an apples-to-apples comparison of parks and recreation facilities between communities. NRPA Standards are not a mandate for the Town, meaning it may ultimately choose to adopt policies to acquire more, or less, park land acreage or make additional, or fewer, park improvements than the standards indicate.

The demand for amenities varies substantially between communities. Historically, the Town has placed less emphasis on pocket and neighborhood parks than the national standard. This reflects the Town's transition from a rural community to one that is urbanizing. Smaller lot residential development—contextually—was rare in Ledgeview more than a decade ago. However, that has changed in the last decade as the growth of the Town has outpaced surrounding communities.

With this Plan, the Town is reprioritizing the need for smaller neighborhood parks and community parks in conjunction with important natural features or environmentally sensitive areas (ESAs) to provide better accessibility to residents within current development patterns and practices. It is important to the Town that subdivisions be connected to one another through environmental corridors. Neighborhood parks will continue to be critical for the areas they serve while large community parks will still be the jewels in the Town park system. Together, individual parks provide the destinations for ESA corridors to connect through.

### Existing Park Acreage Analysis

Table 11 presents a comparison of NRPA's park and recreation standards (acres per 1,000 persons) to the Town's existing park acreage totals. As indicated in Table 11, the Town currently has over 12 acres of parkland for every 1,000 residents, not including school grounds and special use areas. In general, NRPA standards recommend a minimum of 10 acres of parkland per 1,000 residents. However, it is not uncommon for communities to maintain higher levels of service for parklands based on local demand for certain types of parks or facilities or higher standards and priorities for these types of amenities.

Since 2015, the Town has added three neighborhood parks totaling more than 24 acres and purchased the 120+ acre Ledgeview Golf Course. Also noteworthy is that the Town exceeds the NRPA minimum standard for community park acreage. Again, this is not uncommon for towns—more so than cities or villages because of available acres—traditionally developed fewer, larger parks to serve their residents and regional user groups rather than neighborhood level of service type facilities.



TABLE 11: EXISTING PARK ACREAGE ANALYSIS, 2018

Park Type	NRPA Standard AC or MI/1,000 Persons	Recommended AC or MI*	Existing Town Park Facilities	
			Total AC or MI	per 1,000 Persons
Pocket Parks	0.25 – 0.5 acres	1.9 – 3.9 acres	0.5	0.1
Neighborhood Parks	1 – 2 acres	7.8 – 15.6 acres	24.2	3.0
Community Parks	5 – 8 acres	38.8 – 62.1 acres	74.7	9.4
Special Use/Open Space Areas	50 acres	388.2 acres	191.4	24.1
School Parks	Varies	Varies	51.5	6.5
Trails	0.5 – 4.0 miles	3.9 – 31.1 miles	6.2	0.8
<b>Total (parks+special use/open space)</b>	<b>6.6 – 10.5 acres</b>	<b>48.5 – 81.5 acres</b>	<b>342.3</b>	<b>43.1</b>
<b>Total w/out Special Use &amp; School Parks</b>			<b>99.4</b>	<b>12.5</b>

\* Based on January 2018 DOA population estimate (7,948)

### Projected Park Acreage Analysis

Table 12 and Table 13 outline the park acreage needs in the years 2030 and 2040 to correspond to the near- and long-term park needs and potential expenditures. A 10-year period is typical when collecting/ expending park fees, and the 20-year timeframe aligns with the long-term planning and growth needs for the Town.

TABLE 12: PROJECTED PARK ACREAGE NEEDS, 2030

Park Type	2018 Town Standard (AC or MI/1,000 persons)	Recommended AC or MI*	2018 Total AC or MI	Minimum Additional AC or MI Needed by 2030
Pocket Parks	0.25	2.7	0.5	2.2
Neighborhood Parks	1.25	13.5	24.2	- 10.7
Community Parks	12.00	129.6	74.7	54.9
Special Use/Open Space Areas	50.00	540.0	191.4	348.6
Trails	4.00	43.2	6.2	37.0
<b>Total</b>	<b>13.50</b>	<b>145.8</b>	<b>99.4</b>	<b>46.4</b>

\* Based on 2030 population projection (10,810) in Chapter 2 of this Plan.

TABLE 13: PROJECTED PARK ACREAGE NEEDS, 2040

Park Type	2018 Town Standard (AC or MI/1,000 persons)	Recommended AC or MI*	2018 Total AC or MI	Minimum Additional AC or MI Needed by 2035
Pocket Parks	0.25	3.1	0.5	2.6
Neighborhood Parks	1.25	15.6	24.2	- 8.6
Community Parks	12.00	150.0	74.7	75.3
Special Use/Open Space Areas	50.00	625.0	191.4	433.6
Trails	4.00	50.0	6.2	43.8
<b>Total</b>	<b>13.50</b>	<b>168.8</b>	<b>99.4</b>	<b>69.4</b>

\* Based on 2040 population projection (12,480) in Chapter 2 of this Plan.

### Park Land and Trail Evaluation

#### Pocket Parks

There are two pocket parks within the Town, in the Winding Water subdivision and the Belle Isle Meadows development. Using the parkland standard of one-quarter (0.25) acre/1,000 population within a one-quarter-

mile service area radius, there is currently a shortage of 2 to 3 parks or 1.4 developed acres for the community. It is not a Town focus to develop new pocket parks, but the Town will encourage their development as access adjacent to desirable environmental areas or where “left-over” development land is available.

### Neighborhood Parks

Using the neighborhood parkland standard of 1.0- to 2.0-acres/1,000 population within a one-half-mile service area radius, there is currently a surplus of 16.4 developed acres of neighborhood parks for the community. This is due to the development of three neighborhood parks between 2017 and 2019 to serve the population growth and new geographic service areas needing park facilities. The Town should monitor the need for development of additional neighborhood parks as its population continues to grow. Diversification of amenities should be a priority for neighborhood parks.

### Community Parks

When applying the NRPA community park standard of 5- to 8-acres/1,000 population, there is no current shortage of developed community park land within the town. Rather, there is currently a surplus. Community



Figure 34: Gazebo along the East River Trail within Ledgeview Park.

parks, because of their relatively large size, ability to host a variety of athletic activities, and the desirability of locating these at an acceptable site that incorporates natural or scenic features, must be targeted for acquisition well in advance of emerging development or the opportunity to acquire land may be lost. This is particularly the case for the east side of the town, where there will be a 55-acre shortage by 2030 and a 75-acre shortage by 2040. The addition of undeveloped properties dedicated for future recreational use should address this shortfall. The location should address

future needs for parks on the town’s east side in conjunction with the Town’s adopted Future Land Use Map.

### Recreational Trails and Trailheads

Recreational trails are the basis for the creation of a pedestrian-oriented community where walking and riding bicycles are safe and convenient methods of travel throughout the town. An integrated network of trails should provide cross town corridors that connect to the regional trail system. Trailheads and neighborhood access points provide parking and convenient access to the trail system.

The survey ranked trail usage and desire highly as a recreational resource for town residents. Pedestrians and bicyclists require safe, convenient and direct routes to link neighborhoods, schools, and commercial districts. Properly designed trails can also link natural open space areas located within the town to a broader open space trail system located in the outskirts of the Town and to other communities within Brown County.

Within the town limits, there are now approximately 5.9 miles of trails, both paved multi-use and unimproved pathways. The town has three trailheads which are at the end of the East River Trail. The trailheads connect to Ledgeview Park, a residential area, and a neighborhood business area. The park and commercial area provide parking, restrooms, picnic area, shelter, and concessions at the end of the trail. There is also a 1 mile long on-street bicycle lane on Dickinson Road, between the west town limits and CTH GV.



Figure 35: The Fox River State Trail trailhead on Heritage Road in De Pere. This trailhead and trail bisect the town from its “island” along the Fox River.

The current level of service for trail is 0.8-miles per 1,000 persons. This is far below the recommended average NRPA standard of 2.3-miles per 1,000 population. This plan outlines a minimum of 4.0-miles per 1,000 population, which is atop the NRPA Standard range, because the public input identified a significant desire for an interconnected on- and off-street trail system. There is currently a shortfall of 3.2 miles of trails per 1,000 residents. This shortfall will increase to 37-miles by 2030 and become 44-miles by 2040.

### Special Use/ Open Space Areas

The Town owns over 60 acres of land intended for conservation or that is dedicated natural open space within or adjacent to newer subdivision developments. It also owns a 123.5-acre golf course. The NRPA level of service standard for special use/open space is 50 acres per 1,000 population. There is currently a shortfall of 196.8 acres natural open space within the community. This shortfall is currently projected to grow to 348-acres by 2030, and to 434-acres by 2040.

Protecting natural open spaces is extremely important, particularly along waterways, around wetlands and wooded



Figure 36: The Meadow Ridge subdivision is an example of residential development in the Town that preserves natural resources for public benefit. Image: Brown County

areas, and along the escarpment. The Town desires to establish greenway connection between neighborhood developments, designated parks, and other open space areas. In addition to providing aesthetic and ecological benefits to the community, such areas can also accommodate various forms of passive recreation, including, but not limited to, hiking trails, educational and interpretive exhibits, outdoor education classes, picnicking, and nature study/bird watching.

### **Quantitative Analysis Summary**

The Quantitative Analysis of park categories and facilities shows that much of the expected deficit is in the supply of neighborhood parks and long-range community parks. Acreage from school facilities is not calculated into any of the shortfalls because the town does not have primary and unlimited use of these outdoor or indoor facilities.

The need for development of additional park facilities is clear. Some of the needed facilities for potential future recreation programs can be built on property already owned by the town. However, most of the land will be acquired and developed overtime. Due to Ledgeview's continued population growth from new residential developments, future neighborhood park and community park service needs will require an even greater effort to meet the town's desired Level of Service. It is important to balance property acquisition and recreational facility development, to ensure that as the population increases, current and future recreational needs are met.



Figure 37: An unnamed waterbody within the Town provides a unique environmental area.

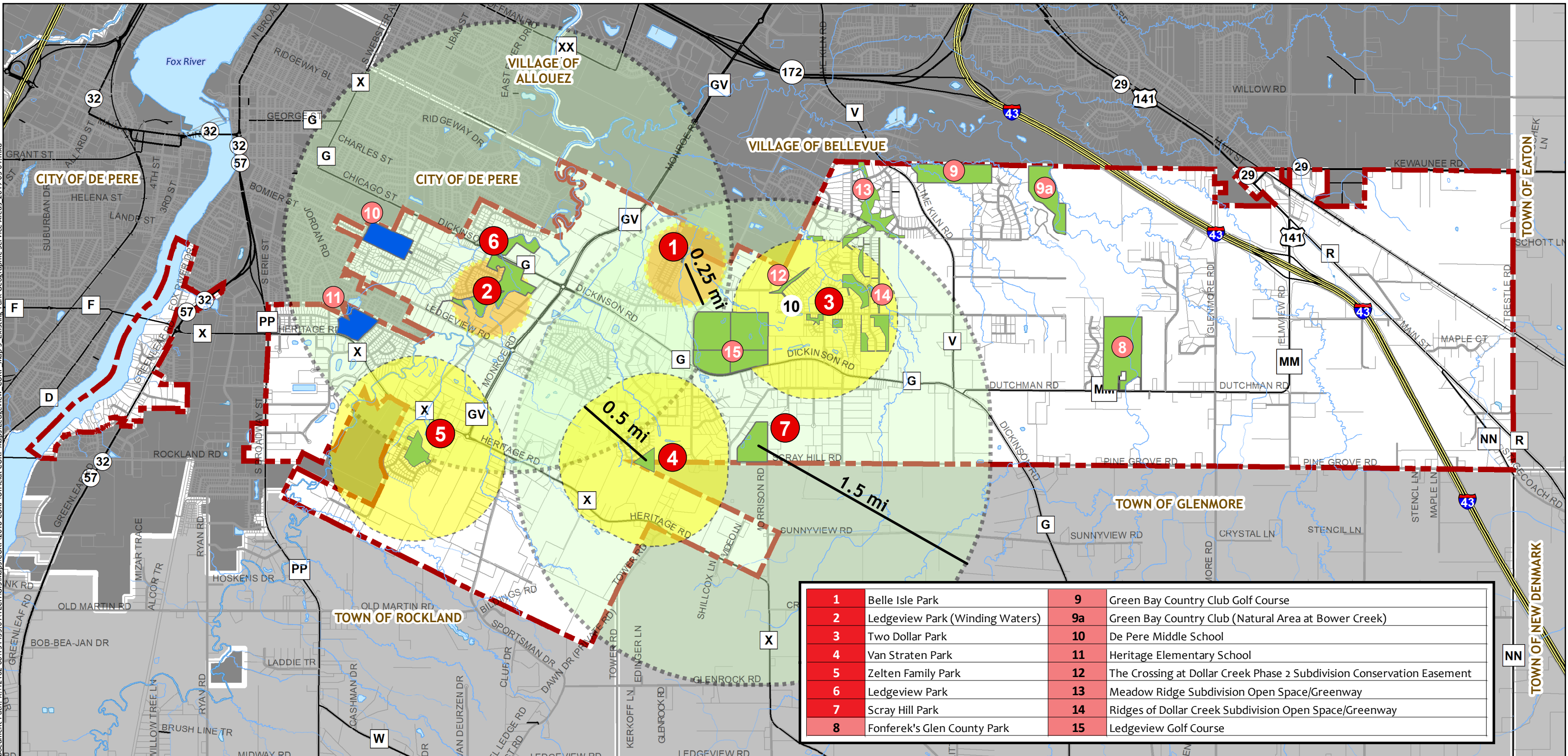
## **GEOGRAPHIC ANALYSIS**

The location and distribution of parks and recreational facilities also provides a good indicator of how well the existing park system is meeting the needs of the Town's residents. To illustrate this distribution, Map 5: Existing Park Geographic Service Areas depicts the service areas of the Town's parks. These service areas are based on the NRPA radii standards identified in Chapter 5 of this Plan as well as input regarding residents' use of parks from the public involvement events and Town staff.

An analysis of Map 5 suggests that while the central portion of the Town is well served by parkland, the northern, northwestern, and eastern areas of the Town are not being served. As the Town continues to grow to the north, east, and south, it will be necessary to dedicate additional parklands so that future residents have equitable access to parklands and open space.



## MAP 5: EXISTING PARK GEOGRAPHIC SERVICE AREAS



# MAP 5: EXISTING PARK GEOGRAPHIC SERVICE AREAS

## LEGEND

Municipal Boundary

Parks / Open Space

Schools

0.25 Mile Pocket Park Service Area

0.5 Mile Neighborhood Park Service Area

1.5 Mile Community Park Service Area

### TOWN OF LEDGEVIEW PARK & RECREATION PLAN 2019-2024

Map Date: 3/5/2019

Planning Services Provided By:

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While the amount of neighborhood parkland exceeds NRPA standards, there is a lack of neighborhood parks within walking distance of older residential neighborhoods, particularly on the western and northwestern portions of the Town. Placement of parks will have to be properly calculated, partially due to the town's natural geography and barriers like busy Arterial highways (e.g. CTH GV, CTH XX). Neighborhood parks should be evenly distributed throughout the Town to ensure safe and easy non-motorized access to neighborhoods with needed to for families/children cross the most heavily travelled corridors in Ledgeview (CTH G, CTH GV, CTH V, CTH X, CTH PP, and I-43).

Community parks appear to be adequate for the western-most (west of Monroe Road) and west-central (west of Lime Kiln Road) areas of the town, but do not provide service to the east-central (east of Lime Kiln Road) or eastern-most (northeast of I-43) parts of the town, where the population is less dense. Needs for developed community parks east of Lime Kiln Road are less immediate; however, focusing on acquisitions is most appropriate at this time.

## QUALITATIVE ANALYSIS

Although national quantitative standards provide a good basis for formulating the recommendations in this Plan, a thorough assessment of the Town's existing facilities must include a more subjective analysis that takes into consideration those characteristics that make Ledgeview unique from other communities. The qualitative analysis will achieve the following things:

- Identify those park system deficiencies and strengths that are not captured by universal standards;
- Ensure that future parks and recreational facilities are tailored to meet the needs of Town residents; and
- Allow for the establishment of a more reasonable and specialized level-of-service standard by which the Town can plan its future park and open space system.

The following is an assessment of Ledgeview's park and recreational facilities:

### **Baseball/Softball Diamonds**

In comparing facility capacity with the demands on existing diamonds, there is a shortage of diamonds for youth athletic practices and games. While the town does not offer a baseball/softball program, only 1 field is provided in all its public parks. However, the town negotiates the use of this field with privately organized athletic groups. There is currently a shortfall of diamonds



Figure 38: Existing softball diamond in Ledgeview Park.



in the near- and long-term. While the increase of fields at Scray Hill Park may decrease the deficit for this type of facility, the user demand still exceeds the standards for these types of recreational facilities. The 2 fields that are planned for development will help to offset the current field deficit if there was not an increased demand. In agreements with schools, some school fields could be used in partnership with the Town of Ledgeview and the De Pere Unified School District.

### **Soccer Fields**

Soccer is the largest youth participation sport in the country, and growth figures for future participants are exponentially greater than the rate of population growth. The growth is occurring in all age groups, even into the adult age group. The town itself does not offer a soccer program. However, five fields are provided at Scray Hill Park for use by privately organized teams and leagues. The De Pere Rapides have a 15-year commitment with the Town to use the fields for their teams. While the fields at Scray Hill Park provide important facilities, the user demand still exceeds the standards for these types of recreational facilities. In agreements with schools, some school fields could be used in partnership with the Town of Ledgeview and the De Pere Unified School District.

### **Lacrosse Fields**

Over 825,000 players competed on organized lacrosse teams in 2016, as reported in the annual US Lacrosse Participation Report (2016). The growth rate between 2001 and 2016 has exceeded 225-percent. Lacrosse continues to be the fastest-growing sport at the high school level, and 315,000 players competed in 2016. A lacrosse field is provided in Ledgeview Park, and the Town should coordinate with local lacrosse clubs such as the Bay Valley Lacrosse Association to determine demand to fulfill future facility needs.



Figure 39: Ledgeview Park has one painted Lacrosse Field.

### **Outdoor Basketball Courts**

Portable basketball stanchions are seen throughout Town neighborhoods on driveways, exhibiting a certain level of demand for such facilities. The increase of developed parks—especially neighborhood parks—will allow for additional hard surface/court locations. In 2018, a half basketball court will be added to Two Dollar Park. The Park, Recreation & Forestry Committee will evaluate the appropriateness to provide full or half basketball courts in Neighborhood Parks and Community Parks as a part of the development of individual parks.



### **Tennis Courts**

The Town of Ledgeview does not have tennis courts in public parks. The increase of developed parks will allow for additional court locations. The Park, Recreation & Forestry Committee determined that the need for public tennis courts should be evaluated with the design of neighborhood parks for appropriateness.



Figure 40: Playground at Phoebe Bakken Memorial Park, Cottage Grove, WI.

### **Playgrounds**

The current level of service standard for play areas is 1 playground per 2,000 population. The Town currently has 6 playgrounds, meeting this ratio for a population of 7,948 (4 needed per standard). Three playgrounds exist in Ledgeview Park, one each at the Winding Waters entrance, Creamery entrance, and Dickinson Road entrance and one playground exists at Scray Hill Park. Playgrounds were also added in Two Dollar Park and Zelten Family Park in 2018.

An objective for the town is to install unique play structures/areas at every park, accommodating varying age groups and accessibility levels. Larger community parks could accommodate multiple structures/play areas, accommodating two user groups. There is currently a need to provide

ADA accessible play structures within Ledgeview. National guidelines suggest a mixture of, and/or, separate structures for ADA access.

### **Volleyball Courts**

Ledgeview has 1 outdoor volleyball court (on grass without a sandpit). There are numerous areas within the neighborhood and community parks where volleyball courts can be set up for leisure play. If the popularity grows for outdoor volleyball, the town can easily research possible sites for volleyball facilities within existing parks and for inclusion in future neighborhood and community parks.

### **Rental facilities**

The Town of Ledgeview has areas such as the shelter at Ledgeview Park, and sports fields that are rented/leased for public and athletic use.

### **Town/School Agreements**

The Town of Ledgeview and De Pere Unified school District do not currently have agreements for the shared use of school and public park facilities. Such an agreement should be considered that covers all indoor and outside facilities. Many communities have partnered with school districts to provide improvements to school

sites and fields in order to provide public recreational opportunities after school hours. When combined, the Elementary and Middle School lands comprise 30 acres of parkland/open space in the Town. Through use of a variety of funding sources such as



Figure 41: De Pere Middle School fields. Image: Google, 2015

grants, sports groups, or CIP funds, improved or renovated school fields could provide another opportunity to reduce park acreage and facility needs within the Town.

While the presence of this land and its associated recreational facilities should not be discounted completely from this assessment, it is important to recognize that these facilities are not consistently open to the public, and school sponsored activities are given first priority when it comes to the scheduling and use of these facilities. Furthermore, while certain active recreational activities may be accommodated by these facilities, the parks are not designed for families or young children, and, together, they function more like a sports complex for organized teams than as a community park. For these reasons, it is important for the Town to provide and maintain an adequate number of its own facilities and parklands to meet local demand and to provide for different types of recreation.



# CHAPTER 7

## Recommended Park & Recreation Improvements



**Ledgeview**  
Set your sights high

# RECOMMENDED PARK & RECREATION IMPROVEMENTS

The following recommendations are based on projected growth rates and distributional deficiencies identified in the preceding chapters of this Plan. Over the next 20 years, it is recommended that the Town develop new pocket and neighborhood parks within new residential development, acquire and develop a community park on the east end, preserve key open space areas and natural features, and enhance bicycle and pedestrian connectivity to serve the Town.



## RECOMMENDED PARKLAND ADDITIONS

Map 6: Proposed Future Parks & Recreational Facilities shows the approximate locations for future neighborhood and community parks in the Town. These recommendations are based upon future growth areas and propose strategic locations for additional parkland in areas currently not serviced by Town parks. More precise park boundaries will be determined during the preparation of detailed neighborhood plans and when lands are acquired or platted. Following are general descriptions of the park recommendations.

### Recommended Pocket Parks

Over the life of this Plan, the Town will not be focusing on the Town-led acquisition or development of pocket parks. While such parks have value as a recreational resource for a subdivision, the Town has determined that as a policy decision it will focus on larger tracts of park lands and open space/natural areas, as pocket parks are labor – and resource – intensive to maintain. The Town will prioritize the inclusion of small dedicated areas of land or outlots within subdivisions that provide access to environmentally significant area and other open spaces. These lands will have frontage along roadways and will have prominent signage to highlight their availability to the public.

This policy does not include private or quasi-public outdoor recreation spaces that may be required in multi-family developments or planned developments to provide access to natural features. These privately developed and maintained parks should be integrated into the design of future neighborhoods or future multi-family developments based upon the following criteria:



- Each park should be centrally located within the neighborhood and highly visible to the public;
- Each park should be marked by obvious signage and should be clearly separated from adjacent residential lots;
- Each park should have enough space to accommodate a playground; a picnic area; and/or some open play area space or a small playfield; and, in some cases, a hard surface play area such as a half-court basketball;
- Each park should be easily accessible by walking or biking;
- Lands comprised of wetlands or floodplains, lands that are “left over,” unwanted, or restricted for development, and areas designated for stormwater management will not satisfy the parkland requirements for private development.

### **Recommended Neighborhood Parks**

This Plan recommends that the Town acquire and develop a series of neighborhood parks, the timing of which will coincide with the development of future growth areas. Recommended locations for future neighborhood parks are identified on Map 6 with an “N” for neighborhood and “#” for the park number. Parks should be integrated into the design of future neighborhoods based on the following criteria:

- Each park area should have enough space to accommodate a variety of both active and passive facilities. These may include but are not limited to: Playgrounds for a variety of ages; Picnic areas and/or shelters/pavilions; Open space and/or playfields; Hard surface recreational areas such as basketball or tennis courts; Walking paths.
- Each park should be easily accessible by walking or biking but should also provide minimal parking (on-street is sufficient) to accommodate visitors coming from farther away.
- Each park should be centrally located within the neighborhood and highly visible to the public;
- Each park should be highly visible from adjacent roadways, and open space or landscape should safely separate play areas.
- Each park should be marked by obvious signage and should be clearly separated from adjacent residential lots by landscaping or fences.
- Lands comprised of wetlands or floodplains, lands that are “left over,” or restricted for development, and lands designated for stormwater management will not satisfy the Town’s dedication requirements for active park lands.
- Gardens and landscaped areas and/or natural areas with trees and natural vegetation.
- Each park should be a minimum of 1.5-acres in area and be sized to accommodate the preferred design features listed below.

**N1. Area South of Heritage Road (CTH X) and west of Tower Road.** Over 130 acres of land, this former landfill site owned by Brown County contains extensive undisturbed woodlands, a paved driveway and large parking area. A neighborhood park in this area or adjacent to the south could benefit Green Bay area bicycling groups as a trailhead for organized rides. This expansive space also provides opportunity for a unique amenity for the Town, such as a mountain bike park or cross-country ski trails. Also see Recommended Open Space Areas, Trails, and Parklands, below.



Figure 42: The former Brown County landfill site provides opportunity for reclamation as future Town parkland. Image: Google Earth, 2018

**N2. Area near the east end of Copper Lane.** The Town should explore dedication of a future neighborhood park in this area. A park in this area would provide a great location for a trailhead near the geographic center of the community with very convenient access to regional transportation corridors. Development of park land should include a small off-street parking area, an open-air shelter, and walking paths. A playground may also be appropriate if desired by the immediate neighborhood. Based upon the size of the parcel, and its immediate neighbors, this could be a candidate for a future dog park.



Figure 43: Opportunity for future development exists at the eastern terminus of Dollar Road, Copper Lane, and Silver Lane. This area is ideal for expanded trails within open space and natural area adjacent to and within the Bower Creek ESA. The Town should focus on providing public access in this area.

Development pressure in the area on the east end of Silver Lane—extending north to Copper Lane and south to Dollar Road—has been steadily increasing. Large expanses of agricultural lands are framed by existing residential development and ESAs. Another option for the Town in this general vicinity is to pursue acquisition of the 39-acre parcel owned by the Green Bay Country Club. This parcel provides access to Bower Creek and would be an ideal location for a disc golf course. Access and parking improvements would be needed, but opportunity exists; as does the potential to partner with the Village of Bellevue directly to the north. See Recommended Open Space Areas, Trails, and Parklands, below.

**N3. Area north of I-43, near Glenmore Road and south of Main Street (US 141).** The planned development of the Ledgeview Business Park, combined with the ESA, provides an opportunity to develop a public space adjacent to natural features. This area of Ledgeview is relatively isolated because of the presence of high-volume road corridors such as I-43, US 141, and STH 29. Future residents or business park users in this area will need park space readily accessible without the need to cross busy roads. Development of this park should include a playground, picnic area, and trails.



Figure 44: Some areas north of I-43 contain ESAs adjacent to prime development land. These areas should include programming for recreation. Image: Google Earth, 2018

**N4. Area west of WIS 32/57 on the Ledgeview “Island”.** No public lands or parks exist west of WIS 32/57 in the Town. The Greenwood Cemetery provides opportunity for a walk or quiet visitation within the City of De Pere but few other recreational opportunities without barriers exist for the 1,000-plus residents in this portion of the Town. This plan recommends consideration of acquisition for parkland development or acquisition of an easement for access to the Fox River in this area.



Figure 45: Some undeveloped lots existing in “the island” of Ledgeview are ideal candidates for future neighborhood parkland development and should be considered for acquisition.

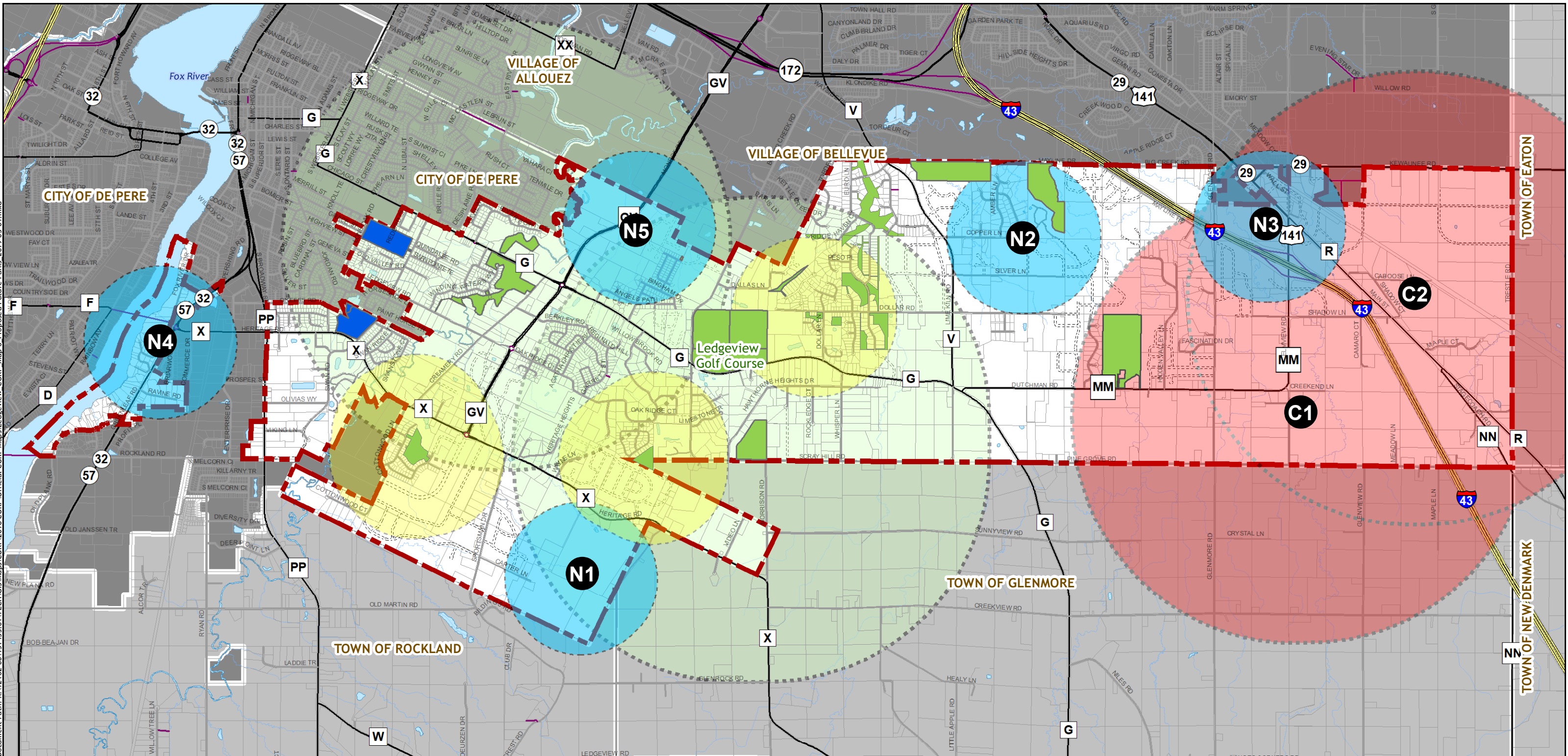
**N5. Area along CTH GV near northern Town boundary.**

Development of the CTH GV corridor is likely in the near future. The majority of this area is likely to be commercial or planned development inclusive of residential. Specifically, land abutting CTH GV is likely to be higher intensity commercial and transition to higher density residential and then lower density residential (existing or new) as it steps back from CTH GV and adjoins other existing single-family residential neighborhoods. A neighborhood park should be considered to support this development, catering to the needs of future residents east of CTH GV.

## MAP 6: PROPOSED FUTURE PARKS & RECREATIONAL FACILITIES



Document Path: X:\12162-00\131455\01\TECH\GIS\Maps\CORP\2018 CORP\Official CORP Maps\Ledgeview CORP Map 6 Proposed Future Parks 2019 03 04.mxd



# MAP 6: PROPOSED FUTURE PARK & RECREATIONAL FACILITIES

**LEGEND**

Municipal Boundary

Parks / Open Space

Schools

0.5 Mile Future Neighborhood Park Service Area

0.5 Mile Existing Neighborhood Park Service Area

1.5 Mile Existing Community Park Service Area

1.5 Mile Future Community Park Service Area

Future Neighborhood Park

Future Community Park

**Ledgeview**  
Set your sights high

**TOWN OF LEDGEVIEW**  
**PARK & RECREATION PLAN**  
2019-2024

Map Date: 3/4/2019

Planning Services Provided By:

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### **Recommended Community Parks**

It is recommended that the Town continue to develop Scray Hill Park with improvements to serve existing and future residents and changing demands for sports fields. A later section of this Chapter, *RECOMMENDED IMPROVEMENTS TO EXISTING PARKS*, outlines the planned improvements for Scray Hill Park and the associated costs.

**C1. Area west of Elmview Road or south of Dutchman Road (CTH MM).** A future community park in eastern Ledgeview (identified as C1 on Map 6) located on the east side of CTH MM should focus on providing complementary facilities as those in Ledgeview and Scray Hill Parks. There are large tracts of agricultural land adjacent to environmental features (streams) that are ideal for park land. The future park should be a minimum of 20 acres in area (ideally 40 acres). To serve the growing population, the Town is in overwhelming need of additional facilities for organized athletic leagues such as rugby, baseball/softball, football, lacrosse, soccer, or similar based on population. Development of park C1 should be lighted for evening use. The development of these facilities in the future will provide and support facilities for organized activities. The Town will strive to partner with private athletic organizations to encourage the development of these facilities in a similar manner as the development of Scray Hill Park.

Amenities should include: Coordinated fields/diamonds/courts - Baseball diamonds (min. 2 and up to 4) / Fields for football, rugby, lacrosse, or soccer; Off-street parking area with lighting; Pavilion with concessions and space for public rental, covered picnic area; Restroom facilities; ADA compliant play areas for children under the age of 10 years; Paved paths/recreational trails; Splash Pad/water feature; Natural areas; Drinking fountains; Picnic area, tables, and benches and bike racks.

**C2. Area east of Main Street (CTH R), west of Trestle Road, and south of WIS 29 (Kewaunee Road).** A future community parks in eastern Ledgeview (identified as C2 on Map 6) to the east of Interstate 43 should be a minimum of 20 acres in area (ideally 40 acres). Large tracts of agricultural land typically provide a blank slate for development of park facilities. Programming around environmental areas offers opportunity for educational components and unique assets may attract users to this portion of the Town.



Figure 46: The area east of I-43 contains large areas of ESA and natural open spaces which the Town may take advantage of for preservation and park space. Image: Google Earth, 2018

Development of these community parks are not anticipated within the immediate future, and it is unlikely that



both parks will develop simultaneously. This Plan recommends that the Town consider acquisition of lands for one of the community parks by partnering with a local sporting organization to identify the preferred location for such facilities.



## RECOMMENDED SPECIAL OPEN SPACE AREAS

Environmentally sensitive areas (ESAs) are defined by the Brown County Planning Commission as portions of the landscape consisting of valuable natural resource features that should be protected from intensive development. They are an all-encompassing zone which includes all lakes, rivers, streams, wetlands, floodways, uplands, and other locally designated significant and unique natural resource features, such as the Niagara Escarpment. ESAs also include a setback or buffer from these features, or outright preservation. In addition, they include areas of steep slopes (slopes 12-percent or greater) when located within or adjacent to any of the features noted above. Research and experience from throughout Wisconsin indicate that the potential exists for significant adverse water quality impacts if these areas are developed.

Identification and protection of ESAs is required by both state and county regulations under Wisconsin Administrative Code NR 121 and the Brown County Sewage Plan prepared by the Brown County Planning Commission, as well as the Ledgeview and Brown County Subdivision Ordinances. These regulations are enforced during the review and approval of all land divisions and/or public sanitary sewer extensions. The intent of the ESAs is to protect natural resource features and uplands from the adverse impacts associated with development.



Figure 47: Visible from the paved trail between Euro Lane and Meadow Sound, this ESA provides some natural area for exploration.

The Park, Recreation, & Forestry Committee prioritizes that development proposals (Area Development Plans, Certified Survey Maps, Preliminary and Final Plats) integrate ESA areas as publicly accessible and preserved open space throughout the Town. The Park, Recreation, & Forestry Committee desires to develop a network of parks, wildlife and natural areas, and environmental corridors that link to each other and nearby neighborhoods like pearls on a string. This network of “strings and pearls” will provide readily accessible opportunities for residents and visitors to get outdoors to hike, bike, watch wildlife, and participate in other nature-based activities to improve residents' quality of life and unite various groups with the common goal of preserving precious pearls of Ledgeview. It is important to note that the Park, Recreation, & Forestry Committee desires to protect the ESAs for the benefit of both the public and animal habitat.

**Recommended Special Open Space Areas, Trails & Parklands**

This plan identifies protection and enhancement of the Town’s most important natural resource features as an important element for the Town moving forward. It is important that the Town follow through on the following recommendations regarding natural features and environmental assets to ensure that the desirable natural character of Ledgeview is retained:

- Obtain and preserve views to and from the Niagara Escarpment.
- Obtain and preserve public access to and along the Niagara Escarpment.
- Protect the Niagara Escarpment from excessive development.
- Protect and improve the tree canopy on the Niagara Escarpment.
- Require the planting of trees during development.
- Obtain and preserve public access to the East River.
- Promote a trail and greenway along the East River.
- Increase the amount of public open space within the Town.
- Protect and improve significant existing wildlife habitat areas.
- Protect existing stands of woodlands within the Town.
- Protect valuable and significant wetlands in the Town that serve as wildlife habitat areas, storm water management areas, and open space areas.
- Develop greenway buffers (greenways) from development along waterways and ESAs.
- Retain natural resources and characteristics of greenways.
- Provide public access within greenways.
- Conserve natural resources through promotion and development of recreational opportunities.
- Celebrate the Town’s heritage of social, natural, and cultural resources through promotion and development of recreational opportunities.
- Maintain the Town’s attractive atmosphere.

***Ledgeview Heritage Trail.*** The Niagara Escarpment is a precious resource that should be protected from overdevelopment and celebrated with public access and amenity. To do this, the development of a Heritage Trail following the Niagara Escarpment is recommended. As recommended in the Comprehensive Plan, “the Town should work to encourage tourism opportunities that celebrate the area’s cultural, historic, and archeological resources and bring economic vitality to the community.” What better way to do this than development of linear foot trail along the town’s namesake resource. Adding further amenities like bicycle trailheads and overlooks or viewing platforms will attract attention to the Niagara Escarpment furthering the public’s awareness of its significance.



The National Trust for Historic Preservation defines heritage tourism as “travelling to experience the places, artifacts, and activities that authentically represent the stories and people of the past.” Cultural heritage tourism helps make historic preservation economically viable by using historic sites and landscapes to attract travelers. The National Trust for Historic Preservation also indicates that studies have shown that heritage travelers stay longer and spend more money than any other kind of travelers and a good heritage tourism program can improve the quality of life for local residents as well as serve visitors.



Figure 48: Like pearls on a necklace, the Town’s existing and future pedestrian accommodations (trails, sidewalks) recommended in this plan can be strung together as a Ledgeview Heritage Trail which celebrates the Town’s social, cultural, and natural resources.

Further, the federal Land and Water Conservation Fund (LWCF), administered through the WDNR, was created by Congress in 1965. LWCF is a bipartisan commitment to safeguard natural areas, water resources and our cultural heritage, and to provide recreation opportunities to all Americans. National parks as well as national wildlife refuges, national forests, rivers and lakes, community parks, trails, and ball fields in every state were



set aside for Americans to enjoy thanks to this Act. This resource provides an ideal funding match for the Town to implement its namesake trail.

The National Park Service (NPS), in cooperation with the Niagara Escarpment Resource Network (NERN) is in the process of identifying and mapping a 170-

mile greenway corridor associated with the Niagara Escarpment. Existing resource and recreation-based nodes will be identified in order to develop a connected network of regional and local sites which may include off-road and on-road walking and bike trails and routes. The Town should cooperate with these entities to ensure the success of these projects.

**Half Crown Road/Three Penny Court Open Space.** This unimproved open area provides an ideal opportunity for walking trails and provides access to a waterfall. The Park, Recreation, & Forestry Committee does not recommend the lands for active recreation (i.e. – ballfields) but does desire the ability for users to walk their dogs on-leash, amongst other passive uses. Specific improvements to enhance the open space usability are: signage, natural walking trails, an overlook for stream/falls viewing, benches, and fencing. Adding a natural (dirt, woodchip) trail in this natural area would support a Ledgeview Heritage Trail connection.



Figure 49: The open space north of Three Penny Court includes a stream/waterfall and provides an ideal place for unimproved trails. Image: Google Earth, 2018

**Natural Open Area / Brown County Landfill Site (future N1).** One of the largest remaining contiguous forested areas of land in Ledgeview exists to the west of the Brown County Former Landfill Site. This area is filled with steep slopes leading to ravines created by tributaries of the East River. It also sits at the base of the Niagara Escarpment which is defined by the landfills eastern edge.



Figure 50: The wooded open space and Brown County Landfill seen from the west. These sites provide significant opportunity for additional recreational programming and would provide an ideal terminus for a Ledgeview Heritage Trail. Image: Google Earth, 2018

Opportunity abounds in this area to create one or several unique natural resource amenities in the form of a new park on the former landfill site, a network of walking, cross-country running, hiking, or skiing trails, mountain biking trails, etc. The landfill site is notably one of the highest elevations in the Town, meaning it is not only highly visible from various points in Brown County, but it provides some of the best views into the Fox River Valley. The Town should work with the County to make these views public.

**East River & Bower Creek Greenways.** Greenways should be created and/or maintained along the Town's primary drainage corridors, including the East River, Bower Creek, and some of their associated tributaries.



The greenways should, at a minimum, include the floodway portion of the corridor and, ideally, the floodplain and adjacent wetlands and steep slopes. The corridors that are preserved would remain mostly undeveloped as wildlife corridors and would preserve natural beauty, provide storm water management areas, and link parts of the Town together. The greenways would also enhance public access and allow the Town to capitalize on the intrinsic value of its most notable natural features. Acquisition of greenways could occur any time that an opportunity arises. Generally, it would occur at the time adjacent lands are developed and could be accomplished either through dedication or purchase.

If public acquisition is not feasible, private ownership subject to conservation easements should be considered. Lands within the greenways should be used only for passive recreation, such as trails.



Figure 51: The area along the East River provides an ideal greenway worth protecting. Image: Google Earth, 2018.

**East River Greenway Overlook.** A future node along the East River is recommended in the Town’s Monroe Road Neighborhood Center District Pattern Book. This space would likely be classified as special open space, such as an overlook or within a larger greenway. The space is created by realigning Creamery Road away from the East River and its associated wetlands and floodplain. A multi-use path brings multi-modal access and the placement of multi-family residential apartments or condominiums along Creamery Road will define the streetwall and provide eyes on the park both day and night. Development of a greenway along the East River will also compliment the Village of Bellevue’s East River Parkway, creating a larger ecological impact on the region.

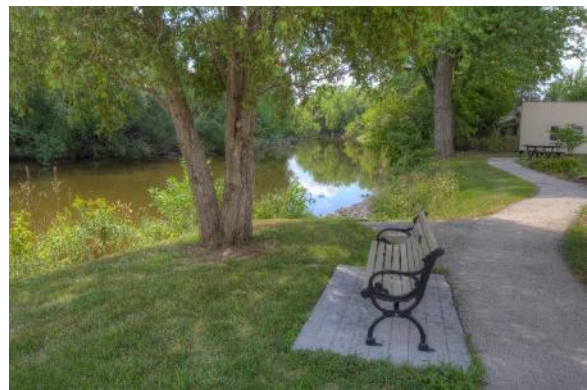


Figure 52: This image shows what the area along the East River could look like within Ledgeview if a park and multi-use trail extension were developed.

**Bower Creek Greenway.** As noted in the Recommended Neighborhood Parks section above, the area at the eastern terminus of Silver Lane, Copper Lane, and Dollar Road will likely face development pressure over the life of this plan. At least one future neighborhood park (N2) has been identified in this area to both support this development but also to proactively look to protect the natural resources surrounding the Bower Creek.

Because of the expansive woodlands and steep slopes associated with the Bower Creek and other tributaries, little or no development is expected in these ESA areas. These areas are recommended for future public use and the Town should work to provide access to them.

The Town should consider looking at the 39-acre wooded parcel owned by the Green Bay Country Club which exists adjacent to the Green Bay County Club Golf Course. This parcel is undeveloped and contains Bower Creek which runs along its eastern boundary. Access to this parcel is somewhat restricted as it is low-lying and was carved out by Bower Creek, so steep banks exist on its edges. This parcel may provide a unique opportunity for a disc golf course or other passive recreation.



Figure 53: Wooded baskets like the one above provides the type of challenge disc golfers are seeking. The ESA areas near Bower Creek could provide just that challenge. Image: emeraldisle-nc.org

**Agricultural Preservation via Recreation.** The Dairy Aire and Money Maker Ledgeview Loop Bicycle Routes encircle the portions of the Town included in the Brown County Farmland Preservation Plan. As a way of supporting agricultural preservation (recommendations of the Comprehensive Plan and Viewshed Analysis) as well as encouraging bicycle recreation, this plan recommends the implementation of all the Ledgeview Loop routes. Facility improvements to accommodate bicycling (e.g. shoulder widening) may be needed on some local roads and the Town can work with the County to ensure approval of signage as needed. Additional improvements to these specific Ledgeview Loop routes like trailheads or information signage can be added overtime as amenities to enhance the public awareness and appreciation of the important of the town's agricultural heritage and current agricultural production.

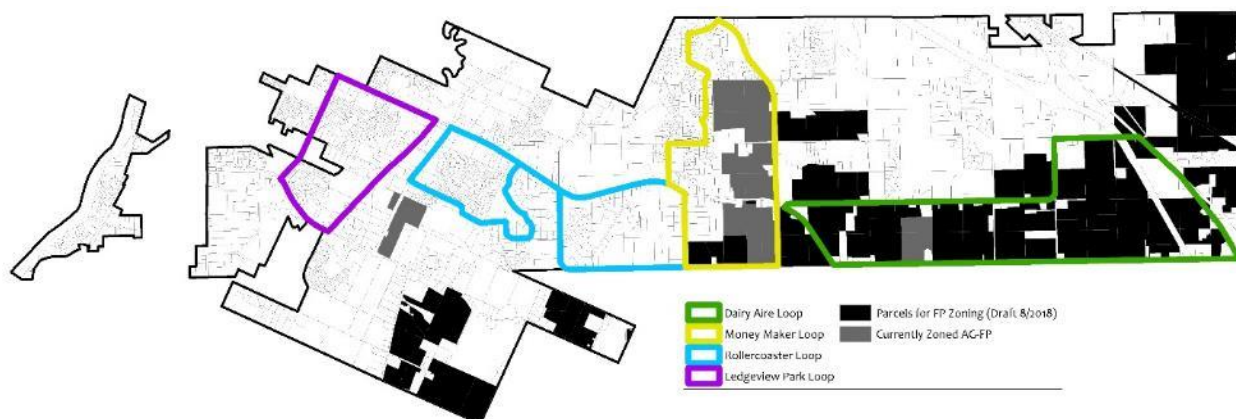


Figure 54: The Dairy Aire and Money Maker Ledgeview Loops expose bicyclists to agricultural lands, which aids in awareness and preservation practices.



## RECOMMENDED MULTI-USE TRAILS, PATHS & ROUTES, & ON-STREET BICYCLE FACILITIES

Map 7 identifies general proposed locations for future trails, off-street paths and on-street bicycle accommodations (e.g. bicycle lanes, paved shoulders, etc.). The Town should pursue the acquisition of trail easements to accommodate off-street trails and should follow AASHTO guidelines when designing and installing on-street bike facilities. Ultimately, the Town-wide trail network should interconnect parks and open space systems within residential and commercial areas. Signage should be used wherever possible to guide trail users throughout the Town.



Figure 55: An off-street multi-use path over the East River in Ledgeview Park, north of CTH G.

A number of proposed bicycle or general-purpose paths have been proposed in regional recreation plans that require connections to and through the Town of Ledgeview. In some cases, the exact nature and location of the trails has not been determined. For example, connections from the Town of Ledgeview to nearby County Parks could be in the form of bicycle lanes on the shoulders of existing highways and would merely require signage designating the routes. Alternatively, some segments, could be separate multi-use trails either within or outside of the public road

rights-of-way. Though it is unlikely that the Town of Ledgeview would have direct jurisdiction over most of these proposed trails, the Town will play a key role in determining the characteristics of those segments within and around the Town.

### Unimproved Trails or Paths

Unimproved trails or paths are informal hiking trails or footpaths that connect or provide access to natural features such as woodlands, wetlands, open areas, or streams. These trails or paths are intended for pedestrian use and can be paths within an urban area (neighborhood), or through the rural countryside. Ledgeview is currently striving to make the community more conducive to non-motorized transportation through the use of less traditional trails in important



Figure 56: Simple, unimproved trails can be some of the most widely used in any community. Image: Wisconsin Explorer.

natural features. A well-designed trail should include as many points of interest as practical and feasible along the length of the trail. Some points of interest may include:

- Geologic features such as bluffs of sandstone or limestone
- Hydrological features such as ponds or lakes
- Cascades or waterfalls
- Historic and cultural features
- Large or interesting trees

These types of facilities would typically be located within an easement or an outlot to allow for public access/use. Signage will be needed to direct users. The path or trail width would vary depending upon use and area topography. When a trail passes across a flat area that is not wet, brush and undergrowth are removed to create a clear, walkable trail. A boardwalk would be needed for crossing wet or marshy areas, and a bridge is built when a stream or ravine's sufficiently deep to make it necessary. Such trails would not necessarily be maintained by the Town but could be maintained by a neighborhood association or "Friends" group. Maintenance items would include clearing trails of fallen branches or limbs, ensuring no wash-outs, and patching cracks.

Unimproved trail improvements are considered primarily along a future Ledgeview Heritage Trail (along the Ledge) and along ESA areas, such as within a future East River or Bower Creek Greenway. Along the Ledge, unimproved trails serve two purposes – provide access within parks and open space areas and make connections to other improved facilities such as sidewalks or multi-use paths. Within Parks and Open Space Areas, unimproved trail may serve as loop trails such as within Ledgeview Golf Course or as destination trails such as to a hidden waterfall on Tranquility Trail. On the eastern portion of the Town, several unimproved trails are shown on Map 7. These are meant to represent future public access to ESA areas and provide a unique hiking experience in rural portions of the Town.

#### Multi-Use Path

A multi-use path is physically separated from motor vehicle traffic and can be either within the highway right-of-way or within an independent right-of-way or easement. Multi-use paths include bicycle paths, rail-to-trails or other facilities built for bicycle and pedestrian traffic. Multi-use pathways can be a safer type of facility for novice bicyclists because they do not have to share the path with motor vehicles. The design includes adequate width for two-directional use by both cyclists and pedestrians, provision of good sight distance, avoidance of steep grades and tight curves that force bicyclists to make awkward movements, and minimal cross-flow by motor vehicles.

Multi-use pathways are generally expensive to build because they are entirely separate facilities from the roadway. The path should function as a mode of transportation between well-defined locations, such as schools, residential subdivisions, and shopping centers. The pathway should foremost have a transportation purpose, which does not exclude recreation. Multi-use pathways need continuity with other facilities. A multi-use pathway should not just end, leaving bicyclists stranded with no nearby bikeway connection.



Figure 57: On-Street Bicycle lanes exist on Monroe Road adjacent to the multi-use trail to provide accommodations for both recreational rides and those commuting.

Multi-use pathways located adjacent to a highway may result in bicycle/motor vehicle conflicts at driveways and with turning traffic at intersections with roadways. Addressing planning and design concerns for a multi-use pathway is very much like selecting a roadway functional design. Some similar design considerations include horizontal and vertical alignment, sight distance, grades and pavement structure. The minimum paved width for a two-directional multi-use pathway is 10-feet. When a multi-use pathway is located parallel to the roadway, a minimum separation of 5-feet should be provided. The Town is evaluating whether to allow dogs on a leash on the improved trails.

As noted in the 2016 Brown County Bicycle and Pedestrian Plan Update, one method of estimating the relative safety of bicyclists on trails that run parallel to streets was developed by the League of Illinois Bicyclists (LIB). This “Sidepath Suitability Index” is designed to enable communities and other entities to rate the safety of existing parallel paths, determine if a new path would be an appropriate option, and identify methods for making existing or planned paths as safe as possible. This suitability should be consulted when planning a new multi-use path in Ledgeview.

The following potential multi-use trail segments should be given the highest priority when considering new off-street trails in Town:

**WIS 32/57 Multi-Use Trail, Fox River State Trail to Rockland Road (both within and beyond Town boundaries).** No public lands, parks, or trails exist west of WIS 32/57 in the Town. The recent construction of the WIS 32/57 intersection with CTH X as a roundabout

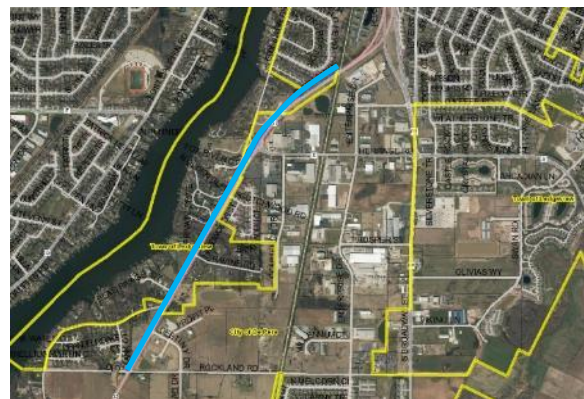


Figure 58: A new multi-use trail (in blue above) within the WIS 32/57 right-of-way provides new and improved regional access for residents of the Town if it connects to the 25+ mile Fox River State Trail.

provided the framework to expand the Town's multi-use trail network along WIS 32/57. This multi-use trail would provide an access within the Town to the Fox River State Trail as well as provide recreational opportunities for the residents landlocked on "the island" portion of the Town. The Town should continue to work with the City of De Pere, Brown County, and WisDOT to pursue this connection as well as improve the non-motorized access to this area along CTH X (Heritage Road).

**East River Trail Extension to Heritage Road (CTH X).** The Town has always talked about extending the East River Trail south to Ledgeview Road. As part of the Winding Waters development a trail easement was dedicated along the west side of the river. The area of the easement near lots 30, 31, & 32 is too close to the river and would require a cantilevered trail structure. Furthermore, numerous trees would need to be cut down in the back yards of these 3 lots and the trail would be located right in their back yards. It was determined early on that this route is not feasible. A second option would require a bridge over the East River and easements from 3 property owners to extend the trail to Ledgeview Road. Again, floodplain issues would need to be dealt with along with any wetland impacts. Estimated cost for this section of trail is \$280,000 - \$310,000.

The section of East River Trail from Ledgeview Road to CTH X would start west of the trail coming from the north on Ledgeview Road. One bridge would be required to cross the East River. The trail could follow the power lines for a portion then vary to avoid some sloughs. Two options to connect to CTH X exist. One option is to connect along the power lines, but this would require the trail to pass by some homes. The second option would run the trail closer to the East River in a low land area but then need to come up the slope of the roadway. Estimated cost for this section is \$340,000 to \$370,000. This would affect approximately five property owners.

#### **Stone Silo Circle to Trumpeter**

**Trail Connection.** The Town owns a strip of land from Stone Silo to Trumpeter Trail that is 20 feet wide. This strip was dedicated by the subdivisions for a pedestrian connection. This area also has a navigable waterway with a floodplain and large areas of wetland adjacent to the waterway. The WDNR requires municipalities to avoid the filling



Figure 59: The abundance of unique environmental features in Ledgeview create natural barriers to connectivity. The image above shows the 20-foot strip of land owned by the Town which crosses the East River. These conditions must be prioritized for improvement. Image: Google 2015 and Mead & Hunt Inc.



of wetlands and the large floodplain causes issues with crossing the waterway. Only option to cross this area would be a boardwalk on either side of the creek and a bridge at the creek. Any obstruction placed in the floodway can cause the backwater to increase. If there is any increase in the backwater, easements would need to be obtained from the property owners affected. The piers for the boardwalk and bridge will cause this increase in backwater which would then require the easements. Depending on the increase and the slope of the creek it may affect only a few properties, or it could affect several. Estimated cost for a boardwalk and bridge for this crossing is \$275,000 to \$325,000.

**Ledgeview Road Connection from Creamery Road to Winding Waters Road.** The Town has 5-foot wide sidewalk on Ledgeview Road west of Winding Waters Way and a 10-foot trail on Ledgeview Road east of Creamery Road. Connecting these two pieces of pedestrian/bicycle infrastructure would provide connectivity from Monroe Road east into the City of De Pere. Because the East River overtops Ledgeview Road any trail will need to either be at the same elevation as the roadway which means it will be under water at various times of the year or the trail will need to be a boardwalk in areas. The trail will need to have a bridge the same length as the roadway bridge as not to affect the backwater of the floodway. Project should be able to be constructed in the existing roadway right of way. The estimated cost for this project is \$300,000 to \$350,000.



Figure 60: The bicycle and pedestrian network is missing a significant connection along Ledgeview Road. Above, the red dash exhibits that missing link while the yellow solid lines represent some form of bicycle or pedestrian accommodation (on-street lanes, marked bicycle route, multi-use trail, or sidewalk) or both.

**Copper Lane south to Pine Grove Road.** This area will likely see development pressure in the near term. Priority should be given to the development of a north-south multi-use path in this area to provide connections to the planned on-street bicycle network and subdivision sidewalks. This multi-use path will likely be considered as development occurs, so it can be coordinated efficiently.

**CTH GV multi-use trail extension.** The future extension of CTH GV as a southern bridge connection over the Fox River will include a multi-use path and on-street bicycle accommodations. This will closely match the existing accommodations running from the Ledgeview/Bellevue border to CTH XX.

**Brown County Landfill trail loop and western extension to CTH GV.** As mentioned above, the future development of parkland or recreational land on or near the Brown County landfill site should be a priority for the Town. A paved trail in this area provides access for a multitude of users. This also provides opportunity to connect west to CTH GV and open up different portions of the Town for bicycling.

**Dollar Road western extension to Bower Creek Road and beyond.** With the recent acquisition of the Ledgeview Golf Course, it is imperative that the Town provide non-motorized access to and through it. One primary way this can be done is to connect Dollar Road to the west, or if not possible, extend a multi-use trail down the escarpment to overcome the physical separation of this portion of the town. Additional development along Bower Creek Road is expected in the Town, so connecting Dollar Road to Bower Creek Road provides a great trail connection for existing and future neighborhoods. Further extension to or across the School District Property can also provide access to CTH G and west into more urbanized portions of the Town.

#### Signed Bicycle Routes

A signed bicycle route is typically designated along more lightly traveled residential or secondary roads and is indicated by signs with or without a specific route number. This type of facility should have appropriate directional and informational markers. Signed bicycle routes are designated by the jurisdiction having authority over the roadways included in the bicycle route system. Adding pavement width to the existing roads signed as bicycle routes is not normally required; however, choosing routes with minimal traffic hazards is typically part of the process to create a good route. Bicycle routes are often utilized to direct bicyclists to less-congested roadways that may follow the same general corridor as more heavily traveled arterial highways.



Figure 61: In 2018, the Town began installing bicycle route signage to support the development of more formal on-street bicycle routes.

A bicycle route is a suggested route to get to a specific destination. It may include stretches of other designated bicycle facilities, but in general, a bicycle route does not require that the road include any special bicycle facilities.

For instance, a signed bicycle route may designate a preferred set of roads from a school to a residential neighborhood.

A network of such routes may be connected to provide bicyclists with a safe and appealing way to get around the community. Planning for a bicycle route begins by defining the purpose and need for the facility.

- Designating a bicycle route is a cost-effective way to inform bicyclists of a safer way to get to their destinations.
- A bicycle route should be part of a comprehensive bicycle system.
- Roadways to be recommended as bicycle routes should have low traffic volume and low posted speed limits.
- Bicycle route signs should include directional arrows to guide the bicyclist at intersections with other roadways.

#### On-Street Bicycle Lanes

Bicycle lanes may be considered when it is desirable to delineate road space by striping and/or pavement markings for the exclusive use of bicyclists. Streets striped with bicycle lanes should be part of a connected bikeway system rather than being an isolated feature. Striped bike lanes can be effective as a safety treatment, especially for less-experienced bicyclists.

Most bicyclists will choose a route that combines direct access with lower traffic volumes. An origin and destination of less than 4 miles is desirable to generate usage on a facility. Two-lane collector streets with lower traffic volume, low-posted speed limit, roadway width adequate for both bike lanes and motor vehicle travel lanes, and an absence of complicated intersections is the most appropriate location for bicycle lanes. High traffic volume, undivided, multi-lane roadways with a continuous center turn lane are less desirable.

- Under ideal conditions, the minimum bicycle lane width is 5-feet, not including the concrete gutter.
- Roadways striped with bicycle lanes should be connected to a system of bikeways (other roads with striped bicycle lanes, signed bike routes, or off-road bicycle paths) to be effective.
- Abrupt termination of bike lanes at hazard or constraint locations creates a situation that may force bicyclists to make awkward movements in traffic.
- Bike lanes striped on roadways with numerous complicated intersections may give some less-experienced bicyclists a false sense of security.

The Park, Recreation, & Forestry Committee has approved the installation of a series of priority bicycle routes, known as “Ledgeview Loops” to provide a backbone system to the Town of Ledgeview. These are illustrated on Map 4 and Map 7. It is anticipated that the identified routes will begin as *Signed Bicycle Routes* (as explained earlier in this Chapter) and transition to Ledgeview Loops overtime. In this way, public awareness is raised about the importance of these routes for bicycle travel, especially for motorists. These routes should be further evaluated to readily accommodate *On-Street Bicycle Lanes* and/or *Paved Shoulders* or following minor infrastructure improvements.



The Town should explore grant programs such as Safe Routes to Schools to assist with financing such improvements. As these roadways are included in the various capital improvement programs (CIPs) for the Town and County, these routes should be evaluated or designed to comply with TRANS 75 of the Wisconsin Administrative Code for Complete Streets that includes the inclusion of on-street and off-street improvements for non-motorized mobility. The priority routes (in alphabetical order) identified by the Park, Recreation, & Forestry Committee include:

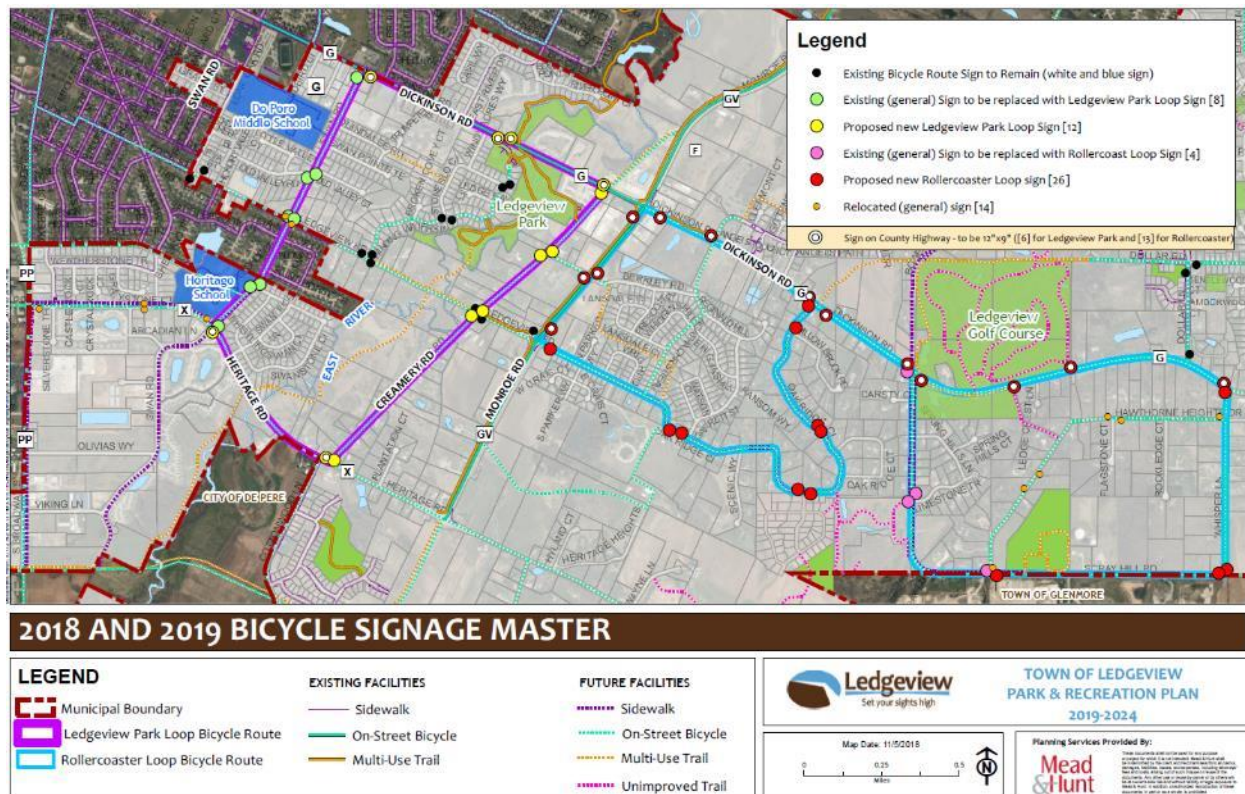


Figure 62: This working map shows the locations of signage for the first Ledgeview Loops (Ledgeview Park Loop and Dairy Aire Loop) to be installed in 2019. The new loop signs will replace the existing general Bicycle Route Signage previously installed there.

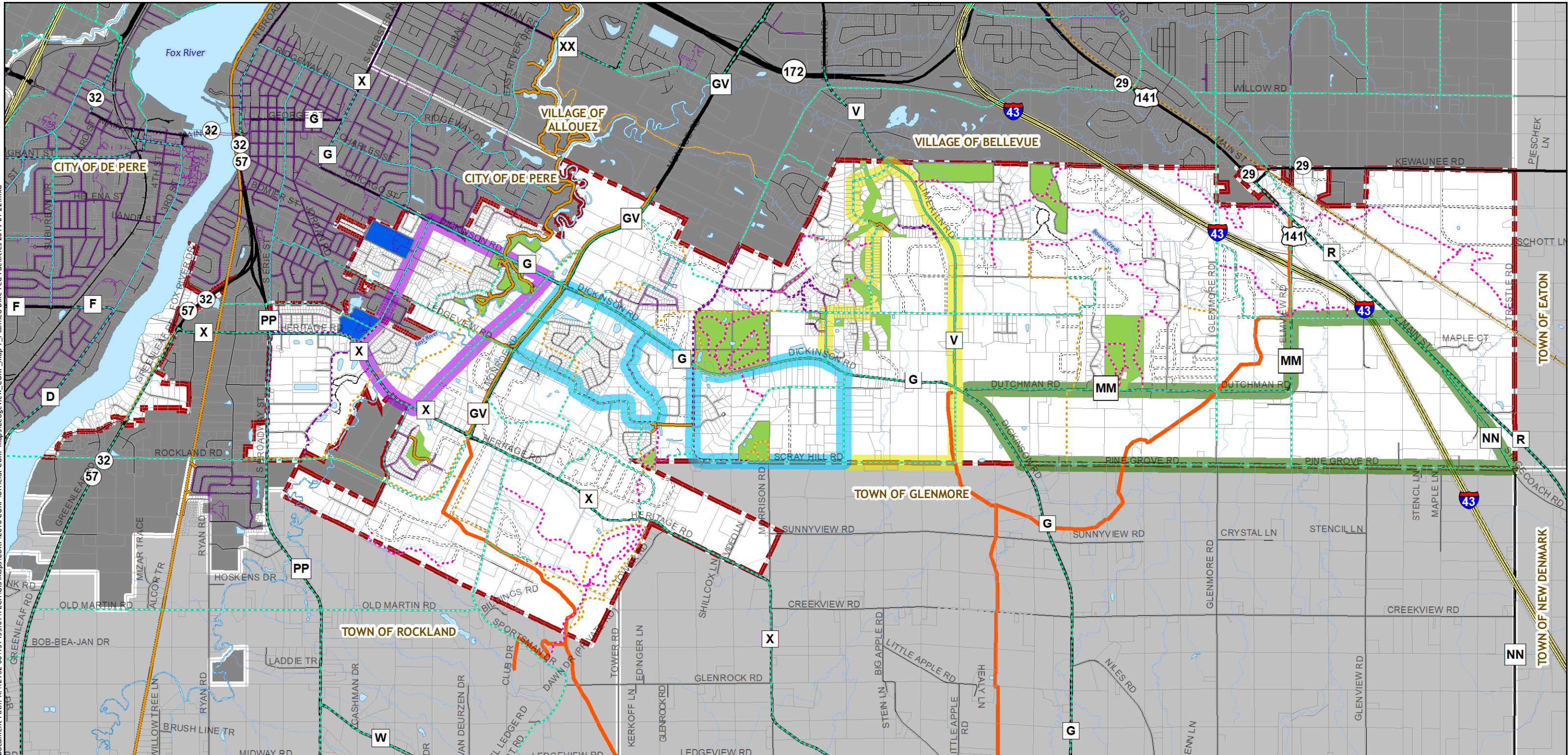
#### Town Roads

- **Bower Creek Road.** This important roadway extends over 2.5-miles, connecting Lime Kiln (CTH V) on the north to Dickinson Road (CTH G) on the south. The roadway connects to Scray Hill Road to access Scray Hill Park, and also connects to Klondike Road which crosses Interstate 43 to Bellevue.
- **Creamery Road.** Creamery Road has served as an important corridor for non-motorized travel as traffic volumes are far less than the parallel Monroe Road (CTH GV). Creamery Road, despite not having bicycle or pedestrian facilities. However, despite the recent reconstruction of CTH GV to include non-motorized facilities, it is likely that users will continue to utilize Creamery Road as a result of its direct connection to Ledgeview Park and Olde School Square.



## MAP 7: PLANNED PEDESTRIAN & BIKE FACILITIES

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# MAP 7: PLANNED PEDESTRIAN & BIKE FACILITIES

### LEGEND

- Municipal Boundary
- Parks / Open Space
- Schools

### FUTURE FACILITIES

- Sidewalk
- On-Street Bicycle
- Multi-Use Trail
- Unimproved Trail

### EXISTING FACILITIES

- Sidewalk
- On-Street Bicycle
- Multi-Use Trail

### PLANNED BICYCLE ROUTES

- Rollercoaster Loop
- Money Maker Loop
- Ledgeview Park Loop
- Dairy Aire Loop

## TOWN OF LEDGEVIEW

### PARK & RECREATION PLAN

2019-2024

Map Date: 1/31/2019

Planning Services Provided By:

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- **Dollar Road/Dollar Lane.** Development around both Dollar Road and Dollar Lane is very active. Existing and new neighborhoods will continue to desire to walk and bicycle along the roadway. The inclusion of a future neighborhood park in this area will necessitate improved non-motorized facilities.
- **Pine Grove Road.** Agricultural preservation can provide the perfect setting for bicycling, provided bicycles are accommodated. Pine Grove Road is one Town Road which should see on-street bicycle facility improvement to support it as a piece of the Dairy Aire Ledgeview Loop Bicycle Route.
- **Glenmore Road.** Bicycle route connections across Interstate 43 will be limited. As such, Glenmore Road should be improved over time to enhance safe facilities for users.
- **Euro Lane.** Post Euro Lane as an on-street bicycle route connecting Dollar Lane through Half Crown Run to Meadow Ridge Drive.
- **Hawthorne Heights Drive.** This roadway should include marked bicycle route signage in the near future as it provides a less traveled route from Town Hall to Scray Hill Park. Opportunities also exist along this route to provide some form of Niagara Escarpment overlook or access, such as the newly acquired parcel connecting through the Eventyr and Augusta Hills Developments.
- **Ledgeview Road.** Ledgeview Road provides continuous connection for neighborhoods from De Pere to Ledgeview Park to Oak Ridge Circle. Families currently bicycle on Ledgeview Road. Raising the awareness for drivers of cyclists on the corridor to improve safety is important.
- **O’Keefe Road.** Connections to the Fox River State Trail across WIS 57 will prove to be a challenge. However, a series of local roads in Ledgeview and De Pere can provide an opportunity to connect to the State Trail. Coordination with De Pere and area property owners will be paramount.
- **Scray Hill Road.** This roadway connects to Scray Hill Community Park and is a lower volume alternative to travelling along Dickinson Road.
- **Swan Road.** This important corridor connects three schools—De Pere High, De Pere Middle, and Heritage Elementary—through several existing neighborhoods. This corridor will grow in importance as it will ultimately connect with the Southern Bridge arterial (Rockland Road/CTH GV extension).
- **Winding Waters Way.** The roadway provides a direct connection from Ledgeview Community Park to Ledgeview Road. This road is heavily used by neighborhood residents. Ultimately this roadway provides the most convenient connection to Swan Road and De Pere MS and Heritage ES.



Figure 63: Providing adequate on-street bicycle facilities encourages recreation in portions of the Town where agriculture is the dominant land use and little residential exists. The image above from Pine Grove Road, a critical piece of the Dairy Aire Ledgeview Loop Bicycle Route, showcases some of the views retained with agricultural preservation.

### County Roads

- **Dickinson Road (CTH G).** Dickinson, to the East of CTH GV, is the most significant east-west roadway in Ledgeview, providing connection to the heart of the community, and ultimately to De Pere. Important civic and shopping destinations are located on this road. Traffic volumes and travel speeds on this county road make non-motorized travel somewhat unsafe. Access to some of the Town’s existing park lands is not possible without using Dickinson. As such, the appropriate bicycle and pedestrian improvements are a high priority, especially east of CTH GV.
- **Heritage Road (CTH X).** This east-west road in the southern part of Ledgeview is currently in regular use by serious cyclists—those training for long rides or competitions—due to its topography. The desired future development of bicycle loops will undoubtedly include Heritage Road. Of particular concern is the volume of truck traffic needing access to the nearby quarries off this road. Raising the awareness for drivers of cyclists on the corridor is important to improve safety.
- **Lime Kiln Road (CTH V).** Lime Kiln Road is a moderately traveled roadway that serves a similar role as Bower Creek Road. Currently Lime Kiln is an important route for cyclists on long rides. Over time, this corridor will be an important connection to CTH MM and Dollar Road.
- **Dutchman Road and Elmview Road (CTH MM).** CTH MM is an important corridor since it provides a connection from the north side of I-43 to Dickinson Road. To provide access across I-43, the construction of pedestrian facilities on/near the CTH MM bridge is recommended. This pedestrian/bicycle crossing is not considered a recreation facility but rather a transportation improvement for purposes of the Plan and capital programming.

### Paved Shoulders

A paved shoulder refers to the part of a rural roadway that is adjacent to the travel lanes, where additional pavement that has been added to more safely accommodate bicycles. Ideally, wide paved shoulders should be included in the construction of new rural roadways but can be added to existing highways where there is a significant level of current/potential bicycle travel, such as on a Ledgeview Loop.

This type of facility is most frequently used in rural areas

on both local and collector roads. Sufficient right-of-way may be needed to accommodate the addition of the paved shoulders and, if necessary, to relocate drainage ditches that run parallel to the roadway. The paved shoulder should be of adequate width, smoothly paved, and have adequate strength and stability to support



Figure 64: Adding on-street bike lanes and or paving shoulders on some country roads may improve safety for bicyclists and make them more comfortable for motorists.



vehicle loads without rutting. The desirable width for a paved shoulder to accommodate bicycles is 5-feet. Recommendations for the actual paved shoulder width may vary according to the width of the adjacent roadway, traffic volume, posted speed limit, and the presence of heavy truck traffic along the roadway. The slope of the roadway should continue across the shoulder to maintain adequate drainage. Wide paved shoulders not only benefit bicyclists but improve safety for drivers and reduce maintenance costs.

## DEVELOPMENT OF UNIQUE RECREATIONAL FACILITIES

### Dog Parks

A Dog Park is an area for people to exercise their dog or dogs “off-leash.” These parks can be as small as about an acre to multiple acres in size. With increasing housing density and the reduction of yard size, residents have identified the need for space to exercising their pets’ off-leash. The Town of Ledgeview does not have a dog park, and this plan recommends exploring the development of such a facility within the community as suggested several times in the survey. A potential location could be the lands identified as park N2. Regardless of the location, this Plan recommends that a Friends-group spearhead the development of the facility.

### Splash Pad and Spray/Mist Fountains within Parks

Splash pads within parks are a popular alternative to community swimming pools because they are far less expensive to build and maintain, and because they do not require constant lifeguard supervision (there is no standing water at a splash pad). Splash pads also function as interesting features of community civic spaces.

Both Two Dollar Park and Zelten Family Park have been programmed for the future installation of a splash pad or mist station. It is recommended that the Town explore funding or sponsorship opportunities to develop this feature in either or both of these parks and the planned future community park located in the eastern growth area. A splash pad would serve as a unique park feature and enhance either park’s capacity to function as a destination for active recreation.



Figure 65: Splash pads in community parks typically feature rain showers and cascading water features for older children.

Kids have another way to cool off during the hot summer months with a spray park. A spray park features both a wet and a dry play area. The wet play area will have misting and low spray water features for toddlers and preschoolers. The wet play area is fenced and unlocked daily in the summer months by a park attendant. The dry play area features traditional play structures and swings. The dry play area is open to the public year-round.

### **Community Gardens**

Community Gardens are usually located on land that is divided into separate plots for individuals and families to use. This land can be rented, owned, or borrowed by the gardeners who typically prepare, plant, maintain and harvest their plots. Gardeners generally consume their produce with family, friends and neighbors as opposed to selling it. It is common for gardeners to share tools, water, compost, seeds and plants.

Community gardens can be started at any suitable location, but the most common places are vacant or underutilized neighborhood lots, religious institutions, or community properties (parks, town halls, etc.). The site should be visible, safe, accessible to garden participants, and have the support of neighbors. The number of plots available varies depending on the size of the garden and current demand. Raised beds should be no more than 4-feet wide so that there is access to plants on both sides, and between 8- and 12-feet long. In-ground plots should be between 10x10 and up to 20x20



Figure 66: **Community gardens provide unique open space opportunities within the community.** Image: [www.learn.eartheasy.com](http://www.learn.eartheasy.com)

feet square. Pathways 3- to 4-feet wide should be provided between plots so that wheelbarrows can move freely. It is highly recommended that certain amenities be provided to help with the success of the garden, including: one hose for every four plots, perimeter fencing, a toolshed with supplies, a bench or picnic table, a communal composting area, and signage marking the name of the garden.

The success of community gardens—and acceptance within the community—depends on its champions. A team of dedicated people is necessary to get things done. This team may be drawn from an existing organization or it may be effective to create a new one for management of the garden program. Solicit support from neighborhood associations, master gardeners, etc. Generally, anyone who enjoys gardening knows the myriad benefits, blessings, and hard work involved in a garden project and generally is passionate about sharing their knowledge and time on like ventures.

The garden association should define the garden's objectives with clear intent. These may include food production, community building or service-learning, plant science or environmental education, therapy or recreation, or any other key goal. The garden association manages the day-to-day activities, establishment of garden rules and garden budget, participant enrollment, obtaining liability insurance, and resolving conflicts and challenges. The association should never underestimate the importance of keeping the community informed about the garden mission and activities. Regular communication about the benefits of community gardening should be made through newsletters and community events.

The Town should explore opportunities for community gardens at Scray Hill Park, and possibly Olde School Square. The Town should encourage the development of a garden association or friends group to begin the development of a public garden.

### **Skate Park**

A skate park to accommodate skateboarding to increase recreational opportunities for older children and teenagers should be explored by the Town. It is also recommended that the Town actively seek the assistance and involvement of local skateboarders in planning for and executing the development of the skate park. Not only will this ensure local support for the project and improve the likelihood that the project will succeed, but it will also lead to the development of the type of skating facilities that are most desired and needed by those who will utilize the park most frequently. Building the skate park facility adjacent to a regularly traveled roadway or public facilitate would ensure that the park will be highly visible to the public and well-monitored. This will provide a safe environment for skateboarders of different ages.



Figure 67: A skate park is ideal for growing communities with a large youth population.

### **Ice Skating Rink**

Community ice rinks provide a much-needed outlet for winter activities. The land used for the site should be carefully studied for its feasibility. Important factors include: traffic flows/accessibility and impact on the area, soil conditions and water table, and the availability of utility services. Ground water table and frost susceptible soils under an ice rink can create problems with water seeping away if not addressed. It is worth noting that rinks that use quality materials from the onset will out-perform and greatly extend the replacement time of the facility.

Slow moving streams and ponds make the most ideal skating areas. If this is not an option, rinks may be created by either flooding or spraying. Flooding has been successful on large areas such as ball fields and on any general playing areas that have a concave surface. The ideal size for a municipal ice-skating rink is 85x185 feet;



Figure 68: Providing public winter recreations opportunities is extremely important for encourage a healthy and active lifestyle in cold-weather climates. Image: Mead & Hunt, Inc.

however, recreational rinks can work in any size or shape. Features that are desirable for a skating rink are: night lighting; warming shed or a shelter house; runways (so skaters can reach the ice without walking over concrete or earth surfaces), ample parking, and a pleasant setting. Volunteers and an ice rink committee are highly recommended for managing day-to-day activities and enforcing the rules.

The 2018 Master Plan for Van Straten Farm Park includes a seasonal skating rink. The Town should also explore opportunities for an ice-skating rink at Scray Hill Park, and potentially Olde School Square.

### **Mountain Biking / Fat Biking Trails**

Mountain biking is a form of cycling that occurs on off-road or on unpaved surfaces. Mountain biking is extremely popular, with an estimated 40 million participants annually. Nearby courses/trails include the Preserve in De Pere, the Baird Creek Trail in Green Bay, and the Mountain Bay Trail State Trail in Howard.



Figure 69: Mountain bike parks can activate an otherwise dormant area of the Town. Image: giantsridge.com

Mountain bike trails are generally designed as narrow, single track trails that follow similar standards to backcountry hiking trails. Trails should be around 6 feet wide, with an 8-foot height clearance. Trails should limit environmental impacts, keep maintenance requirements to a minimum, and avoid user conflicts. When designing the trail, it is important to prevent erosion and to build on the contour of a hill with frequent grade changes. At no point should the trail have a grade greater than 15-percent, while also avoiding flat land as much as possible. Some year-round maintenance is required, which includes keeping the trail clear of leaves and growing tree limbs.

The former landfill site—currently owned by Brown Co—located on CTH X is a potential location for mountain biking facilities. The site totals 130 acres and includes considerable undulation and wooded area. There is even an existing parking lot for users. Crystal Ridge is a former landfill site in southeastern Wisconsin that has been made available to the public for mountain biking in the warmer months, and downhill skiers in the winter. The North East Wisconsin Trails Association, a local chapter



Figure 70: Fat bike trails are increasing in popularity as a winter activity. A dormant golf course may be a great second use for fat biking which can be done on relatively level terrain. Image: tourismfernie.com



of the International Mountain Biking Association, are wonderful assets to consult regarding trail development and maintenance.

Mountain biking trail development, in conjunction with formal on-road routes recommended in this Plan and the Comprehensive Plan, are ideal opportunities for Ledgeview to define itself as a premier destination for bicyclists. This Plan recommends that the Town coordinate with Brown County regarding the future of the site on CTH X for the development of recreational trails and related facilities.

### **Disc Golf**

Disc golf, or Frisbee golf, is very similar to traditional golf, however, instead of a ball and clubs, players use a flying disc. Much like traditional golf, the goal is to complete each hole with the fewest strokes. The hole can be any type of target but is most commonly an elevated metal basket. The sport was formalized in the early 1970s and has become extremely popular over the last decade. This explosion has led to creation of many new disc golf courses, especially in the Great Lakes region. In 2014, there were 3,684 courses around the country, a dramatic increase from 873 courses in 2000. Nearby disc golf courses include: Pinecrest Disc Golf Course and Pamperin Park in Howard; Perkins Park, UW – Green Bay, and Triangle Sports Area in Green Bay; Dier Straits in Allouez; and Legion Park in De Pere.



Figure 71: Frisbee golf course at Heistrand Park in Madison, WI. Image: City of Madison Parks Department.

Courses can be 9 or 18 holes depending on the available space and the desire of the community. A 9-hole course will need at least 5 acres to complete. An average 18-hole course will require 21 to 26 acres to build, and a championship quality 18-hole course will take up to 40 acres. An ideal course will have a mixture of holes that go through the woods but also allow long-distance open area throws. Fairways will need to be between 15 and 40 feet wide. A few larger trees may need to be removed to create an open flight path. Varied terrain is considered advantageous and a mixture of trees, shrubs, hills and creeks adds to the quality of the course.

Disc golf courses are considered low maintenance and generally do not involve maintenance outside of routine park work such as trash removal and grass cutting. Courses have been installed on old landfills or in 100-year flood plains. The holes created for the poles can be anchored in above ground concrete to avoid digging in sensitive areas. A new 18-hole course can be built for \$20,000 - \$30,000.

This Plan recommends exploring the development of a disc golf course within the Town. Potential sites include the Ridges at Dollar Creek Subdivision Open Space/Greenway, Meadow Ridge Open Space/Greenway previously dedicated to the public or the undeveloped 39-acre parcel owned by Green Bay Country Club. The newly developed Zelten Family Park also provides opportunity for a smaller disc golf course which will be explored for implementation by the Town.

### **Snowmobiling and Cross-Country Skiing Trails**

The Brown Count Snowmobile Association—a group of nine organized clubs that includes the Ledgeview Riders SC—maintain, groom, and sign trails throughout the County. For decades local club member volunteers and county staff have proudly maintained a trail system. Key Ledgeview destinations include the Shell gas station at CTH G and CTH GV for trailer parking, the businesses at CTH MM and CTH V (Kolbs Corners), and the businesses at CTH MM and US 141. Maps 4 & 7 highlights the trail locations.

Riding snowmobiles is a favorite outdoor recreation activity for thousands around the state, especially for ages 30 to 59. Wisconsin is the nation’s leader in snowmobiling—according to the WI Department of Tourism—with over 25,000 miles of trails and generating over \$1 billion of economic impact to the state. This includes lodging, restaurants, taverns, and area business support.

This Plan recommends that the Town continue to support the role and mission of the Ledgeview Riders SC, and the economic development impact snowmobile riders provide through their patronage of Ledgeview businesses.

Similarly, Nordic (cross country) skiing is a popular winter activity for all ages. Recent state studies have shown that the Nordic skiing is increasing in popularity due to its low equipment costs and convenient activity locations. Many public golf courses are making their lands available in the wintertime to skiers to generate off-season revenues. Brown County maintains groomed trails at the Barkhausen Waterfowl Preserve, the Reforestation Cap, Neshotah Park, and Brown County Golf Course.

This Plan recommends that the Town support opportunities for Nordic skiing and evaluate the opportunity for trails at Ledgeview Golf Course.

### **Public Art**

Public art encompasses works of art that have been planned with the specific intention of being installed outside and accessible to everyone. Public art is intended to attract attention and contributes to defining or revealing the unique character of an entire community’s identity. It increases a community’s assets and expresses a positive sense of identity and values. It helps green space thrive, enhances roadsides, pedestrian

corridors, and community gateways; it demonstrates unquestionable civic and corporate pride in citizenship and affirms an educational environment.

Public art takes a variety of forms including monuments in plazas, murals and plaques, sculpture parks, short-lived presentation pieces and decorative art integrated into the built environment (such as fish shaped bike racks!). These artworks may be funded by private institutions, government entities, community initiatives or private corporations.

This Plan encourages the Town to develop a formal public arts program entrusted to outline the types of art desired for the community, the locations for artwork, and procurement of funding for art projects. The Beautification Committee is an ideal champion for this type of initiative.



Figure 72: "Tyrannosaurus (Wrecks) Rex" stands just off WIS 32/57 in the Town.

### Signage

Efforts have been made in the past to implement coordinated signage at all parks and this initiative has had relative success. In 2017 and 2018, new entry signage was provided at several locations throughout the Town. These signs—all of similar design—function to greet and thank visitors and residents as they come and go from Ledgeview. Updating park signs to be a consistent design is also a priority for the Town.

In 2018, the Town Board approved the Community Identity Guide spearheaded by the Park, Recreation & Forestry Committee. This document provides a guide for Town decision makers for coordinated design and implementation of gateway, bicycle, vehicular, and pedestrian wayfinding, and park signage as well as civic branding.

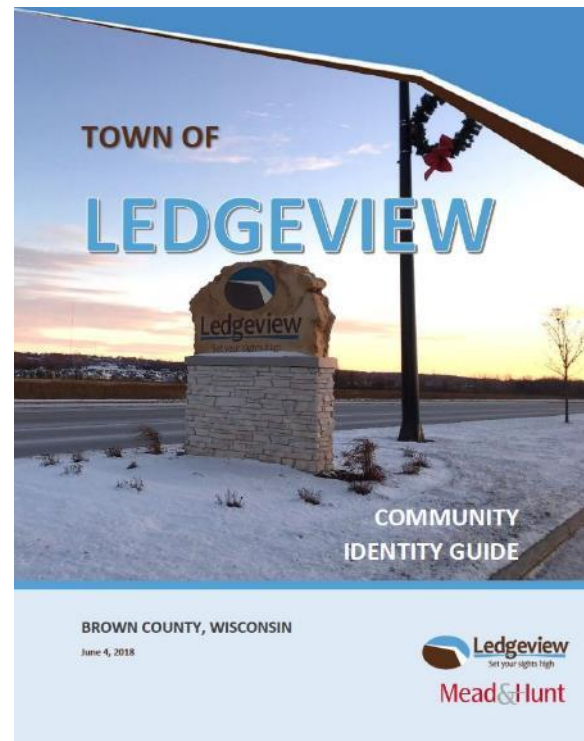


Figure 73: The 2018 Community Identity Guide provides recommendations for coordinated park and recreational facility signage as well as bicycle signage.



## RECOMMENDED IMPROVEMENTS TO EXISTING PARKS

In addition to the recommendations presented in previous sections of this chapter, which focus mainly on the acquisition of new parks and parkland in the Town, the following recommendations are intended for specific existing parks. Improvements are needed not only to serve current residents, but also to meet the recreation needs of projected new residents.

### General Recommendations for Existing Facilities

- Continue to update the Town’s parks based on changing needs in the community and to provide areas and facilities that support recreational activities for all ages and abilities, rather than facilities geared only toward team sports or certain age groups.
- Continue to improve ADA accessibility for park access and park improvements.
- Update the Town’s land dedication and fees-in-lieu of dedication ordinances to reflect the recommendations in this Plan.
- Continue park impact fees for park and recreation facilities, including trails.
- Update user fees for community and special recreation facilities in the Town.
- Cultivate partnerships with local businesses to develop/sponsor site amenities.
- Support and facilitate efforts by local volunteer and non-profit “friends” groups that work to improve park, recreation, landscaping, and resource preservation.

### Specific Recommendations for Existing Parks

#### Scray Hill Park

As noted in above, this Plan recommends that the Town continue to develop Scray Hill Park with community park improvements to serve existing and future residents. Planned improvements include:

- Concession facility and restrooms with covered picnic shelter
- Park maintenance facility (30’ x 30’)
- Construct additional soccer field and/or baseball facilities
- Splash pad/water feature

#### Ledgeview Park

Owing to the popularity and intensive use of this park by both residents and visitors, many of the existing active use facilities in this park will need replacement and more intensive upkeep. Facilities in this category include the playground equipment, trails, a ball diamond, and restrooms. Additional parking is a primary need; however, there is not space on-site for such facilities. The lands across Dickinson Road are an opportunity to



provide much needed, convenient off-street parking. The lands can also accommodate a picnic area and playground adjacent to the East River, and trails connecting to the East River Trail system. Planned improvements include additional off-street parking, a picnic area, and toddler playground equipment serving 2- to 5-year old's.

#### Zelten Family Park

This park was partially constructed in 2018 in concert with the residential neighborhood. The main feature is a youth aged playground and walking trail. Additional amenities to be implemented include a mist station/water feature, benches, and a disc golf course. Additional improvements to the park may also be made overtime as the neighborhood fills-in and new amenities are requested.

#### Two Dollar Park

Two Dollar Park was constructed in 2018 and the main feature – a youth aged playground – was installed. Additional programming to be installed in the future includes a mist station/water feature, landscaping, and other minor site amenities.

#### Van Straten Farm Park

Dedicated in 2018, this park will likely be constructed between 2020 and 2021 with future phases of the Van Straten Area Development Plan. This park calls for reclamation of an old quarry site. Programming includes a sledding hill, warming shelter with restrooms, ice skating rink, and loop trails including a site amenity such as a fire pit. This will be located at the highest elevation and is expected to offer great views. A multi-use trail connecting Phase 1 of Grand Ridge Estates to future Grand Ridge phases (within the Van Straten Farms Area Development Plan) through the Park should be prioritized to continue a connection to the southern portions of the Town (south of CTH X).

#### Ridges of Dollar Creek Subdivision Open

##### Space/Greenway

This unimproved natural area provides opportunity for walking trails. The Park, Recreation, & Forestry Committee does not recommend the lands for active recreation (e.g. ballfields) but does desire the ability for users to walk their dogs. Specific improvements to enhance the usability of the space are signage, fencing, benches, walking trails (generally unimproved, and an overlook for waterfall viewing.



Figure 74: Small overlooks such as this are ideal resting and viewing areas along trails through environmentally sensitive areas.

Table 14 outlines the approximate costs associated with recommended improvements to existing parks. Over time, these improvement costs will likely increase as a result of the typical increase in the cost of materials and labor. Table 14 is intended to assist Town decision-makers in prioritizing future improvements needed with the annual Town budgeting process.

TABLE 14: COSTS OF IMPROVEMENTS TO EXISTING PARKS

Improvement	Qty	Units	Cost	Total
<b>Scray Hill Park</b>				
Concession facility and restrooms with covered picnic shelter	1	LS	\$185,000	\$185,000
Park maintenance facility (30' x 30')	900	SF	\$75	\$67,500
Construct additional soccer field	1	LS	20,000	\$20,000
Complete the multi-purpose field located adjacent to Scray Hill Road	1	LS	\$20,000	\$20,000
Drinking fountains	2	EA	\$2,000	\$4,000
Splash pad/water feature	1	LS	\$125,000	\$125,000
SUBTOTAL				\$421,500
<b>Ledgeview Park</b>				
Land for off-street parking	1	LS	\$400,000	\$400,000
Paved parking area	30	STALL	\$2,000	\$60,000
Picnic shelter	1	LS	\$25,000	\$25,000
Picnic tables	4	EA	\$700	\$2,800
Toddler playground equipment serving 2- 5 year olds	1	LS	\$25,000	\$25,000
Connecting trails	500	LF	\$25	\$12,500
SUBTOTAL				\$525,300
<b>Zelten Family Park</b>				
Site Reclamation	1	LS	\$7,500	\$7,500
Walking trails	600	LF	\$25	\$15,000
New signage	1	LS	\$10,000	\$10,000
Disc Golf Course	1	LS	\$18,000	\$18,000
Mist station/water feature	1	LS	\$60,000	\$60,000
Landscaping	1	LS	\$5,000	\$5,000
Benches	3	EA	\$1,000	\$3,000
SUBTOTAL				\$118,500
<b>Dollar Park</b>				
Landscaping	1	LS	\$4,000	\$4,000
New signage	1	LS	\$10,000	\$10,000
Mist station/water feature	1	LS	\$60,000	\$60,000
SUBTOTAL				\$74,000
<b>Van Straten Farm Park</b>				
Site Reclamation	1	LS	\$7,500	\$7,500
Walking trails	600	LF	\$25	\$15,000
New signage	1	LS	\$10,000	\$10,000
Overlook/ Fire Pit / Amenity	1	LS	\$10,000	\$10,000
Paved parking area	10	STALL	\$2,000	\$20,000
Picnic Shelter with Restroom	1	LS	\$25,000	\$25,000
SUBTOTAL				\$87,500
<b>Meadow Ridge/ Ridges of Dollar Creek/ Other Open Space</b>				
Signage	2	LS	\$20,000	\$10,000
Walking trails	1,000	LF	\$25	\$25,000
Amenity (e.g. overlook, public art, fire pit, feature element)	1	LS	\$10,000	\$10,000
Benches	3	EA	\$1,000	\$3,000
Demarcation/Branding	1	LS	\$5,000	\$5,000
SUBTOTAL				\$53,000
IMPROVEMENT TOTALS				\$1,205,800

# CHAPTER 8

## Plan Implementation

# IMPLEMENTATION

Implementation of this Plan will be phased in over time. Actual timing and availability of funds for acquisition of park land and improvements will be dictated by many factors including trends in the local housing market (particularly new housing starts), private landowner decisions to develop property for residential use, and availability of funding from various sources to the Town for recommended improvements.

The Town should consult this Plan, in conjunction with the Comprehensive Plan, as a standard part of its development review process to ensure that the Town obtains park land, location, and improvements—or fees in lieu of—appropriate to the specific needs of the development, neighborhood, and entire community. This Plan should also be consulted to ensure that street, pedestrian, and bicycle ways provide safe and convenient access between the Town’s parks, neighborhoods, and other important destinations.

Following adoption of this Plan, the Town should update its subdivision and other municipal regulations to ensure park land dedication and fees-in-lieu of dedication requirements are imposed on all residential developments approved hereafter. Subdivision and other land use regulations should be reviewed to ensure that adequate technical standards are in place to ensure that parks and outdoor recreation facilities are appropriately located and improved. Subdivision and other ordinances should also ensure the adequate dedication and improvement of bicycle and pedestrian facilities as part of the standard transportation improvement requirements.

To ensure that the Town will obtain appropriate park land and improvements for residences in Planned Developments and other residential developments that do not involve the subdivision of land, the Town will ensure that zoning regulations enable it to obtain appropriate park and open space improvements from these developments through such mechanisms as the conditional use permit and design review processes.

To ensure the timely use of funds within the State mandated statutory time limit (currently ten years from the date of collection), the Town should include a detailed park improvements plan to be incorporated into the Town’s 5-year capital improvements program.

The Town should update this Plan at least every 5 years to ensure that it retains WDNR certification and eligibility for several state funding programs. Updating the plan at least once every five years also provides the Town with the opportunity to change the Plan in accordance with the evolving needs of the community.



The Town should coordinate with other units of government (State agencies, Brown County, De Pere and Bellevue, School Districts), non-profit organizations (e.g. Nature Conservancy, Izaak Walton League, Audubon Society, Rotary etc.), and private parties to implement the recommendations of this Plan. The Town should prioritize ways of integrating local and regional outdoor recreation facilities.

Potential funding sources through outside agencies and programs are provided in Appendix B. It should be noted that funding fluctuates with current federal, state, and local budgets.



## IMPLEMENTATION RECOMMENDATIONS

Table 15 provides a detailed list and timeline of the major actions that the Town may take to implement the Comprehensive Plan. These actions will require substantial cooperation with other jurisdictions and, often, property owners. Other Town government priorities, time constraints, and budget constraints may affect the completion of the recommended actions in the timeframes presented. The table has several different columns of information, described as follows:

*Element.* The list of recommended actions is divided into different categories generally based on different recommendation types of this Plan.

*Implementation Programs and Recommendations.* This column lists the actual actions recommended to implement key aspects of this Plan. The recommendations are for Town actions that might be included, for example, in annual work programs or as part of the annual budgeting process.

*Implementation Timeframe.* This column responds to the State comprehensive planning law, which requires implementation actions to be listed in a “states sequence.” The suggested timeframe for completion of each recommendation reflects the priority attached to the recommendation. Suggested implementation timeframes are all within the next 10 years (and not the full 20-year planning period), because this Plan will need to be updated by 2029.

*Champion.* This column represents the community organization or group, committee, or staff member who is charged with ensuring the recommendations of this plan are implemented and the plan is used. Many recommendations will have multiple champions who will need to collaborate to ensure the most efficient and effective implementation. Champions outlined below include the Town Board, Zoning & Planning Commission (ZPC), Park, Recreation, & Forestry Committee (PRC), Beautification Committee, Bicycle & Pedestrian Working Group, or Town Staff – e.g. Administrator, Engineer, Planner, Code Enforcement Officer, or Public Works Operator.

TABLE 15: RECOMMENDED IMPLEMENTATION PROGRAMS AND ACTIONS

Category	Implementation Programs and Recommendations	Implementation Timeframe	Champion
Beautification	Define community entryways and gateways and highlight community character corridors	Ongoing	Beautification Committee
Beautification	Develop a Public Arts & Entertainment program	2019	Beautification Committee
Beautification	Identify and develop passive trails including maintenance champion	As Opportunity Arises	Beautification Committee
Bike/Ped	Develop a Bicycle & Pedestrian Working Group	2019	Zoning & Planning; Park & Rec
Bike/Ped	Install Ledgeview Park and Roller Coaster "Ledgeview Loop" Bicycle Route signage as identified by Bicycle & Pedestrian Master Plan	2019	Town Staff; Park & Rec; Bike/Ped WG
Bike/Ped	Install Dairy Aire and Moneymaker "Ledgeview Loop" Bicycle Route signage as identified by Bicycle & Pedestrian Master Plan	2020	Town Staff; Park & Rec; Bike/Ped WG
Bike/Ped	Install General Bicycle Route signage along: Bower Creek Road (north of CTH G), Dollar Road, Dollar Lane, O'Keefe Road, Euro Lane, Hawthorne Heights Drive, Swan Road, Ledgeview Road	2019	Town Staff; Park & Rec; Bike/Ped WG
Bike/Ped	Install General Bicycle Route signage along: Cottonwood Lane, Glenmore Road, Ledgeview Road, Chase Avenue, Brayden Lane, Copper Lane, Sportsman Drive	2020 - 2021	Town Staff; Park & Rec; Bike/Ped WG
Bike/Ped	Pursue grant funding for multi-use trail along WIS 32/57	2019 - 2020	Town Staff; Park & Rec
Bike/Ped	Pursue grant funding for non-motorized connection between Trimpeter Trail and Stone Silo Circle	2020	Town Staff; Park & Rec
Bike/Ped	Pursue grant funding for the Ledgeview Road Connection from Creamery Road to Winding Waters	2020	Town Staff; Park & Rec
Bike/Ped	Pursue grant funding for East River Trail Extension to Heritage Road (CTH X)	2020	Town Staff; Park & Rec
Bike/Ped	Ensure transportation infrastructure includes bicycle and pedestrians accommodations	Ongoing	Town Engineer
Bike/Ped	Review proposed plats and CSMs to ensure bike/ped infrastructure improvements and parkland dedication to meet growing need	Ongoing	Town Board; Zoning & Planning; Park & Rec
Forestry	Develop an urban forestry ordinance and management plan that would regulate the planting, removal, and management of trees on public and private lands in the Town, and make the Town eligible for state and federal urban forestry grant-in-aid programs.	2019 - 2020	Town Staff; Park & Rec
Forestry	Apply for and receive "Tree City USA" status for the Town.	2020	Town Staff; Park & Rec
Forestry	Pursue acquisitions and easements to establish a Ledgeview Heritage Trail	Ongoing	Town Staff; Park & Rec; ZPC; Town Board
Forestry	Pursue acquisitions and easements to establish greenway corridors along the East River and Bower Creek	Ongoing	Town Staff; Park & Rec; ZPC; Town Board
Forestry	Develop a Town Street Tree Planting Policy and educate the community on proper tree planting practices for private properties.	2020	Town Staff; Park & Rec

Category	Implementation Programs and Recommendations	Implementation Timeframe	Champion
Improve	Revisit the development of a recreation program, either independently or jointly with De Pere or Bellevue, which further enhances the community's diverse needs.	2020	Town Staff; Park & Rec
Improve	Conduct a community-wide audit of existing park equipment; continually monitor and maintain existing park equipment to ensure its longevity and safety. Identify and upgrade/replace park facilities that do not comply with the Americans with Disabilities Act (ADA)	Annual	Town Staff; Park & Rec
Improve	Evaluate the implementation plan annually, and identify/update actions to reflect changing needs and	Ongoing	Town Staff; Park & Rec
Improve	Create Town Signage inventory (GIS)	Ongoing	Town Staff; Park & Rec
Park	Develop a Friends Program for parks and trails	2019	Park & Rec
Park	Update the land division code to specify that future parks have multiple access points and visibility from the surrounding neighborhood and community. Generally require that 50% or more of park frontage is publicly accessible and visible, rather than lined by residential lots.	2019	Zoning & Planning; Town Board
Park	Add future park locations to the adopted Official Map	Annually	Zoning & Planning
Park	Develop and approve a site-specific master plan as soon as parkland is designated, dedicated, or acquired.	Ongoing	Town Staff; Park & Rec
Park	Maintain and develop a formal use/revenue/maintenance agreements among the Town, School Districts, and recreation associations to help operate and maintain public recreation facilities in	Ongoing	Park & Rec; Town Board
Park	Pursue grants for park improvements	Ongoing	Park & Rec; Town Board
Parkland	Evaluate a Purchase of Development Right's (PDR) program to acquire conservancy lands—specifically the Niagara Escarpment—where public access or preservation is a high priority.	2019 - 2020	Town Staff; Town Board; Zoning & Planning; Park & Rec
Parkland	Acquire recommended community parks (listed as C1-C2 on Map 6)	As Opportunity Arises	Town Board; Zoning & Planning; Park & Rec
Parkland	Acquire recommended neighborhood parks (listed as N1-N7 on Map 6)	As Opportunity Arises	Town Board; Zoning & Planning; Park & Rec
Parkland	Acquire environmentally sensitive areas (ESAs) for passive park use through fee simple, dedication, or easement. Develop public access points along roadways	Ongoing	Town Board; Zoning & Planning; Park & Rec
Parkland	Assist Brown County with improving Fonferek's Glen by enhancing access to the park when development of adjacent properties occurs. Acquiring the land to the north of the park will preserve the creek corridor and	Ongoing	Town Board; Zoning & Planning; Park & Rec
Parkland	Designate locations for town owned parks when preparing Area Development Plans and Official Maps.	Ongoing	Zoning & Planning

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# Appendices



**Ledgeview**  
Set your sights high

# APPENDIX A:

# ADOPTING

# RESOLUTION

**RESOLUTION NO. 11 -2019**

**APPROVAL OF THE TOWN OF LEDGEVIEW  
COMPREHENSIVE OUTDOOR RECREATION PLAN  
2019 – 2024**

**WHEREAS**, the Town of Ledgeview, Brown County, takes pride in its image and character as a livable small town in Wisconsin, and endeavors to provide high quality and well managed public parks and recreation services and facilities to its residents and visitors, and

**WHEREAS**, a Comprehensive Outdoor Recreation Plan (CORP) is a document prepared in accordance with Wis. Stats. Section 60.66 and Section 27.08 that plans for the Town's future park and recreation needs over the next 5 years, and plans for future needs and facilities for up to 20 years, and

**WHEREAS**, the Town needs to update the 2015 – 2020 Park & Recreation Plan in order to remain eligible for State, Federal, and foundation grants, which along with local matching funds can be used to help improve the Town's parks, outdoor recreation facilities, and open space areas to the benefit of Ledgeview residents and visitors, and

**WHEREAS**, the Town Parks, Recreation, & Forestry Committee (Parks Committee) and Town Staff have inventoried and assessed park and recreation needs for the community, and

**WHEREAS**, the Parks Committee has compiled goals, objectives, and policies together with a park and recreation systems needs and improvements into the Comprehensive Outdoor Recreation Plan 2019 – 2024 to guide and manage the Town's parks and recreational system, and

**WHEREAS**, the proposed CORP is consistent with the Town of Ledgeview Comprehensive "Smart Growth" Plan adopted in 2015 and amended in 2019.

**NOW, THEREFORE BE IT RESOLVED** by the Town of Ledgeview Zoning & Planning Commission that the Comprehensive Outdoor Recreation Plan 2019 – 2024, be recommended for adoption by the Town Board of the Town of Ledgeview, Wisconsin in accordance with Wis. Stats. Section 60.66 and Section 27.08.

**BE IT FURTHER RESOLVED** that the Town of Ledgeview shall pursue the implementation of the Ledgeview Comprehensive Outdoor Recreation Plan 2019 – 2024 as opportunities and resources are presented and available.

Approved by the Town of Ledgeview Zoning & Planning Commission this 10<sup>th</sup> day of April, 2019.

By:

  
Jane Tenor, Zoning & Planning Chair

ATTEST:   
Charlotte Nagel, Town Clerk

RESOLUTION NO. \_\_\_\_-2016 - 03

**APPROVAL OF THE TOWN OF LEDGEVIEW  
COMPREHENSIVE OUTDOOR RECREATION PLAN  
2015 – 2020**

**WHEREAS**, the Town of Ledgeview, Brown County, takes pride in its image and character as a livable small town in Wisconsin, and endeavors to provide high quality and well managed public parks and recreation services and facilities to its residents and visitors, and

**WHEREAS**, a Comprehensive Outdoor Recreation Plan (CORP) is a document prepared in accordance with Wis. Stats. Section 60.66 and Section 27.08 that plans for the Town's future park and recreation needs over the next 5 years, and plans for future needs and facilities for up to 20 years, and

**WHEREAS**, the Town needs to update the 2007 – 2012 Parks and Recreation Plan in order to remain eligible for State, Federal, and foundation grants, which along with local matching funds can be used to help improve the Town's parks, outdoor recreation facilities, and open space areas to the benefit of Ledgeview residents and visitors, and

**WHEREAS**, the Town Parks, Recreation, and Forestry Committee (Parks Committee) and Town Staff have inventoried and assessed park and recreation needs for the community, and

**WHEREAS**, the Parks Committee has compiled goals, objectives, and policies together with a park and recreation systems needs and improvements into the Comprehensive Outdoor Recreation Plan 2015 – 2020 to guide and manage the Town's parks and recreational system, and

**WHEREAS**, the Parks Committee recommended approval of the Comprehensive Outdoor Recreation Plan 2015 – 2020 to the Town Board on December 11, 2015, and

**WHEREAS**, a public hearing was held before the Town of Ledgeview Zoning & Planning Commission on February 10, 2016, and the public was afforded an opportunity to speak, and

**WHEREAS**, the Town of Ledgeview Zoning & Planning Commission recommended approval of the Comprehensive Outdoor Recreation Plan 2015 – 2020 to the Town Board on February 10, 2016, and


**WHEREAS**, the proposed CORP is consistent with the Town of Ledgeview Comprehensive "Smart Growth" Plan adopted in 2015.

**NOW, THEREFORE BE IT RESOLVED** that the Comprehensive Outdoor Recreation Plan 2015 – 2020 is adopted by the Town Board of the Town of Ledgeview, Wisconsin in accordance with Wis. Stats. Section 60.66 and Section 27.08.

**BE IT FURTHER RESOLVED** that the Town of Ledgeview shall pursue the implementation of the Ledgeview Comprehensive Outdoor Recreation Plan 2015 – 2020 as opportunities and resources are presented and available.

Approved by the Town of Ledgeview Town Board this 15<sup>th</sup> day of February, 2016.

By:

  
Philip J. Dahlen, Town Chairman

Attest:

  
Sarah K. Burdette, Town Clerk/Administrator

Posted: 02-19-2016



# APPENDIX B:

# POTENTIAL FUNDING PROGRAMS

Program	Purpose	Funding Details	Deadline	Notes	Administrative Agency	Contact
Wisconsin Stewardship Programs						
Aids for the Acquisition and Development of Local Parks (ADLP)	To acquire or develop public, nature-based outdoor recreation areas and facilities	\$4 million avail. per yr. 50% local match per project	May 1	A comprehensive outdoor recreation plan in required Priority for land acquisition Projects must comply with ADA	WDNR	Jessica Terrien, Northeast District; 920-662-5121
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features	\$1.6 million avail. per yr. 50% local match per project	May 1	A comprehensive outdoor recreation plan in required Projects must comply with ADA	WDNR	Jessica Terrien, Northeast District; 920-662-5121
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities	\$1.6 million available per year 50% local match per project	May 1	Funds available to acquire development rights in areas where restrictions on residential, industrial, or commercial developments are in place. May include enhancements of outdoor recreation.	WDNR	Jessica Terrien, Northeast District; 920-662-5121

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	\$800,000 avail. per yr. 50% local match per project	May 1	A comprehensive outdoor recreation plan in required Projects must comply with ADA	WDNR	Jessica Terrien, Northeast District; 920-662-5121
Natural Areas Program	State Natural Areas are open to the public for low-impact nature-based recreation and scientific study.	\$4.8 million available per year	Deadline varies each year (assume first-come)	Must compliment the State Natural Areas program	WDNR	Jessica Terrien, Northeast District; 920-662-5121
Habitat Areas Program	protects and restores important wildlife habitat in Wisconsin to expand opportunities for wildlife-based recreation such as hunting, trapping, hiking, bird watching, fishing, nature appreciation and wildlife viewing.	4.8 million avail per year	Deadline varies each year	Priority given to those sites that enhance wildlife habitat	WDNR	Jessica Terrien, Northeast District; 920-662-5131

County Forest Land Acquisition	To expand nature-based recreational opportunities by adding to lands in the county forest system.	Funds vary each year. 50% acquisition costs awarded. Counties must match other 50% with non-state funds.	May 1st primary consideration and October 15th for secondary consideration if funds allow	county must have lands entered under the County Forest Program	WDNR	Jessica Terrien, Northeast District; 920-662-5132 and Doug Brown, County forest grant manager; 715-453-2188x1263
ATV/UTV Trails	To develop trails for all terrain vehicles otherwise known as Hybrid Trails or Troutes.	up to 50% of cost sharing for maintenance. Up to 100% of the costs for development; up to 100% of the costs for rehabilitation	15-Apr	Liability to consider here. Highest priority for funds is the maintenance, insurance, and acquisition of existing trails and intensive use areas. Any municipality can apply.	WDNR	Cathy Burrow, DNR ATV expert; 608-267-0494
Snowmobile Trail Aid	To develop insurance and maintenance of public snowmobile trails	90% of funds distributed to counties. Usually up to \$250 per mile to keep a trail safe.	April 15 for Maintenance and Development ; August 1 for supplemental maintenance	only Counties and tribes can apply.	WDNR	Cathy Burrow, DNR snowmobile expert; 608-267-0495



Federal Programs						
Land and Water Conservation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities	50% local match per project	May 1	A comprehensive outdoor recreation plan is required	WDNR with TEA-21 Funds	Jessica Terrien, WDNR Northeast District; 920-662-5132
						Jennifer Gihring, LAWCON manager; 608-264-6138
Recreational Trails Act	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails	50% local match per project	May 1	Funds may only be used on trails which have been identified in, or which further a specific goal of a local, county, or state trail plan.  Funds may be used on trails that are referenced in a statewide comprehensive outdoor recreation plan	WDNR with TEA-21 Funds	Jessica Terrien, WDNR Northeast District; 920-662-5132
						Bobbi Windebar, Rec Trails grant program manager; 920-662-5175

Statewide Multi-Modal Improvement Program (SMIP)						
Transportation Enhancements Program	Providing facilities for pedestrians and bicyclists. This program provides funding for rehabilitating and operating historic transportation buildings and structures, restoring railway depots, as well as streetscaping “Main Streets” and landscaping near transportation facilities	Funded through TEA-21 20% required match	February	Not a grant program. 80% of funds are reimbursed if all federal guidelines are met Project must relate to surface transportation Construction projects must be over \$100,000 Non-construction projects must be over \$25,000	WisDOT	Will Dorsey, Director; 920-492-5643 and Mary Frigge, District 262-548-8763

Surface Discretionary Grant Program (STP-D)	Provides flexible funds, which can be spent on a wide variety of projects, including roadway projects through the Federal-aid highway system, bridges, transit facilities, and bicycle and pedestrian facilities.	Funded through TEA-21 20% required match	February	Any project that fosters alternatives to single-occupancy vehicle trips Facilities for pedestrians and bicyclists System-wide bicycle planning Construction projects must be over \$100,000 Non-construction projects must be over \$25,000	WisDOT	Will Dorsey, Director; 920-492-5643 and Mary Frigge, District 262-548-8763
Transportation Alternatives Program (TAP)	Provides funds for surface transportation projects such as bike lanes, sidewalks, etc.	Projects are funded at 80% federal, with a minimum of 20% local sponsor match.	occurs every other year. Next application cycle will be fall 2019	Previous awards are listed here: <a href="https://wisconsindot.gov/Pages/doin-g-bus/local-gov/astnce-pgms/aid/tap.aspx">https://wisconsindot.gov/Pages/doin-g-bus/local-gov/astnce-pgms/aid/tap.aspx</a>	WIDOT	Sandy Carpenter, WIDOT; 920-492-5711 and Cole Runge, Brown County Planning; 920-448-6480

Federal Transit Administration Grants						
Capital Investment Grants 5309 (old Section 3 discretionary funds)	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.	20% local match per project	Early Spring	Funding for this program is allocated on a discretionary basis Congress/Administration can pick the projects; however, the authorization bill contains a list of specific criteria	WisDOT Bureau of Transit	Ron Morse 608-266-1650
						Will Dorsey, Director; 920-492-5643
						D.C. office. 202-366-4033
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects that will reduce vehicle trips and miles; reduce emissions due to traffic congestion, or reduce the per mile rate of vehicle emissions	Funded through TEA-21 20% local match	In April of odd numbered years	Only available to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties	USDOT	Will Dorsey, Director; 920-492-5643.



Section 402-Highway Safety Funds						
Community Programs Empowerment Program Enforcement Program	For bicycle and pedestrian safety education and training projects, including helmet promotion and purchases, sponsorship of rodeos, classes, and development of brochures	20% local match per project	October – December	Engineering and maintenance work not eligible for funding	WisDOT Bureau of Transportation Safety	Sandy Carpenter (local system), WIDOT; 920-492-5711 and Anne Ebent (state system); 920-492-5694
Highway Safety Program (Section 403)	Available for bicycle/pedestrian education. May also be used to develop safety classes for bicycle/pedestrian offenders	20%-50% local match per project	February	For communities that can document bicycle crashes related to motor vehicle violations Funds new enforcement programs up to \$1000	WisDOT Bureau of Transportation Safety	Sandy Carpenter (local system), WIDOT; 920-492-5711 and Anne Ebent (state system); 920-492-5694
Research Projects	Funds the research needed to substantiate unique local needs for additional safety funding	20% local match per project	February	A study of transit needs on public lands to assess the feasibility of alternative transportation modes (Section 3039)	WisDOT Bureau of Transportation Safety	Sandy Carpenter (local system), WIDOT; 920-492-5711 and Anne Ebent (state system); 920-492-5694

Other Programs						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements		No Date	General downtown program May benefit trail enhancements through streetscaping	National Main Street Center	Wisconsin Dept. of Commerce, Bureau of Downtown Development 608-266-7531
Surface Transportation-Environment Cooperative Research Program	Evaluate transportation control measures. Improve understanding of transportation demand factors. Develop performance indicators that will facilitate the analysis of transportation alternatives	20% local match per project		\$ available for the development of national bicycle safety education curriculum \$ available for grants to a national not-for-profit organization engages in promoting bicycle and pedestrian safety \$ available for a study of the safety issues attendant to the transportation of school children to and from school and school-related activities by various transportation modes	FHWA	U.S. Dept. of Transportation 202-366-4000
Urban Forestry Grants	Assistance for tree maintenance, planting, and public awareness	\$1,000 to \$25,000 grants awarded with a 50% local match	October 1	Funding is prioritized for communities needing to develop an urban forestry plan, needing worker training, and needing to conduct a street tree inventory	WDNR Urban Forestry	Tracy Salisburty 920-662-5450

Home Depot Community Improvement (Environmental) Grants	Assistance for forestry and ecology projects, clean-up beautification projects, recycling programs				Home Depot Community Affairs	Local Home Depot Store Manager
CAN'd Aid Crush It Crusade Grant	the Foundation awards small grants to fund program expenses including signage and education, and also provides in-kind recycling tents and bins and training on sustainable waste management.	Typical award is \$5,000	rolling basis		Can'd Aid Foundation	<a href="http://candaid.org/crush-it-crusade-grants/">http://candaid.org/crush-it-crusade-grants/</a>

# APPENDIX C:

# IMPACT FEE &

# LAND

# DEDICATION

# REQUIREMENT



### Estimated Costs for Future Park and Recreational Improvements

This chapter contains detailed capital cost estimates for providing the new park and recreational facilities recommended in this Plan. The information is intended to assist the Town with the budgeting and planning for future parks and to satisfy §66.0617 and §236.29 of the Wisconsin Statutes regarding parkland dedication, fees-in-lieu of dedication, and playground improvements fee collection. However, the adoption of this Park & Recreation Plan does not commit the Town of Ledgeview to collecting these fees. The Town Board establishes the level of required park land dedication, fees in lieu of land dedication, and park improvement fees through the Town's subdivision, impact fee, and other relevant ordinances.

### Estimated Cost Projections for Future Park and Recreational Facilities

This section highlights the necessary land dedication or fee-in-lieu of dedication to meet the projected demands for parkland. Based on an estimated January 2018 population of 7,948, a projected growth to 10,810 persons by the year 2030, an average household size of 2.65 individuals, and the Town's standard of 13.5 acres of parkland per 1,000 persons, the Town should plan to spend an estimated \$1,276,000 for park land acquisition for 46.4 acres needed by 2030 (outlined in Table 12).

Assuming the addition of 1,080 new households, a fee-in-lieu of land dedication of \$1,181 per new dwelling unit would meet this demand. The alternative dedication of 1,871 square feet (.043 acres) per dwelling unit would satisfy this requirement, if land dedication were preferred. However, land dedication per this provision must be suitable for the development of a pocket, neighborhood, or community park. The Town may accept wetland areas as donations to the park system; but these lands will not count toward this land dedication requirement. The process for arriving at these calculations is described in detail in Table C-1.

**TABLE C-1: PROJECTED PARKLAND DEDICATION AND FEE-IN-LIEU OF LAND DEDICATION**

Calculation	Value
A. Projected Additional Population in 2030 (individuals)	2,862 persons
B. Projected Additional Dwelling Units in 2030 (Row A/2.65 )	1,080 HH
C. Calculated Additional Acres Needed (from Table 12)	46.4 AC
D. Calculated Land Dedication Requirement per Dwelling Unit in Acres (Row C/Row B)	0.04 AC
E. Land Cost per Acre Estimate (Ave. cost per acre for comparable land sales in the Town)	\$25,000
F. Projected Cost of Land Acquisition (Row C*Row E)	\$1,160,000
G. Legal, Engineering, and Design Costs (Row F*10%)	\$116,000
H. Total Land Acquisition Cost (Row F + Row G)	\$1,276,000
I. Calculated Fee-in-Lieu of Land Dedication per Dwelling Unit (Row H/Row B)	\$1,181
J. Land Dedication per Dwelling Unit	1,871 SF

### Estimated Cost Projections for Future Playground Improvements

Each park type—pocket, neighborhood, and community—should have a minimum amount of playground equipment/infrastructure available. The cost of certain playground equipment varies with the age range of the intended users and the park type. Equipment in pocket parks are intended for smaller children, and the equipment available in larger parks must accommodate a wider age range of users. Additionally,

unprogrammed play space is integral to the development of larger neighborhood parks, and benches and picnic tables are integral to the development of any park type.

Per Section 236.45(6)(ac) of the Wisconsin Statutes, “improvement of land for public parks” that can be funded by fees-in-lieu-of park land dedication means “grading, landscaping, installation of utilities, construction of sidewalks, installation of playground equipment, and construction or installation of restroom facilities on land intended for public park purposes”.

Table C-2 outlines the typical playground costs associated with each park type. Table C-3 assembles the individual costs to determine the cost per dwelling unit required to cover the costs associated with playground improvements. The cost per dwelling unit is \$420.

TABLE C-2: TYPICAL PARK DEVELOPMENT COSTS

	Pocket	Neighborhood	Community
A. Play Equipment / Feature Item (e.g. Splash Pad/Ice Rink)	\$0	\$60,000	\$60,000
B. Restrooms Facilities	\$0	\$0	\$0
C. Open Air Picnic Shelter	\$0	\$25,000	\$0
D. Benches (\$1000 ea)	\$1,000	\$3,000	\$0
E. Picnic Tables (\$1500 ea)	\$3,000	\$3,000	\$0
F. Bike Racks (\$600 ea)	\$600	\$1,200	\$1,800
G. Trash Receptacles (\$1000 ea)	\$1,000	\$2,000	\$0
H. Signage + Identity/Branding Elements	\$6,000	\$14,000	\$10,000
I. Subtotal Estimated Recreation Improvements (Row A – Row H)	\$11,600	\$108,200	\$71,800
J. Typical Park Size (based on NRPA standards)	0.5	5.0	25.0
K. Average Recreation Improvement Costs per Acre (Row I/Row J)	\$23,200	\$21,640	\$2,872
L. Average Grading and Seeding Cost Per Acre	\$3,500	\$3,500	\$3,500
M. Landscaping Cost Per Acre	\$0	\$4,000	\$0
N. Sidewalks/Paths within Park Per Acre	\$0	\$10,000	\$0
O. Lighting within Park per Acre	\$0	\$0	\$0
P. Average Total Improvement Costs per Acre (Row K + Row L + Row M + Row N + Row O)	\$26,700	\$39,140	\$6,372
Q. Recommended Park Acreage Per Capita (Town Standards, Table 14)	0.25	1.25	12.00
R. Percent of total acres per 1,000 residents (Row Q/13.5)	1.85%	9.26%	88.89%
S. Average Cost per Acre (Row P/Row R)	\$494.44	\$3,624.07	\$5,664.00
T. Average Park Improvement Cost Per Acre (Sum of Row S for pocket, neighborhood, and community parks)		\$9,783	

TABLE C-3: PROJECTED RECREATION FACILITIES FEES

Calculation	Value
A. Projected Additional Population in 2030 (individuals)	2,862 persons
B. Projected Additional Dwelling Units in 2030 (Row A/2.65)	1,080 HH
C. Calculated Additional Acres Needed (from Table 12)	46.40 AC
D. Average Park Improvement Cost per Acre Estimate (Row T from Table C-2)	\$9,783
E. Projected Cost of Park Improvements (Row C*Row D)	\$453,931
F. Calculated Playground Improvement Cost per Dwelling Unit (Row E/Row B)	\$420

### Total Park Improvement Fee

In Ledgeview, park fees would be imposed on each new dwelling unit. By using the fees outlined in Table C-1, Table C-2, and Table C-3 for park lands and park improvements, the total park impact fee, fee-in-lieu of land dedication plus park improvement fee would be \$1,602 per dwelling unit (\$420 park/playground improvement + \$1,181 Fee-in-Lieu).

### Impact on Low-Income Housing

As part of the public facilities needs assessment process, Wisconsin Statutes 66.0617(4)(a)(3) requires estimating the effect of imposing impact fees on the availability of affordable housing within the community. For this type of analysis, it is first assumed that housing in Ledgeview is affordable if:

- Costs of the monthly mortgage payment consumes no more than 30-percent of a households adjusted gross income;
- Homeowners would make a minimum down payment of 5-percent of the total home cost.

Based on these assumptions, if a household is spending 30-percent of its income on a home, with median household income (\$82,610) for a home mortgage then an affordable house in the Town of Ledgeview would cost approximately \$2,065 per month. According to the US Census Bureau, the actual median value of an owner-occupied housing unit in the Town of Ledgeview was \$277,400 in 2016. For the sake of illustration, a typical single-family detached housing price of \$277,400, with a 5-percent down payment of \$13,870, a 30-year mortgage at an interest rate of 4.0-percent, and a mortgage amount of \$263,530, the typical monthly mortgage payment would be \$1,258.

The Town's imposed fees for parkland acquisition and park improvements would be added to the cost of the home and the total mortgage amount. If the housing unit in question is required to pay both a fee-in-lieu of park land dedication and a park improvement fee, the park fee added to the home mortgage amount is \$1,602. Adding the combined fees to the total for the typical owner-occupied home from the example above would result in an increase to \$265,132 (a 0.6% increase). Assuming the same 30-year mortgage with the same down payment at an interest rate of 4.0-percent, the monthly mortgage payment would be \$1,266. Therefore, the increase in monthly mortgage payments due to the imposition of the park fee is \$8 per month.

If the specific housing unit were part of a development that was required to dedicate park land, the impact of the park fee on the mortgage would theoretically be even less, (although the developer could increase the price of dwellings units to pass along the opportunity cost of dedicating otherwise developable land). Therefore, using the assumptions for a home in the Town of Ledgeview, this Plan finds that the park impact fee requirements will have a minimal effect on the provision of affordable housing in the Town.

It should be noted that the park fees are typically charged per dwelling unit regardless of market price for the dwelling unit. Because the relative share of a mortgage due to park fees increases as home price decreases, typical park fees can be reviewed as somewhat regressive in nature. If the Town determines that the Town's

park fees is too burdensome on lower-income households or is considered too great a deterrent to the creation of lower-income housing, the Town's adopted park land and park improvement fees could be adjusted to allow for a fee exemption or reduction for low-cost and/or special needs housing. Low-cost housing is defined in the ordinance as any housing in which the household's income is restricted by law to not more than 80-percent of Brown County's median household income (\$54,172). Median rent in Ledgeview is \$862 per month. A household making 80-percent of the County's median household income would be able to spend \$1,083 per month on rent. The addition of increased park fees on new rental units will not place an undue burden on low- to moderate-income families.

There are a number of ways that the Town can take housing affordability and distributional effects into account when determining its park land dedication and fee requirements. Some communities exempt special needs housing such as hospice care, assisted living units and nursing homes since the populations of these housing units are less able to use park facilities. Another approach is to require different levels of park land and fee dedication based on housing type (single family versus multifamily).

Yet another way to address the regressive nature of a flat park land and fee structure is to ensure that primacy is given to locating parks near multi-family in developments and other higher density housing, so that those who pay proportionally more of their mortgage or rent for housing are located closer to the park facilities. This policy addresses both the distributional aspects of park provision, but also makes the most sense from a public cost/benefit point of view, in that the greatest number of people will not only be nearest to the parks but also will be the most likely to rely on parks for their outdoor recreation.

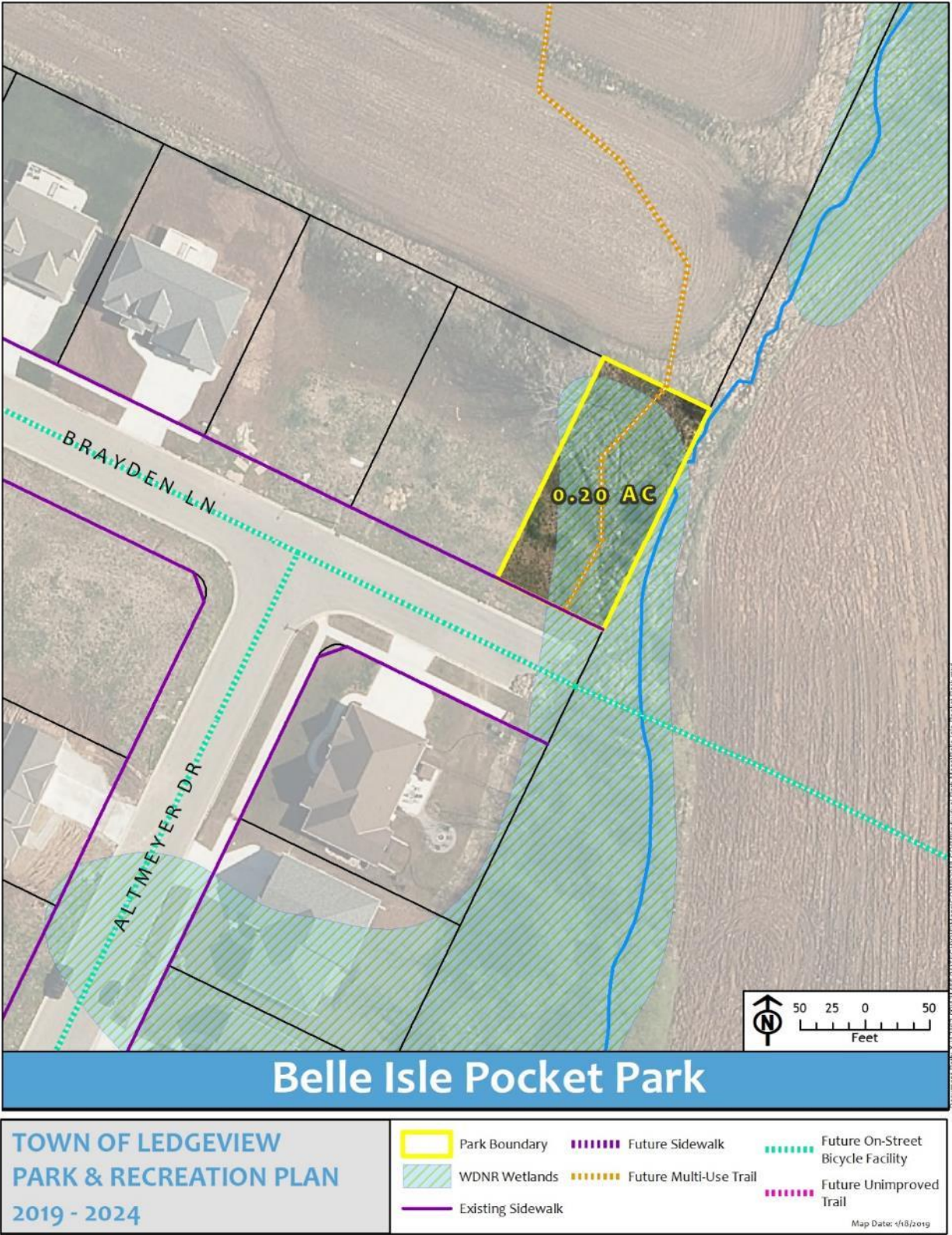
Should the Town Board adopt policies allowing an exemption or reduction of the standard park land and fee requirements, this Plan recommends against making up the lost revenues from reduced or exempted park fees through shifting of the burden to other residential development.



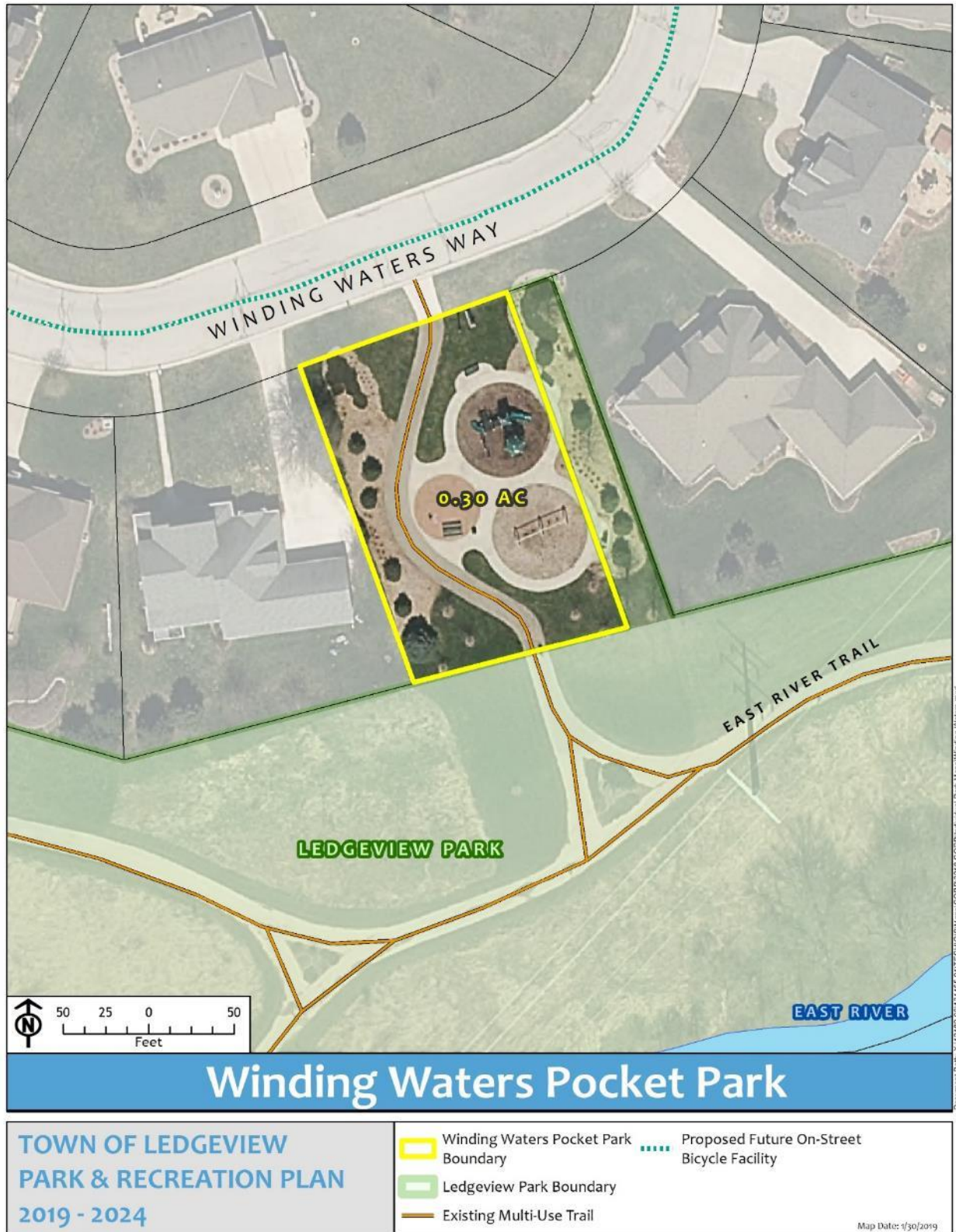
# APPENDIX D:

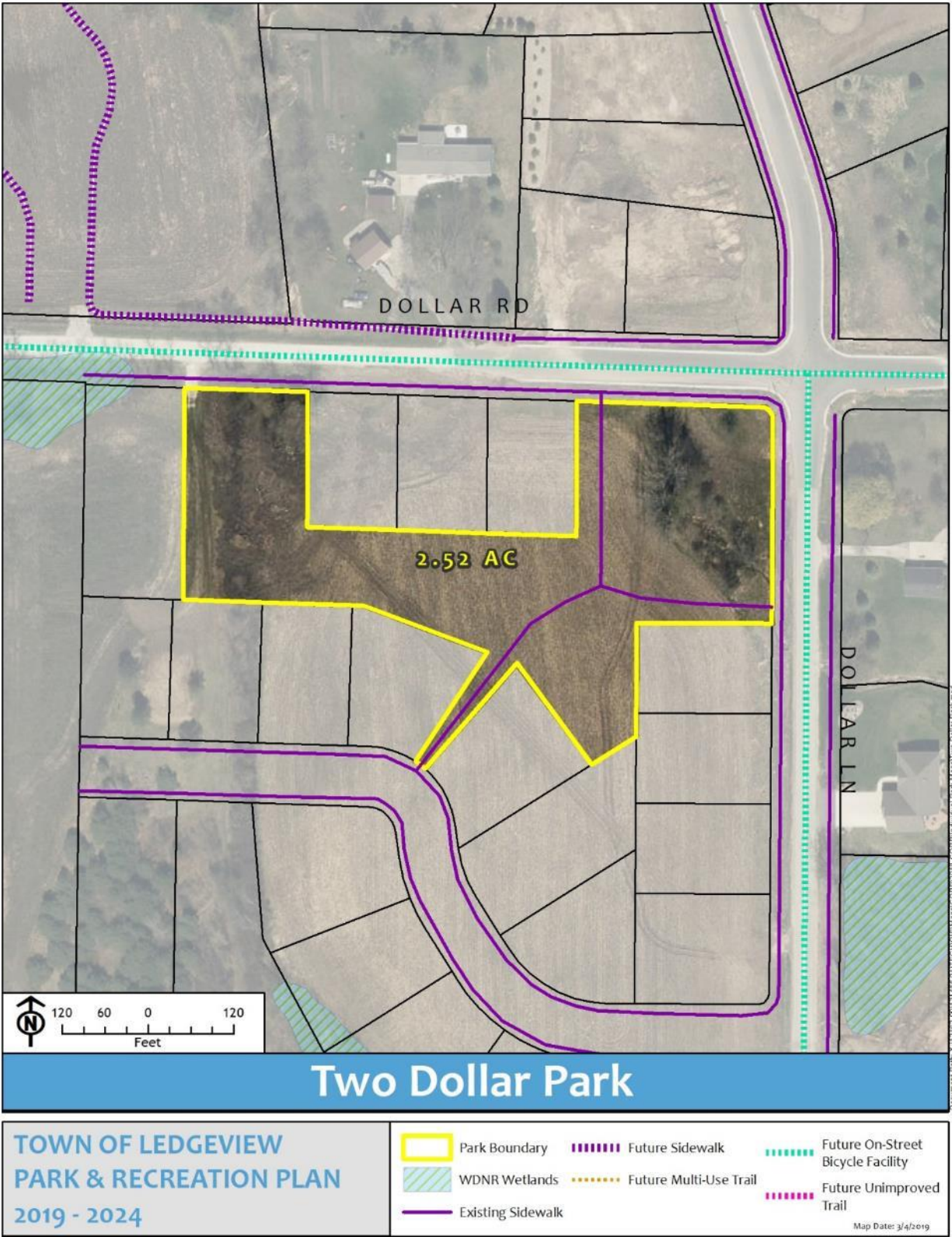
# INDIVIDUAL

# PARK MAPS

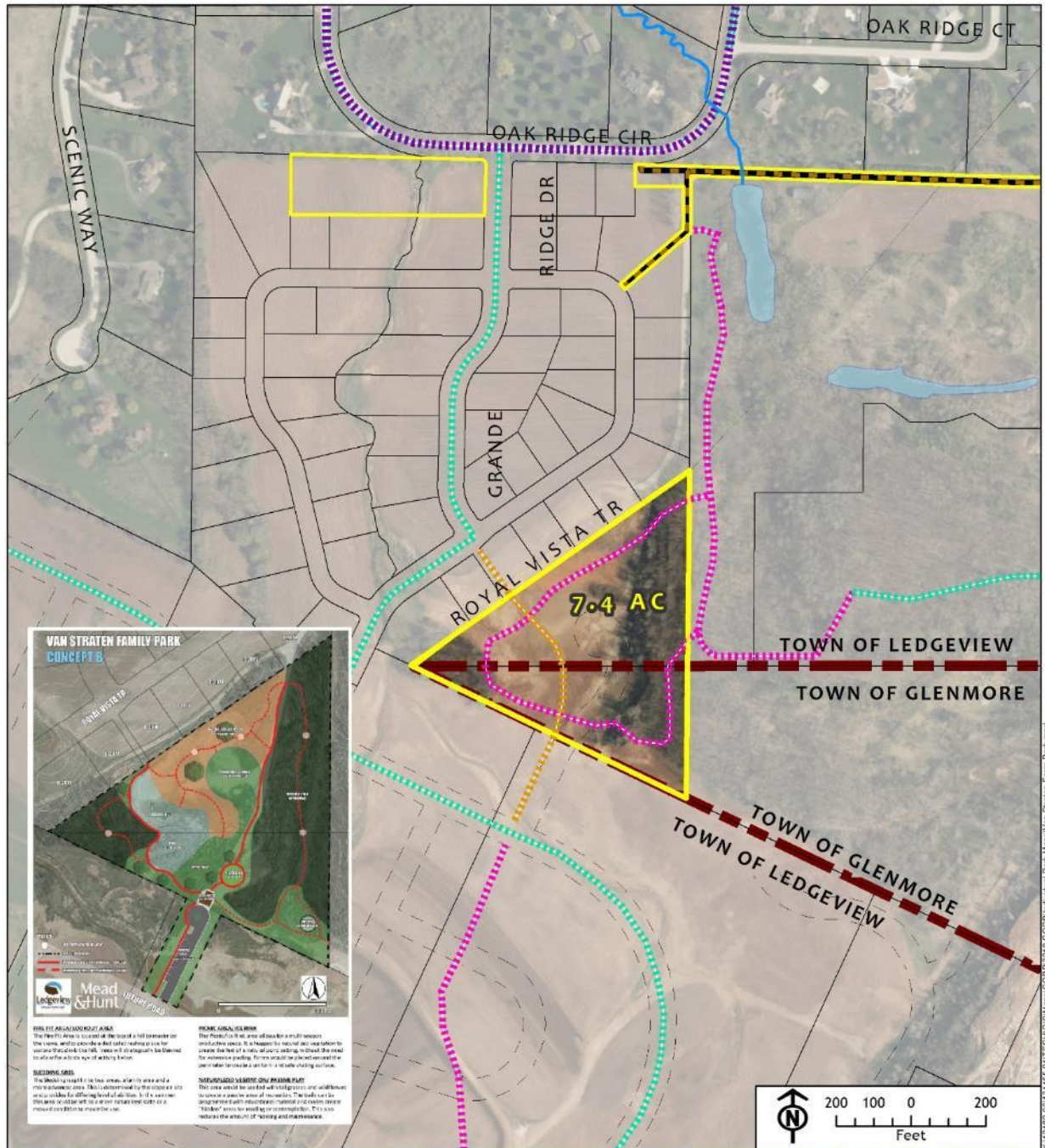












## Van Straten Farm Park

**TOWN OF LEDGEVIEW  
PARK & RECREATION PLAN  
2019 - 2024**



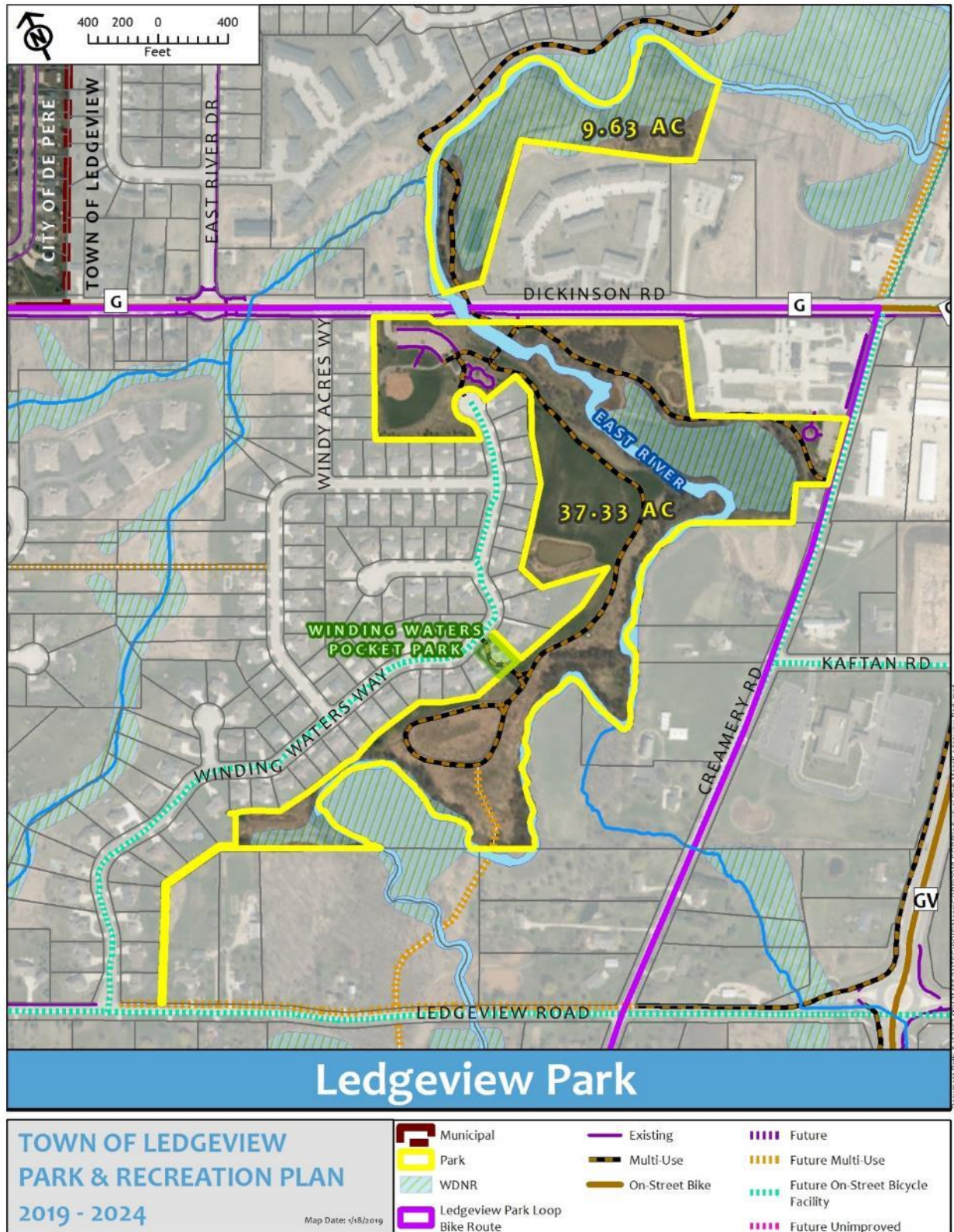
- Municipal Boundary
- Park Boundary
- Multi-Use Trail
- Future On-Street Bicycle Facility
- Future Unimproved Trail
- Future Sidewalk
- Future Multi-Use Trail

Map Date: 9/30/2019

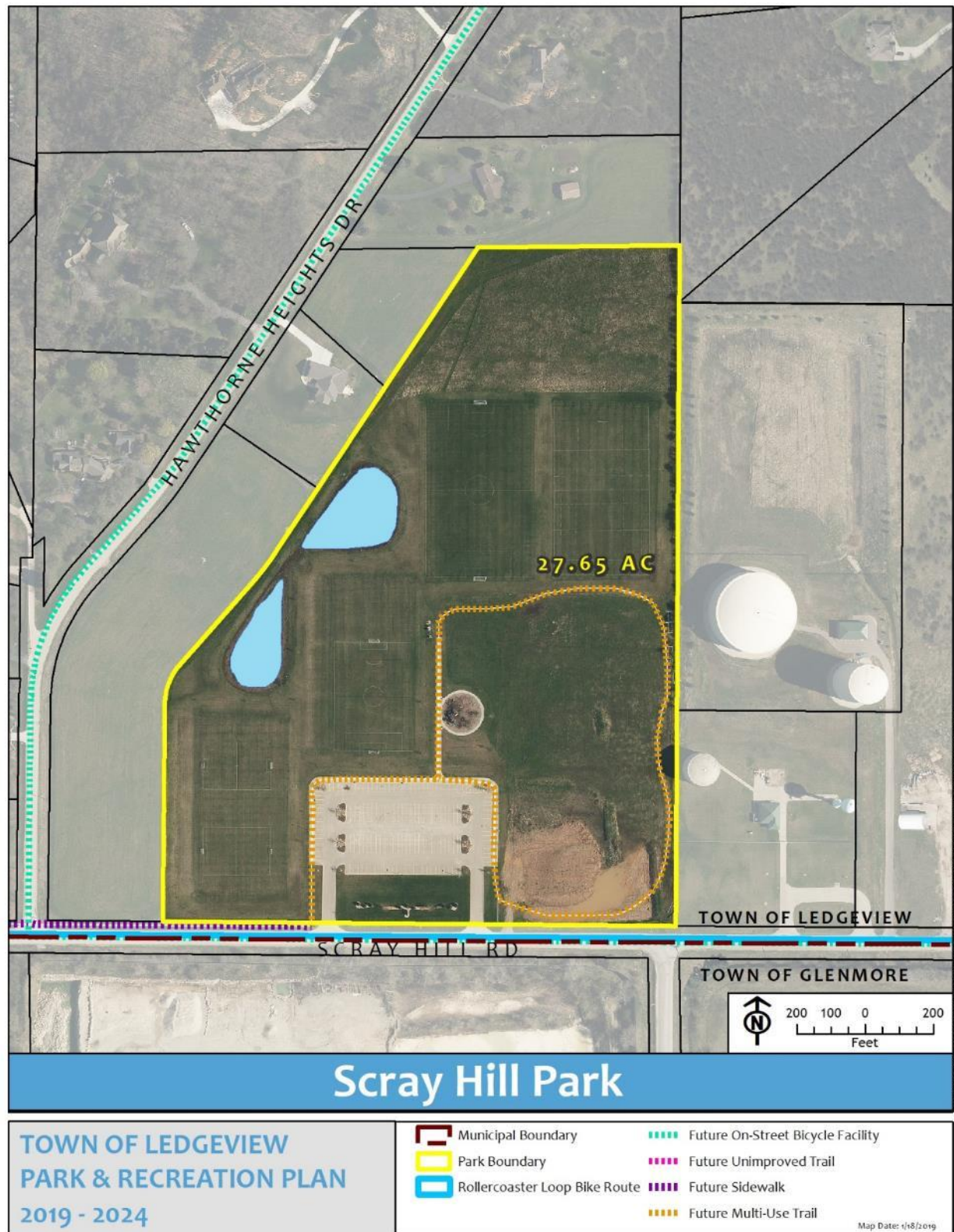




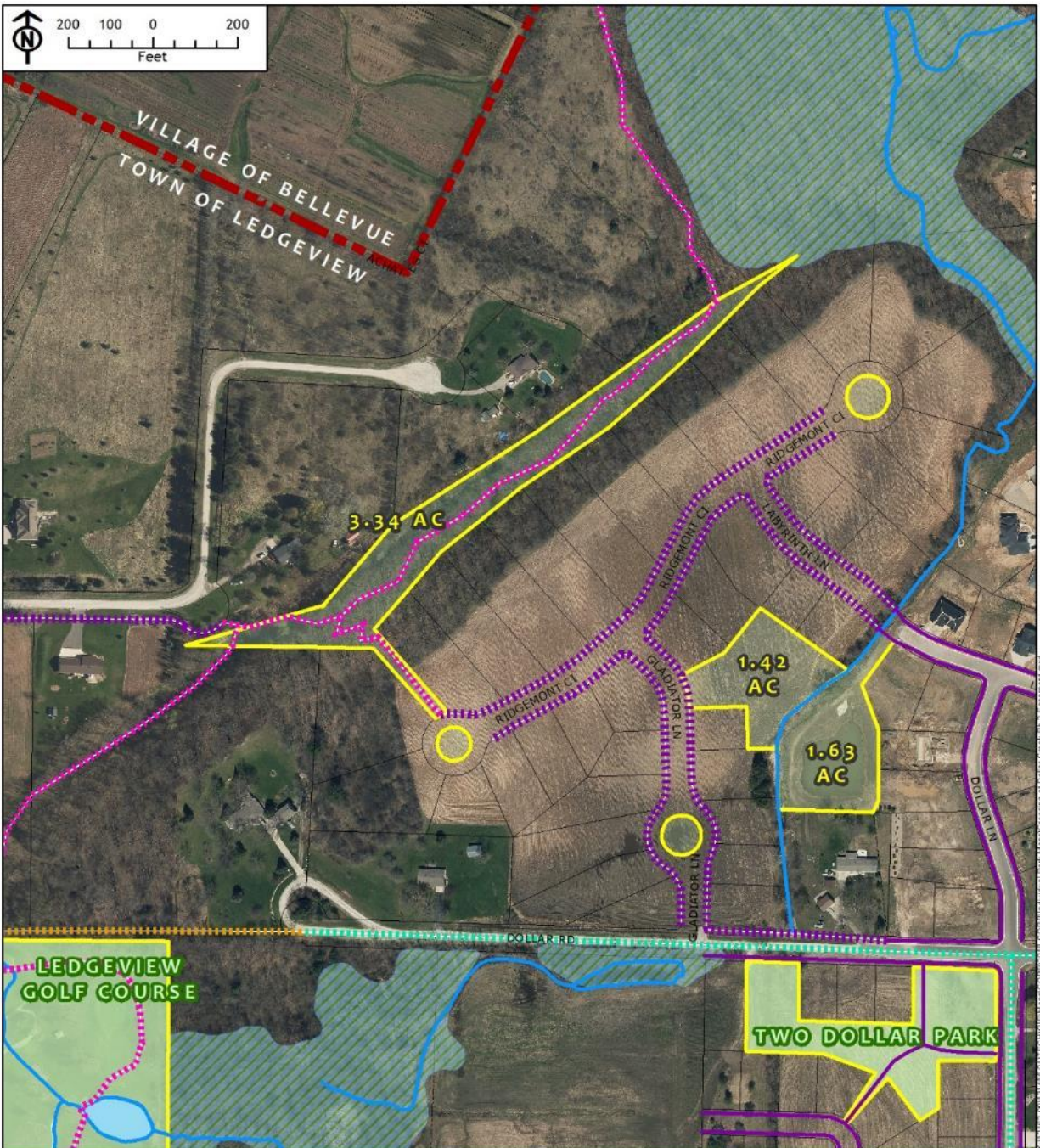












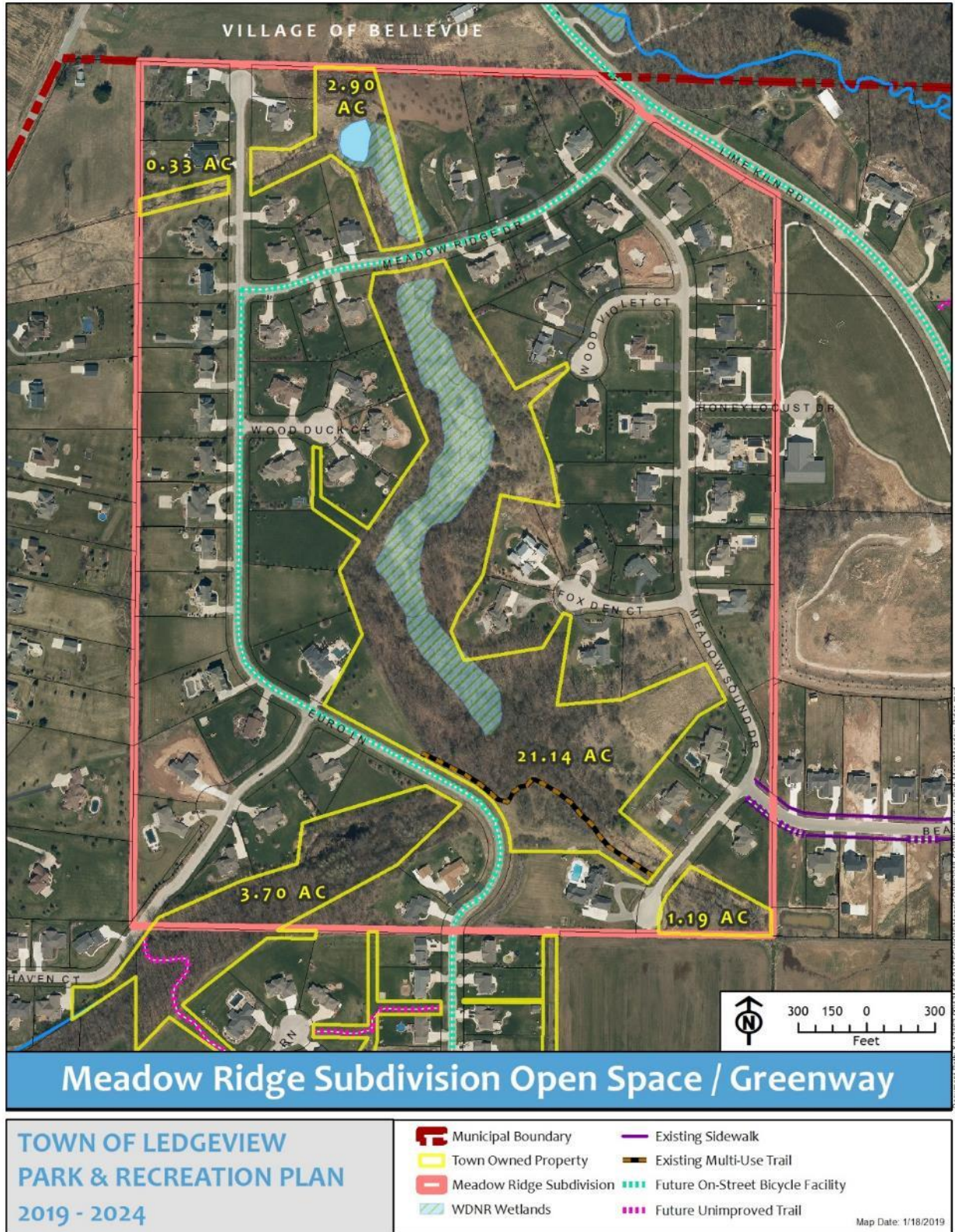
## The Crossing at Dollar Creek Phase 2 Conservation Easement

**TOWN OF LEDGEVIEW  
PARK & RECREATION PLAN  
2019 - 2024**

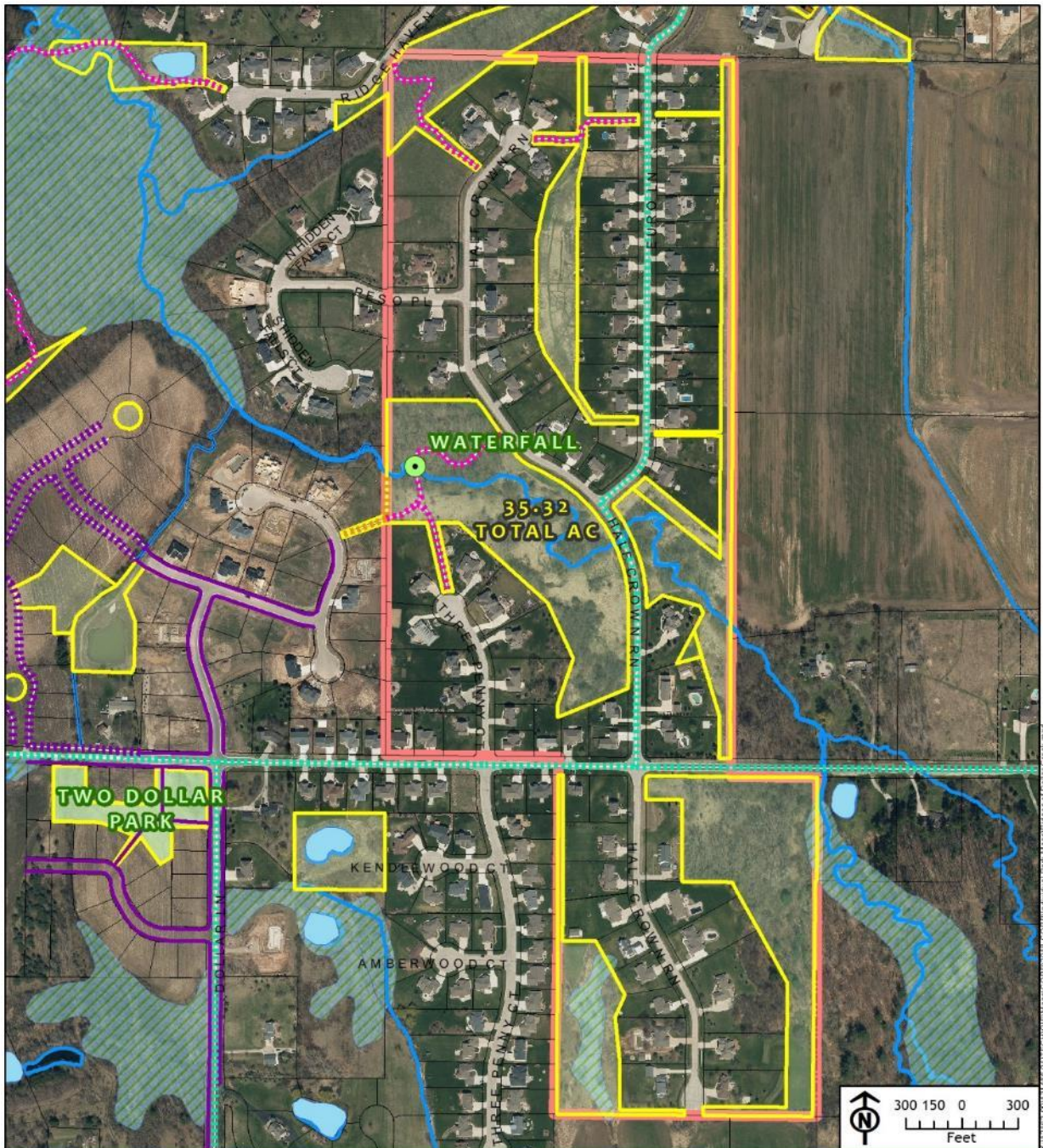
Map Date: 3/4/2019

- |                     |                                   |
|---------------------|-----------------------------------|
| Municipal Boundary  | Future Sidewalk                   |
| Town Owned Property | Future Multi-Use Trail            |
| WDNR Wetlands       | Future On-Street Bicycle Facility |
| Existing Sidewalk   | Future Unimproved Trail           |









**Ridges of Dollar Creek Subdivision Open Space / Greenway**

<b>TOWN OF LEDGEVIEW PARK &amp; RECREATION PLAN 2019 - 2024</b> <small>Map Date: 3/4/2019</small>		Town Owned Ridges of Dollar Creek Subdivision WDNR Wetlands	Existing Existing Multi-Use Future Future Multi-Use	Future On-Street Bicycle Facility Future Unimproved Trail
--	--	---	--	--



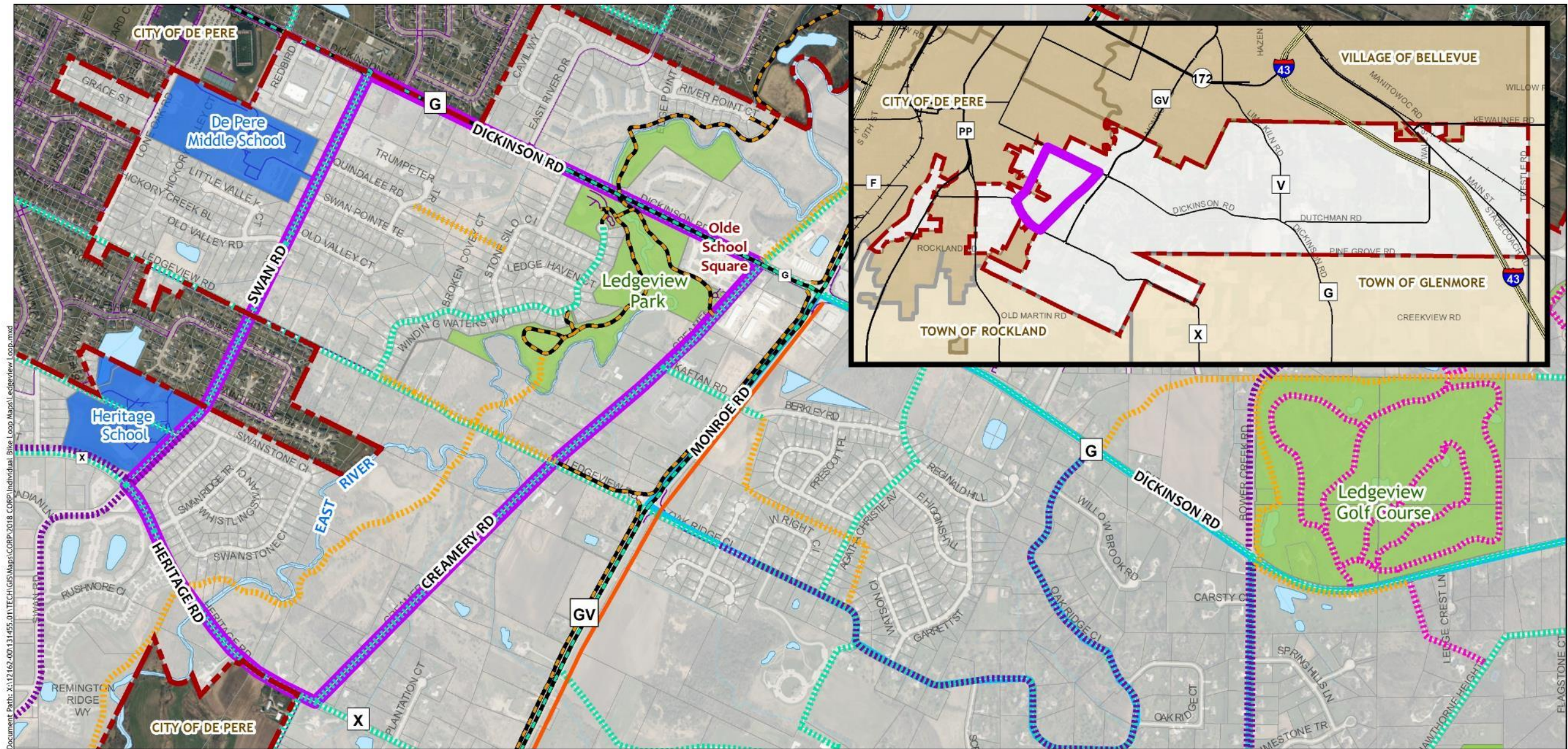




# APPENDIX E:

## LEDGEVIEW LOOP BICYCLE ROUTE MAPS





**LEDGEVIEW PARK LOOP** Total Distance: 3.8 miles

**LEGEND**

Municipal Boundary

Ledgeview Park Loop Bicycle Route

Rollercoaster Loop Bicycle Route

Brown County Snowmobile Trail

Existing Sidewalk

Existing Multi-Use Trail

On-Street Bicycle Lanes

Proposed Sidewalk

Proposed Multi-Use Trail

Proposed On-Street Bicycle Accommodation

Proposed Unimproved Trail

Ledgeview  
Set your sights high

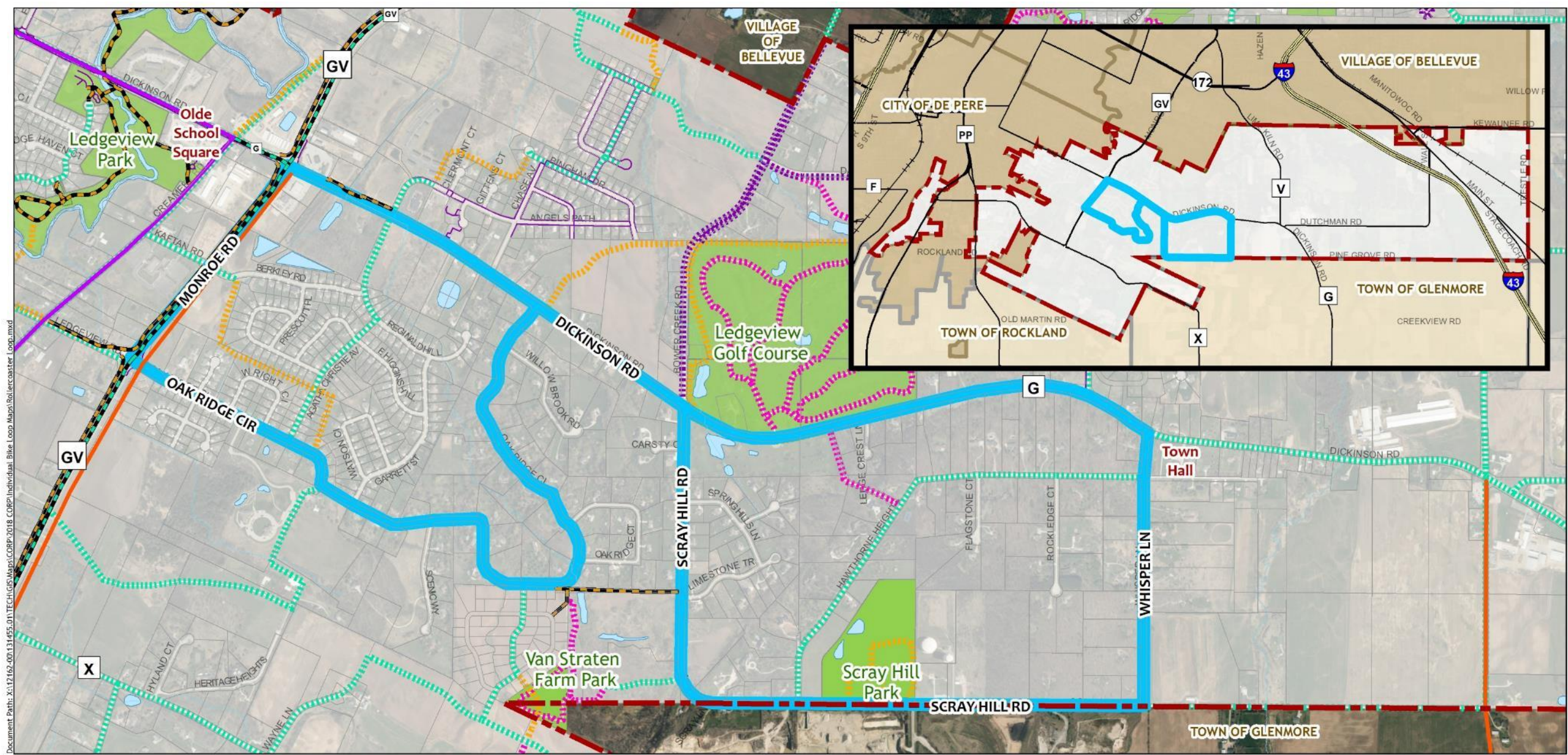
TOWN OF LEDGEVIEW  
PARK & RECREATION PLAN  
2019-2024

Map Date: 1/30/2019

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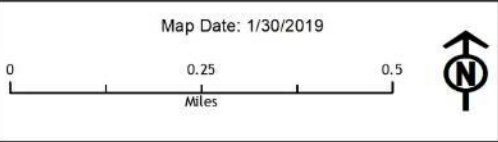
**ROLLERCOASTER LOOP** Total Distance: 7.4 miles

**LEGEND**

- |   |   |  |
|---|---|--|
|  Municipal Boundary                |  Existing Sidewalk        |  Proposed Sidewalk                        |
|  Rollercoaster Loop                |  Existing Multi-Use Trail |  Proposed Multi-Use Trail                 |
|  Ledgeview Park Loop Bicycle Route |  On-Street Bicycle Lanes  |  Proposed On-Street Bicycle Accommodation |
|  Brown County Snowmobile Trail     |   |  Proposed Unimproved Trail                |



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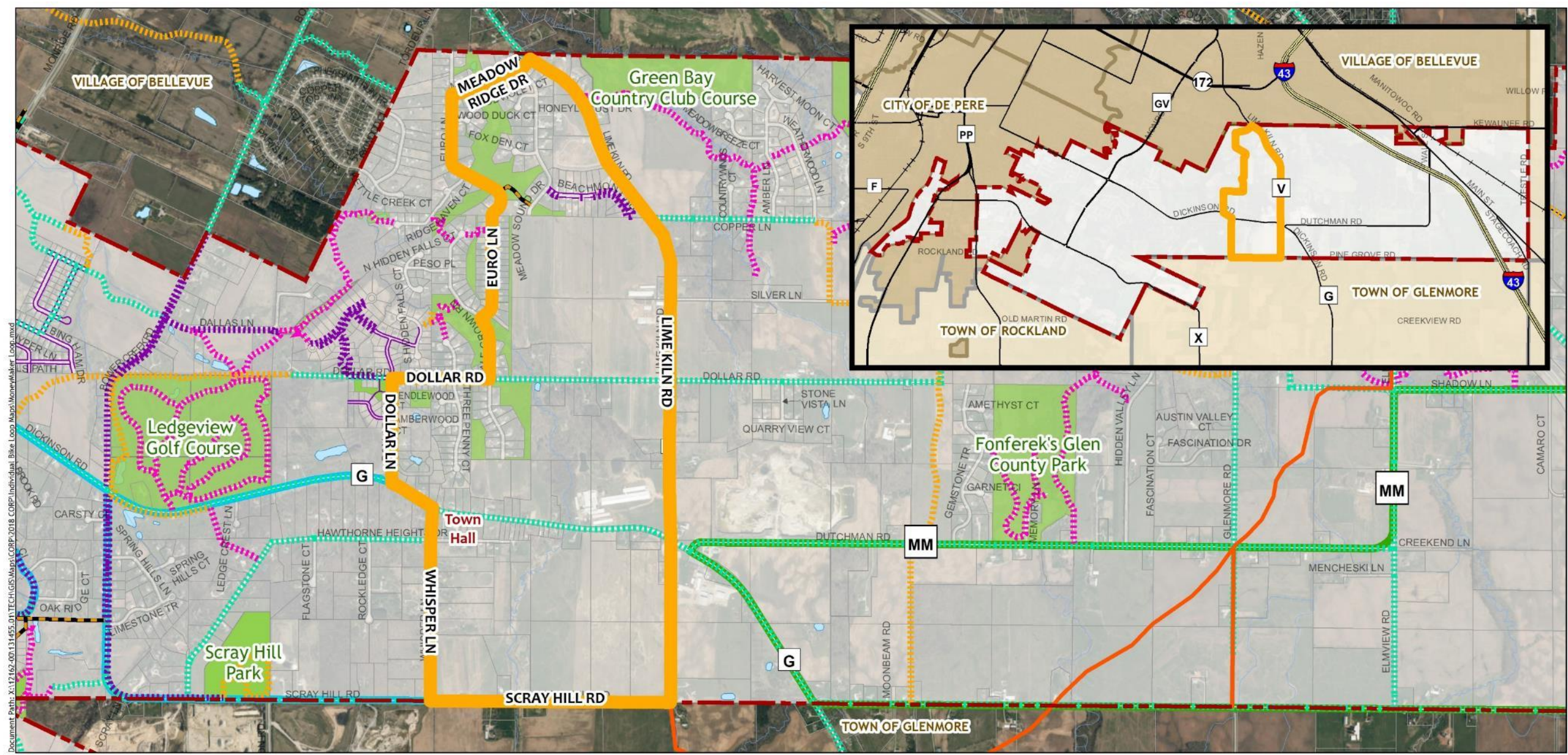


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MONEYMAKER LOOP

Total Distance: 5.6 miles

LEGEND

Municipal Boundary

MoneyMaker Loop

Rollercoaster Loop Bicycle Route

Dairy Aire Loop Bicycle Route

Existing Sidewalk

Existing Multi-Use Trail

On-Street Bicycle Lanes

Brown County Snowmobile Trail

Proposed Sidewalk

Proposed Multi-Use Trail

 **Ledgeview**  
Set your sights high

**TOWN OF LEDGEVIEW**  
**PARK & RECREATION PLAN**  
2019-2024

Map Date: 1/30/2019

00.250.5

Miles



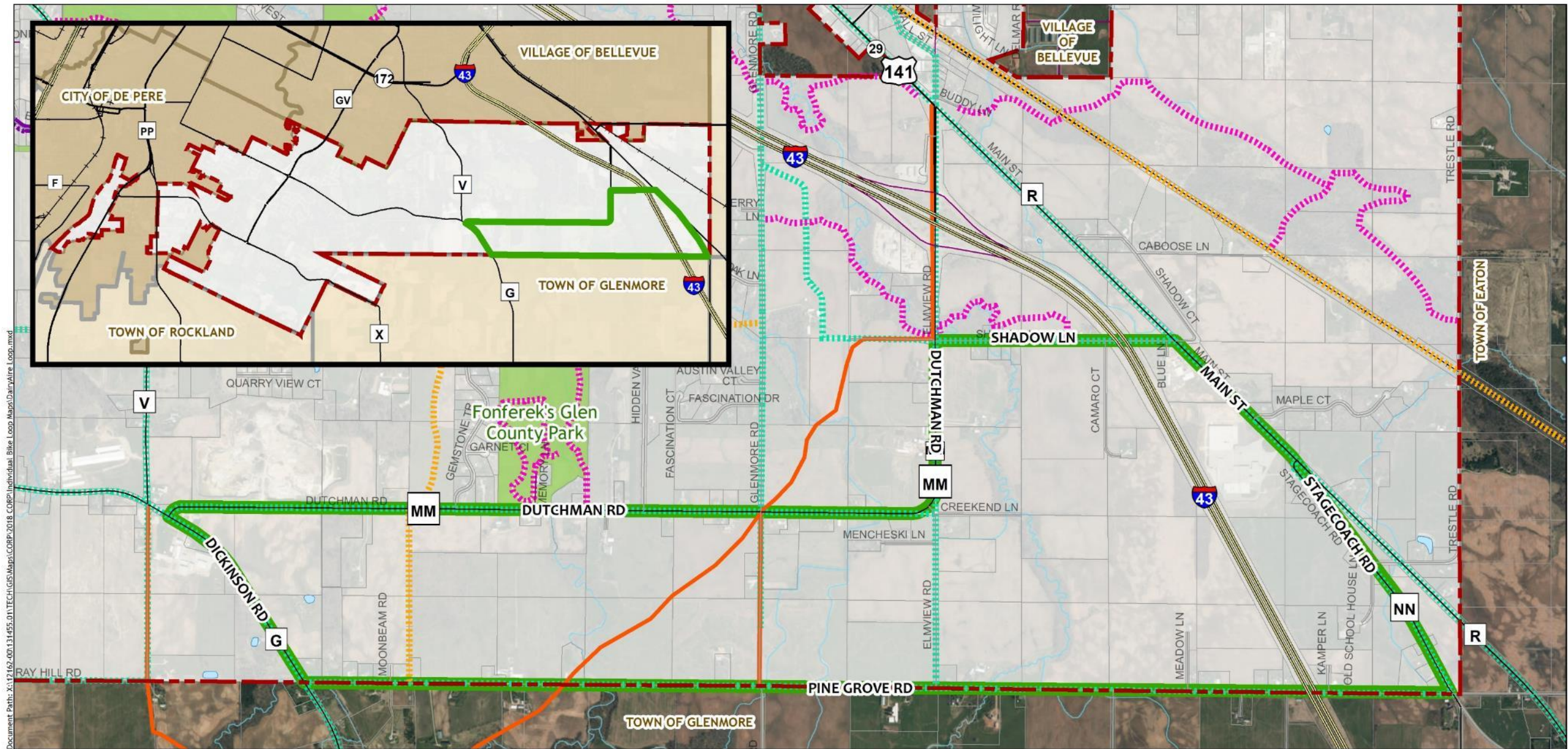
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**DAIRYAIRE LOOP** Total Distance: 8.3 miles

**LEGEND**

- |                               |                          |  |
|-------------------------------|--------------------------|--|
| Municipal Boundary            | Existing Sidewalk        | Proposed Sidewalk                        |
| Dairy Aire Loop Bicycle Route | Existing Multi-Use Trail | Proposed Multi-Use Trail                 |
| Brown County Snowmobile Trail | On-Street Bicycle Lanes  | Proposed On-Street Bicycle Accommodation |
|                               |                          | Proposed Unimproved Trail                |



**TOWN OF LEDGEVIEW  
PARK & RECREATION PLAN  
2019-2024**

Map Date: 1/30/2019  
0 0.25 0.5  
Miles



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