

**CITY OF MANITOWOC  
COMPREHENSIVE OUTDOOR  
RECREATION PLAN  
APPENDICES**

**DRAFT: 2.17.23**



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# PART 1: CHARACTERISTICS OF RECOMMENDED RECREATIONAL FACILITIES AND METHODS FOR PARKLAND ACQUISITION

## NEIGHBORHOOD PARK

### General Description:

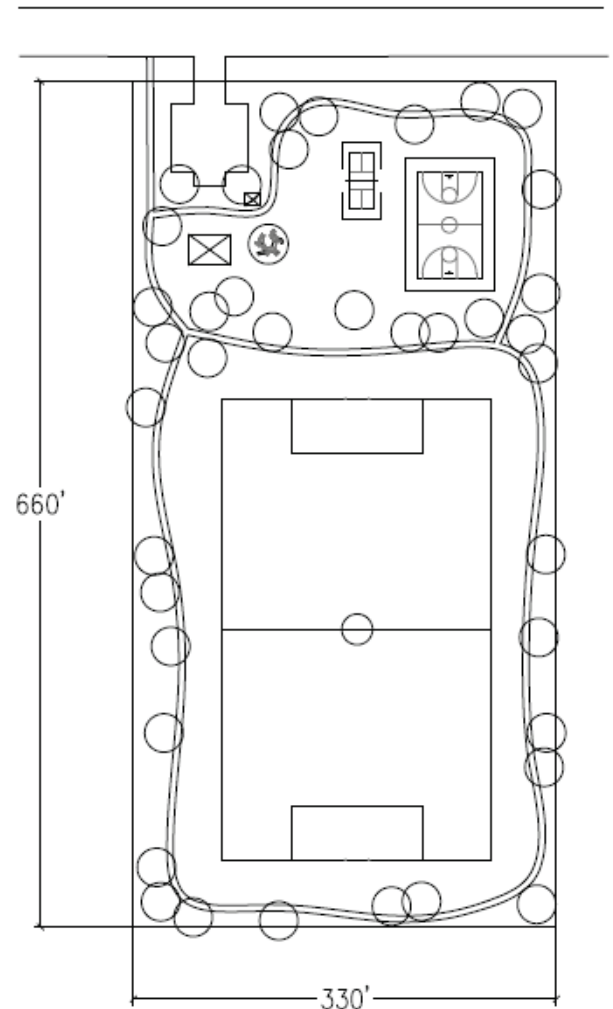
These parks are designed specifically to accommodate residents living within the service area. They are often characterized by active recreational facilities such as a playground or baseball and soccer fields but can also incorporate passive recreational areas for picnicking and nature-study.

### Basic Facilities & Activities:

- Active recreation facilities such as playground equipment, playfields (softball, soccer, football, etc.), tennis courts, volleyball courts, basketball courts, shuffleboard areas, horseshoe courts, and ice-skating rinks.
- Passive recreation facilities such as internal trails (with connections to larger regional system), picnic/sitting areas, general open space, and nature study area.
- Service buildings for shelter, storage, concessions, and restrooms.
- Landscaped areas which provide buffering and shade.
- Lighting for security at night. Lighting must be designed to be direct cut-off and not spill into adjacent properties.
- Adequate on-street and off-street parking spaces.

### Desirable Site Characteristics:

- Suited for intense development
- Easily accessible to the neighborhood population
- Geographically centered with safe walking and biking access
- May be developed as a shared school-park facility
- 1-10 acres in size



Model 5 Acre Neighborhood Park

# COMMUNITY PARK

## General Description:

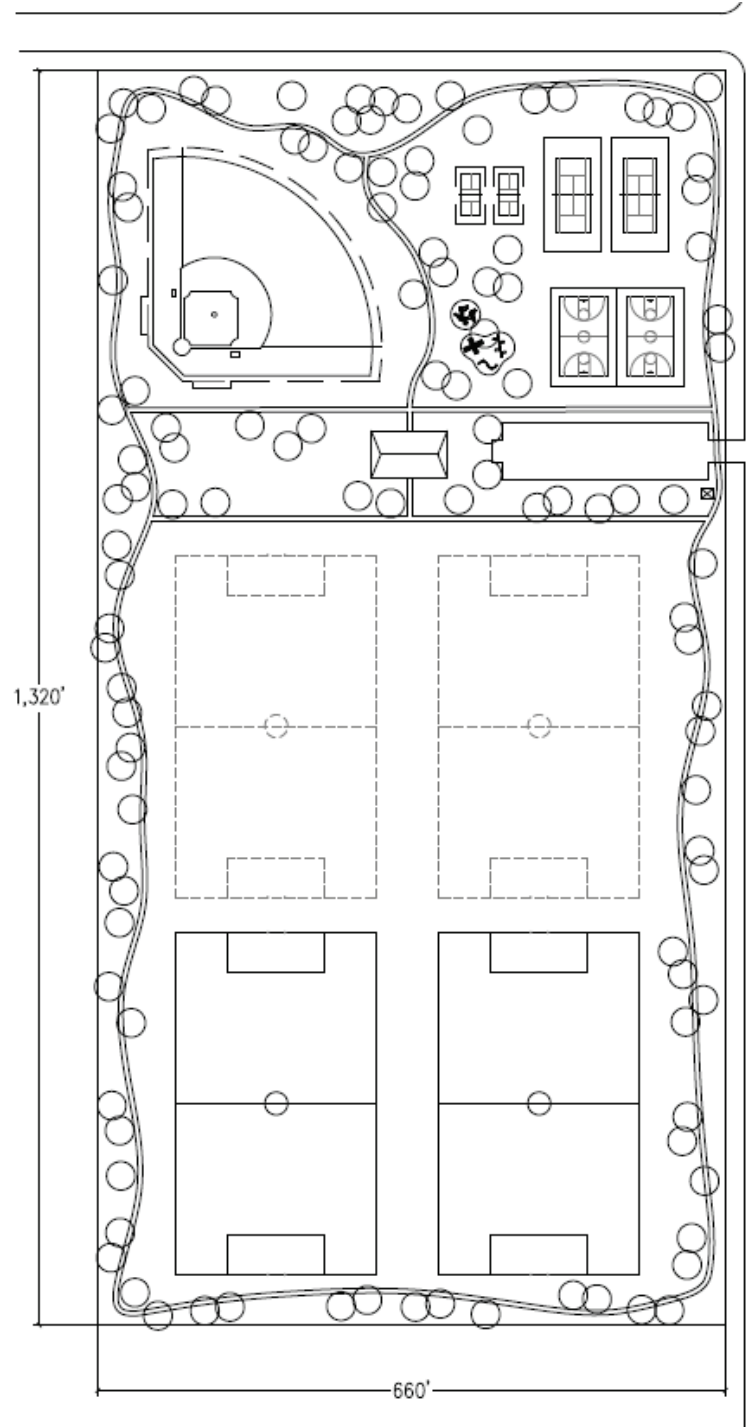
Community parks are larger in size and are able to accommodate visitors from the surrounding community and multiple neighborhoods. These sites focus on both the developed aspects of the park, such as playfields and tennis courts, as well as the natural-resource amenities.

## Basic Facilities & Activities:

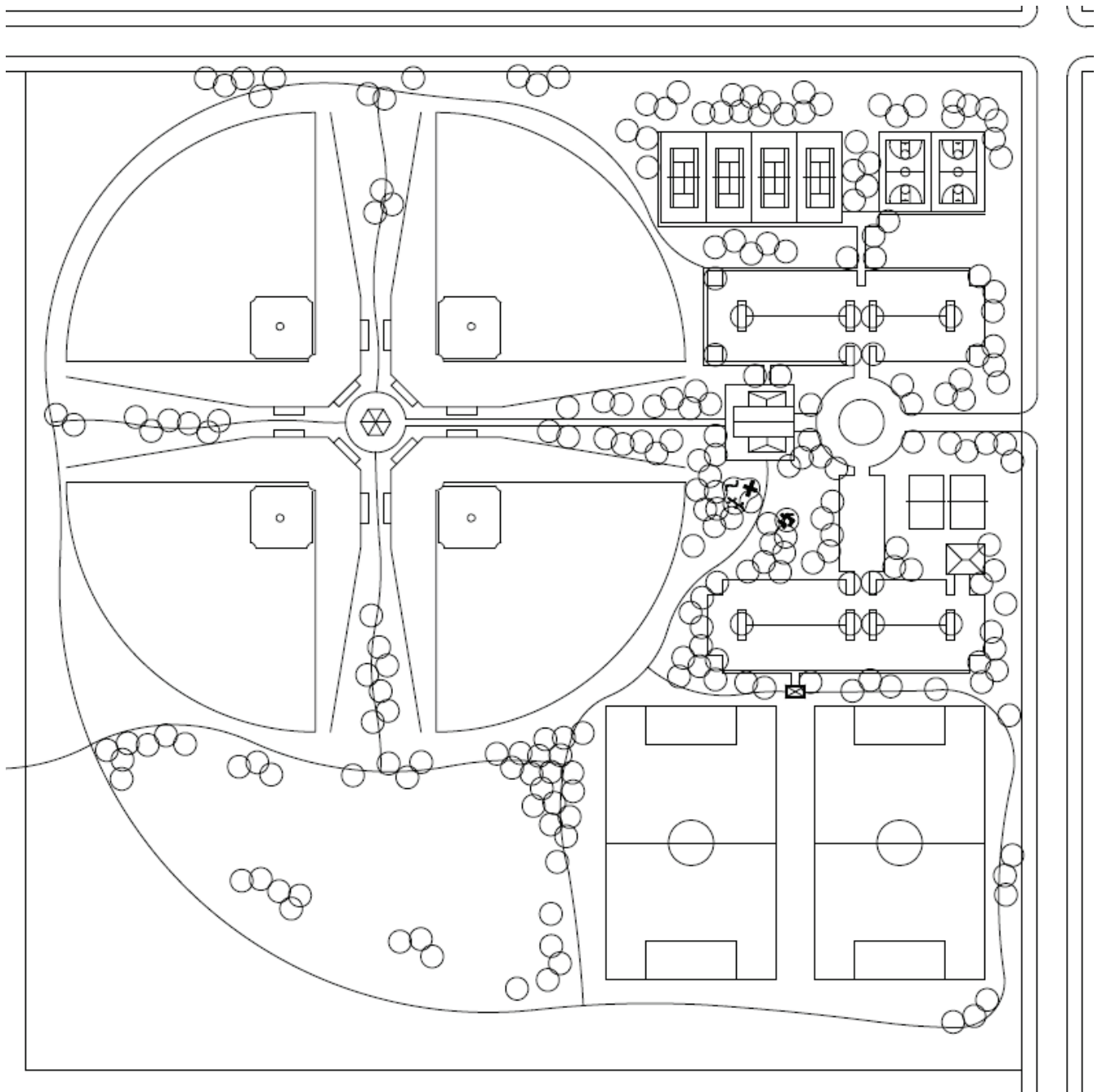
- Active recreation facilities such as playground equipment, playfields (softball, soccer, football, etc.), tennis courts, volleyball courts, basketball courts, shuffleboard areas, horseshoe courts, ice skating areas, swimming pools, swimming beaches, archery ranges, disc golf areas, or dog parks.
- Passive recreational facilities such as walking trails, picnic/sitting areas, and nature study areas, individual and group picnic/sitting areas, general open space and unique landscapes/features, natural study areas, and ornamental gardens.
- Facilities for cultural activities, such as plays and concerts in the park.
- Community Center building with multi-use rooms for crafts, theater, restrooms, social activities, and senior adult use.
- Service buildings for shelter, storage, concessions, and restrooms.
- Landscaped areas which provide buffering and shade.
- Lighting for security at night. Lighting must be designed to be direct cut-off and not spill into adjacent properties.
- Adequate off-street parking spaces.

## Desirable Site Characteristics:

- Suited for intense development
- May include natural areas, such as water bodies or wooded areas
- Easily accessible to the neighborhood population
- Easily accessible for walking and biking
- Serves neighborhood and community recreational needs
- 10+ acres in size



Model 20 Acre Community Park



Model 40 Acre Community

## SPECIAL USE PARKS AND FACILITIES

### General Description:

Areas of open space that cannot be measured by a quantifiable standard because of their unique and diverse contributions to the community. Special Use Parks and Facilities enhance an overall park and open space system by maintaining and improving the community's natural resource base, accommodating special activities that aren't included in other parks, and providing interconnections between isolated parks and recreation areas.

Examples of Special Use Parks and Facilities 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 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, wildlife habitats, areas of rare or endangered plant or animal species, prairie remnants, and restoration areas.

### Basic Facilities & Activities:

- Active recreational facilities such as areas for swimming and boating, skiing hills, biking/walking/skiing trails, skating rinks, and golf courses.
- Passive recreational facilities such as walking trails, picnic/sitting areas, and natural study areas.
- Service buildings for shelter, equipment storage/rental, concessions, and restrooms.
- Signage, trail markers, trash receptacles, and information booths.
- Lighting for security at night.
- Off-street parking spaces, if appropriate to the area.
- Historic/Cultural/Social – historic downtown areas, performing arts parks, arboretums, ornamental gardens, performing arts facilities, indoor theaters, public buildings, zoo, and amphitheaters

### Desirable Site Characteristics:

- Variable, depending on use

## CONSERVANCY AREAS

### General Description:

Permanently protected areas of environmental significance or sensitivity, generally with limited opportunities for recreational use. Acquisition of conservancy areas often has secondary benefits such as flood control or enhancement of adjacent private property values. May include water bodies, floodplains, wetlands, shorelines and shoreland setback areas, drainageways, stormwater management basins, environmental corridors, wildlife habitat, areas of endangered plant or animal species, prairie remnants or restoration areas, scenic vistas, or environmentally constrained lands or open spaces as recommended in other adopted components of the City of Manitowoc Comprehensive Plan. These sites may also be appropriate for utilities and secondary recreational uses, such as trails.

### Basic Facilities & Activities:

- Passive, nature-based, and low impact recreational facilities.

### Desirable Site Characteristics:

- Variable, depending on resource being protected.

## SCHOOL PARKS

### General Description:

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 municipality or the school district but are open to all neighborhood residents.

### Basic Facilities & Activities:

- Active recreational facilities such as playfields, tennis courts, basketball courts, playgrounds, and ice-skating rinks.
- Passive recreational facilities such as picnic/sitting areas and nature study areas.
- Service buildings for shelter, storage, concessions, and restrooms
- Lighting for security at night.
- Adequate on-street and off-street parking spaces.

### Desirable Site Characteristics:

- Easily accessible to the neighborhood population
- Accessible by walking or biking

## RECREATION TRAILS

### General Description:

Recreation trails accommodate various outdoor activities, such as biking, hiking, walking, jogging, horseback riding, nature study, and cross-country skiing. A well-designed park system provides connections between parks and open space areas and effectively integrates urban and suburban areas with the surrounding natural environment by linking off-street trail segments with on-street bike routes. There are two primary types of off-street recreation trails: multi-use paths and rural walking/hiking trails.

- 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 and environmental corridors.
- 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 other natural linear systems.

### Desirable Design Criteria for Multi-Use Paths:

- 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. AASHTO standards should be applied to all design, markings, and signage.
- In rural areas, the path should be a minimum of 10 feet wide but could be reduced to 8 feet for a short distance because of physical constraints. They are typically surfaced with limestone screenings or similar material.
- Avoid placement alongside roadways where multiple cross-streets and driveways are or will be present.
- Minimum 20 mph design speed.

### Desirable Design Criteria for Rural Walking/Hiking Trails:

- Because these trail facilities often travel through sensitive environmental areas, they are generally not paved. Rather, they are surfaced with crushed limestone, wood chips, hard packed earth, or mowed grass.

# ON-STREET BICYCLE FACILITIES

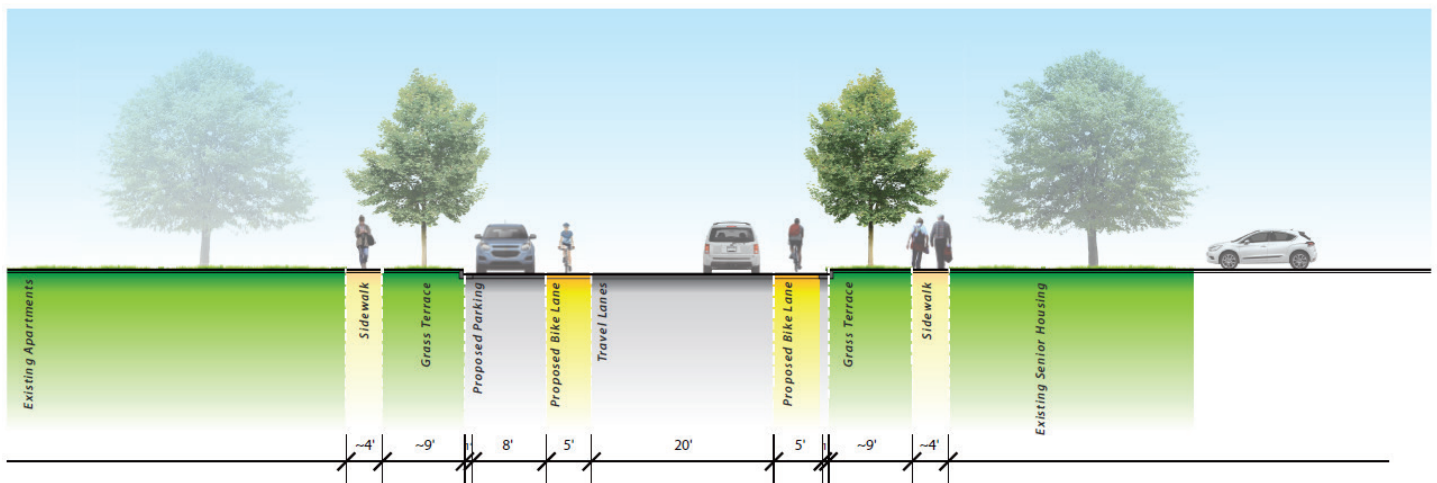
## General Description:

There are a wide variety of on-street bicycle facilities including bike routes, bike lanes, cycle tracks, sharrows, bike boxes, and paved shoulders. Bicycle routes, bike boulevards, and sharrows are the pre-identified and preferred streets for bicycle travel within an urban area. Many times, they are marked by signage on or along the road. 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. Typically, bicycle lanes are established on roadways that are 32 feet or wider. Depending on the size of the roadway and traffic volumes, bike lanes are typically buffered with striping, bollards, or on-street vehicle parking. An even greater level of separation is in the form of a dedicated on-street two-way separated path, referred to as a cycle track. This is usually used for one-way streets in areas that are the most heavily traveled by bicyclists, such as a downtown. Used in conjunction with other on-street facilities are bike boxes. These are dedicated painted areas for bicyclists to stop ahead of vehicles at potentially dangerous or heavily traveled intersections.

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 (more than 1,000 vehicles per day) with rural cross sections (i.e. no curb and gutter).

## Desirable Design Criteria for Bicycle Lanes:

- Shared bicycle and vehicle lanes can be used on any lane width but should follow the AASHTO standards for marking and signage.
- Minimum width should be 5 feet.
- When used alongside a parking lane (minimum 7 feet), bike lanes should be at least 5 feet wide and located to the traffic side of the parking lane.
- Where shared bike lanes and parallel on-street parking are used, minimum combined width should be 12 feet.
- Any lane markings or signage should meet the AASHTO standards.
- Street signs should be used to identify bicycle lanes.





## TRAILHEADS

Trailheads can provide visible access points to major off-street paths in the community's system and help connect off-street and on-street facilities. 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.

## METHODS OF ACQUIRING PARK LAND

**Advance Purchase** - By signing purchase agreements ahead of the actual date of purchase, the public agency fixes the purchase price, the landowner is relieved of up to 100 percent of the property tax, and the lands are preserved in their natural condition for future park development.

**Donation** - The ideal means of acquiring recreational and open space lands since it minimizes the public costs.

**Easements and Rights** - Several legal devices are commonly used to acquire less-than-fee title or partial rights to a piece of real estate. Such things as access rights, fishing or hunting rights, or scenic easements can usually be purchased at a cost substantially below the cost of fee title ownership. These arrangements allow concurrent public and private uses on the same property. As incentive to private property owners, it is important to emphasize the State of Wisconsin's recognition of recreational activity immunity for liability on recreational activities, as described in State Statutes 893.80(4).

**Eminent Domain** - Useful in protecting threatened parcels of unique land or to complete the acquisition of large parcels having many different owners. It is also useful to clear clouded titles. Excess condemnation of areas adjacent to road rights-of-way is another method of acquiring scenic and recreational land.

**Fee Simple Acquisition** - The landowner is given a sum of money for all rights to a specific piece of land or property. In Wisconsin, fee simple acquisition is the most common way of acquiring public lands for recreational uses. A land contract may also be used as a form of fee simple acquisition.

**Land Banking** - The land bank, which can be set up as a part of local government or a self-governing entity, can purchase land and then sell it for recreational purposes. Proceeds from the sale of land could be used for subsequent purchases. Initial financing could be provided through grants or by the issuance of bonds.

**Leaseback** - In this arrangement, the property is acquired by the public agency and then leased back to the original owner either in whole or part. This relieves the original owner of the tax burden, gives the public protective control of the land's use and allows limited continued use of the property.

**Leases** - Long-term leases are often suitable for acquiring developable park sites at minimal cost.

**Option** - This is a desirable tool to utilize on the short or long-term basis since it holds prices from rising while the purchase agreements and sources of funds are being arranged.

**Option of Tax Delinquent Property** - Often overlooked as a simple way of acquiring recreation land, local governments may make use of otherwise unused land for the public good through this means.

**Trust for Public Lands** - Private groups or organizations such as The Trust for Public Land or the Nature Conservancy can purchase outdoor recreation lands and hold these lands until a public agency can acquire them.

## NEW PARKLAND EVALUATION TOOL

A method is needed to evaluate a subdivision plat to determine if there is proposed to be enough parkland, if the proposed parkland is the right type of land, and if there's other land that may be better suited for park and open space. Staff and policy makers alike need a method of analyzing a site prior to making any formal determinations. Through the review of best practices, in addition to information provided by staff, the Public Infrastructure Committee, Plan Commission, City Council, and the public, the following Parkland Evaluation Tool was created. The tool utilizes nine different criteria to score a given site during the subdivision plat review process. It is recommended that this matrix be used in all future park or trail acquisition determinations at the Public Infrastructure Committee or Plan Commission level. It is also recommended that the table be reevaluated and adapted on an annual basis to most accurately reflect the needs of Manitowoc as they change over time. Figure 1.1 presents each Evaluation Criteria and the Site Score associated with each attribute of the park or trail being proposed.

FIGURE 1.1: PROPOSED PARKLAND EVALUATION TOOL

Evaluation Criteria		Scoring System
1	Identified on Map 3: Future Park Facilities and/or Chapter 7 or 8	0 = Parkland is not directly stated or inferred in Chapter 7/8 or on Map 3 10 = Parkland is not directly stated, but inferred in Chapter 7/8 or on Map 3 20 = Parkland is directly stated in Chapter 7/8 or on Map 3
2	Percentage of Constrained Lands (WisDNR wetlands and floodplains, steep slopes (greater than 12%), drainageways (75' buffer around perennial streams or 50' buffer around intermittent channels), and woodlands (combined 80% cover area))	0 = Parkland consists of between 50%-100% constrained lands 10 = Parkland consists of between 1%-49% constrained lands 20 = Parkland has no constrained lands
3	Stormwater Retention	0 = Parkland is made up of over 50% lands that will be used for on-site stormwater retention. 10 = Parkland is made up of between 1-49% lands that will be used for on-site stormwater retention. 20 = None of the parkland will be made up lands that will be used for on-site stormwater retention.
4	Accommodates Active Uses	0 = Parkland could only function for an entirely passive recreational use in the future. 8 = Parkland could accommodate some active recreational uses, but not enough space for at least one full size playfield. 15 = Parkland could function for both an active and passive recreational use in the future and can accommodate at least one full size playfield.
5	Meets a Service Area Gap (Map 2/Chapter 5)	0 = Parkland already covered by a service area in Map 2 5 = Parkland not covered by any service areas in Map 2
6	Provides a Connection to an Existing State, County, or Municipal Park or Trail	0 = Parkland will not connect to any future or planned State, County, or Municipal park or trail 5 = Parkland is an opportunity for a future connection or is directly adjacent to an existing or planned State, County, or Municipal park or trail
7	Addresses a Goal, Objective, or Policy (Chapter 4)	0 = Parkland or future uses are not directly stated Chapter 4 5 = Parkland or future uses are directly stated in Chapter 4
8	Protects a Valuable Natural Resource (environmental corridor as shown on the Comprehensive Plan's Natural Resource Map)	0 = Parkland includes no land within an environmental corridor 5 = Parkland is adjacent to or a portion of it resides in an environmental corridor
9	Provides an Amenity or Recreational Programming Opportunity Not Offered by the City of Manitowoc	0 = No, the parkland or future use is already an existing City of Manitowoc amenity or recreational program 5 = Yes, the parkland or future use is not an existing City of Manitowoc amenity or recreational program

The maximum score for a given site, if all nine of the Evaluation Criteria were entirely satisfied would be 100. While it is highly unlikely any future potential parkland will score a perfect 100, it is recommended that a tier system to be utilized to categorize site scoring. Figure 1.2 displays the tiers in which a proposed parkland can fall within. It is recommended that the following approach be taken based on the park’s evaluation score.

- Any site score of 49 or under should not be pursued at this time because it does not meet enough of the evaluation criteria and needs improvement.
- Any site score between 50-74 should be pursued, however additional evaluation and determination based on the details of the situation may be necessary before accepting the land.
- Any site score 75 or above should be pursued and meets or exceeds nearly all evaluation criteria.

FIGURE 1.2: PARKLAND EVALUATION SUMMARY

Site Score	Land Acquisition Approach
0-49	Does Not Meet Needs
50-74	Recommend (With Further Evaluation)
75-100	Highly Recommend

It should be noted, each individual situation presents unique circumstances that may fall outside of this evaluation. Figures 1.1 and 1.2 are recommended to be used as supporting information in the determination of any future proposed parkland, not the sole source of determination. A case-by-case approach is the most effective method to factor in all aspects of a particular situation.

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# PART 2: DATA INVENTORY AND ANALYSIS

## Population Trends and Forecasts

FIGURE 2.1: POPULATION COMPARISON

	1980	1990	2000	2010	2020	2000-2010	2010-2020
<b>City of Manitowoc</b>	<b>32,547</b>	<b>32,520</b>	<b>34,053</b>	<b>33,736</b>	<b>34,626</b>	<b>-1%</b>	<b>3%</b>
City of Two Rivers	13,354	13,030	12,639	11,712	11,271	-7%	-4%
City of Sheboygan	48,085	49,676	50,792	49,288	49,929	-3%	1%
City of Sturgeon Bay	8,847	9,176	9,437	9,144	9,646	-3%	5%
Town of Manitowoc	1,177	937	1,091	1,264	1,096	16%	-13%
Town of Manitowoc Rapids	3,186	2,579	2,467	2,406	2,049	-2%	-15%
Town of Newton	2,332	2,242	2,250	2,418	2,167	7%	-10%
Town of Two Rivers	2,663	2,147	1,952	1,663	1,665	-15%	0%
Manitowoc County	82,919	80,421	82,887	81,442	81,359	-2%	0%
Wisconsin	4,705,767	4,891,769	5,363,675	5,686,986	5,893,718	6%	4%

Source: U.S. Census Bureau, 190, 1990, 2000, 2010, 2020 Census.

Source: U.S. Census Bureau, 2014-2020 American Community Survey 5-Year Estimates.

FIGURE 2.2: CITY OF MANITOWOC POPULATION PROJECTIONS

	2010	2020	2025	2030	2035	2040	% Change 2020-2040	Population Increase 2020-2040
WisDOA Projections	33,736	34,626	34,060	34,180	33,890	32,870	-5%	-1,756
Linear Growth 1990-2020 <sup>(1)</sup>	33,736	34,626	34,907	35,258	35,609	35,960	4%	1,334
Linear Growth 2000-2020 <sup>(1)</sup>	33,736	34,626	34,741	34,884	35,027	35,170	2%	544
Linear Growth 2010-2020 <sup>(1)</sup>	33,736	34,626	34,982	35,427	35,872	36,317	5%	1,691
Compounded Growth 1990-2020 <sup>(2)</sup>	33,736	34,626	34,926	35,305	35,687	36,074	4%	1,448
<b>Compounded Growth 2000-2020<sup>(2)</sup></b>	<b>33,736</b>	<b>34,626</b>	<b>34,743</b>	<b>34,889</b>	<b>35,036</b>	<b>35,184</b>	<b>2%</b>	<b>558</b>
Compounded Growth 2010-2020 <sup>(2)</sup>	33,736	34,626	34,993	35,457	35,927	36,403	5%	1,777

Source: U.S. Census Bureau, 1990-2010 Census.

Source: Wisconsin Department of Administration, 2013 population estimate.

1. Extrapolated based on the average annual population change over the given years.

2. Extrapolated based on the average annual percent change over the given years.

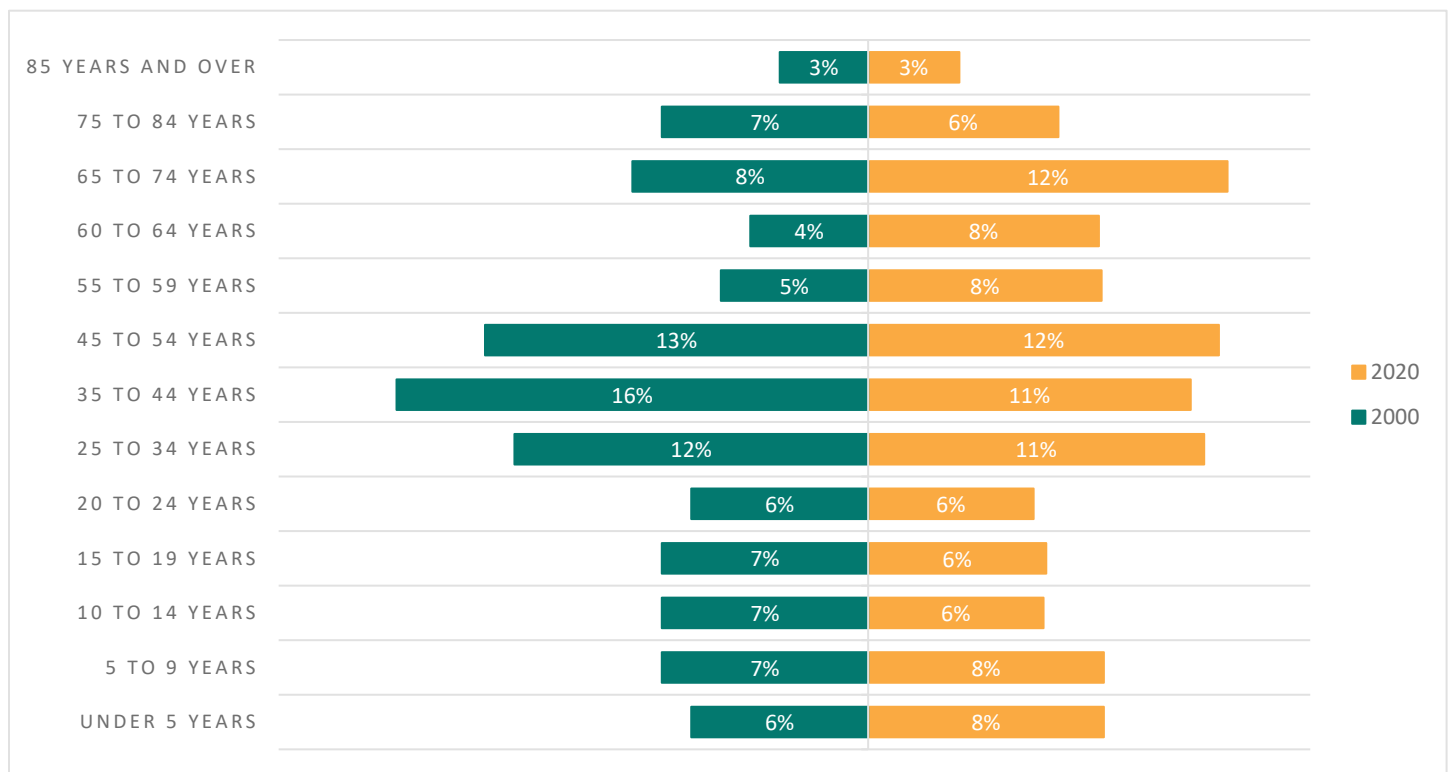
FIGURE 2.3: AGE DISTRIBUTION

	Median Age			Percent Under 18			Percent Over 65		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
<b>City of Manitowoc</b>	<b>40</b>	<b>41</b>	<b>45</b>	<b>24%</b>	<b>22%</b>	<b>21%</b>	<b>18.4</b>	<b>18%</b>	<b>22%</b>
City of Two Rivers	38	45	45	25%	21%	20%	16.5	19%	21%
City of Sheboygan	36	37	37	26%	25%	25%	16%	15%	16%
City of Sturgeon Bay	40	42.1	44.5	23%	20%	20%	19%	16%	20%
Town of Manitowoc	42	43	52	21%	26%	18%	15%	15%	26%
Town of Manitowoc Rapids	45	52	52	22%	18%	18%	22%	24%	27%
Town of Newton	38	45	46	25%	23%	24%	10%	15%	17%
Town of Two Rivers	43	51	54	23%	14%	12%	14%	22%	27%
Manitowoc County	38.3	42.4	44.9	25%	23%	18%	16%	17%	20%
Wisconsin	36	38	40	26%	24%	22%	13%	13%	17%

Source: U.S. Census Bureau, 2000-2020 Census.

\*Source: U.S. Census Bureau, 2014-2020 American Community Survey 5-Year Estimates.

FIGURE 2.4: CITY OF MANITOWOC POPULATION PYRAMID



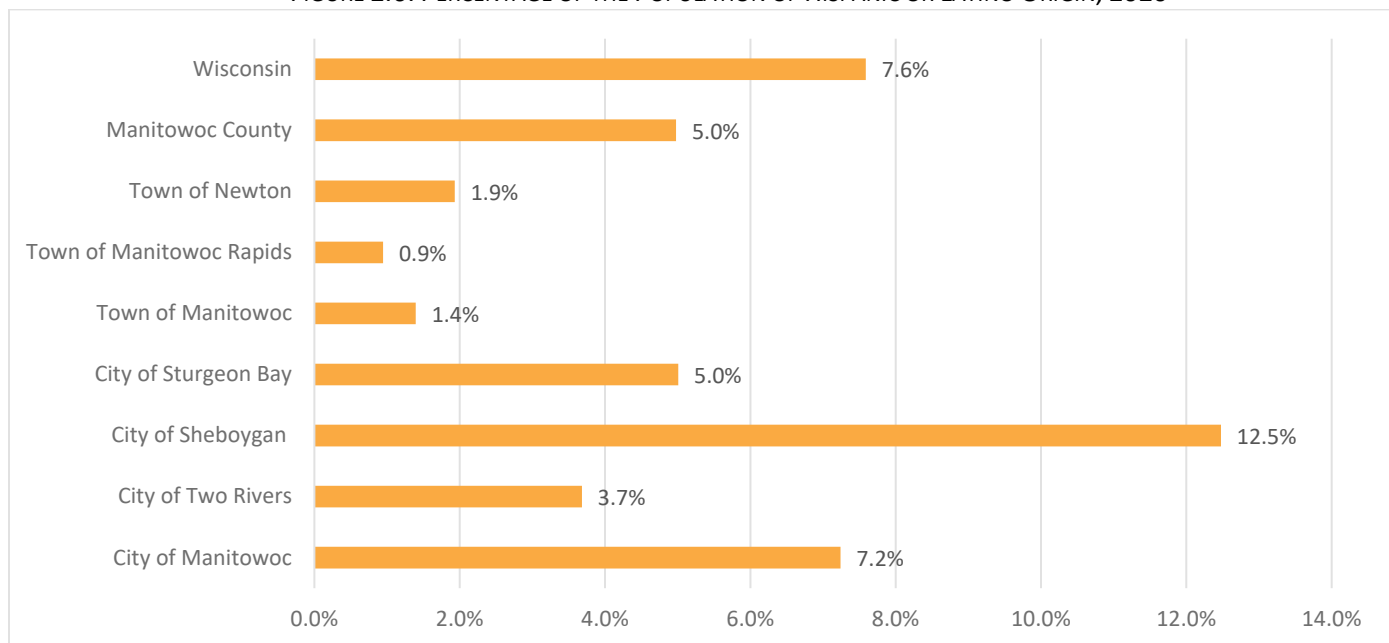
Source: U.S. Census Bureau, 2000-2020 Census.

FIGURE 2.5: RACE AND ETHNICITY COMMUNITY COMPARISONS, 2020

	White	African American	American Indian	Asian	Other	Two or More Races	Hispanic or Latino
<b>City of Manitowoc</b>	<b>81.0%</b>	<b>2.3%</b>	<b>0.6%</b>	<b>5.0%</b>	<b>0.3%</b>	<b>3.7%</b>	<b>7.2%</b>
City of Two Rivers	87.4%	1.3%	0.6%	2.7%	0.2%	4.1%	3.7%
City of Sheboygan	68.9%	3.1%	0.4%	11.0%	0.3%	3.7%	12.5%
City of Sturgeon Bay	88.2%	1.1%	0.7%	0.6%	0.4%	4.0%	5.0%
Town of Manitowoc	92.8%	0.0%	0.0%	3.5%	0.2%	2.0%	1.4%
Town of Manitowoc Rapids	94.7%	0.3%	0.2%	0.9%	0.5%	2.5%	0.9%
Town of Newton	94.1%	0.4%	0.2%	1.0%	0.1%	2.2%	1.9%
Manitowoc County	87.2%	1.3%	0.5%	2.8%	0.3%	3.1%	5.0%
Wisconsin	78.6%	6.2%	0.8%	3.0%	0.3%	3.5%	7.6%

Source: U.S. Census Bureau 2020 Census.

FIGURE 2.6: PERCENTAGE OF THE POPULATION OF HISPANIC OR LATINO ORIGIN, 2020



Source: U.S. Census Bureau 2020 Census.

FIGURE 2.7: MANITOWOC RACE AND ETHNICITY

	2000	2010	2020
<b>Race</b>			
White	93.0%	91.8%	88.0%
Black or African American	0.4%	0.9%	2.3%
American Indian	1.3%	0.4%	0.5%
Asian	3.8%	4.4%	5.9%
Other	1.5%	1.2%	0.7%
Two or More	1.0%	1.3%	2.6%
<b>Ethnicity</b>			
Hispanic or Latino	2.8%	4.6%	5.5%

Source: U.S. Census Bureau, 2010-2020 Census.

## Household Trends

FIGURE 2.8: 2020 HOUSEHOLD CHARACTERISTIC COMPARISONS

	Total Housing Units	Vacant Units	Percent Owner Occupied	Average Household Size
<b>City of Manitowoc</b>	<b>16,059</b>	<b>1,450</b>	<b>67%</b>	<b>2.17</b>
City of Two Rivers	5,524	401	71%	2.14
City of Sheboygan	21,819	1,592	59%	2.34
City of Sturgeon Bay	5,217	701	65%	1.94
Town of Manitowoc	495	23	94%	2.32
Town of Manitowoc Rapids	874	28	92%	2.32
Town of Newton	881	97	92%	2.76
Town of Two Rivers	906	88	94%	2.04
Manitowoc County	37,538	3,103	76%	2.26
Wisconsin	2,727,726	299,365	67%	2.38

Source: U.S. Census Bureau, 2020 Census.

FIGURE 2.9: 2020 HOUSEHOLD CHARACTERISTIC COMPARISONS, CONTINUED

	Owner-Occupied Home Value	Median Owner-Occupied Costs per month with a mortgage	Gross Rent	Median Household Income
<b>City of Manitowoc</b>	<b>\$112,000</b>	<b>\$1,020</b>	<b>\$672</b>	<b>\$51,563</b>
City of Two Rivers	\$93,400	\$956	\$679	\$49,994
City of Sheboygan	\$121,600	\$1,087	\$708	\$52,088
City of Sturgeon Bay	\$154,100	\$1,111	\$796	\$57,226
Town of Manitowoc	\$165,200	1212	\$850	\$69,000
Town of Manitowoc Rapids	\$210,900	\$1,538	\$534	\$82,875
Town of Newton	\$206,300	\$1,294	-	\$78,000
Town of Two Rivers	\$163,900	\$1,163	\$779	\$59,375
Manitowoc County	\$133,200	\$1,114	\$679	\$58,464
Wisconsin	\$189,200	\$1,436	\$872	\$63,293

Source: U.S. Census Bureau, 2020 Census.



FIGURE 2.10: PROJECTED HOUSEHOLDS AND NUMBER OF PERSONS PER HOUSEHOLD

	Number of Households						Additional Households	Additional Households
	2010*	2020*	2025	2030	2035	2040	2020-2030	2020-2040
Linear Growth 1990-2020 <sup>(1)</sup>	14,919	16,059	16,086	16,248	16,410	16,571	189	577
Linear Growth 2000-2020 <sup>(1)</sup>	14,919	16,059	16,009	16,076	16,142	16,208	17	175
Linear Growth 2010-2020 <sup>(1)</sup>	14,919	16,059	16,121	16,326	16,531	16,736	267	759
Compounded Growth 1990-2020 <sup>(2)</sup>	14,919	16,059	16,095	16,269	16,446	16,624	210	637
<b>Compounded Growth 2000-2020 <sup>(2)</sup></b>	<b>14,919</b>	<b>16,059</b>	16,010	16,078	16,146	16,214	19	182
Compounded Growth 2010-2020 <sup>(2)</sup>	14,919	16,059	16,126	16,340	16,556	16,776	281	805
Custom Household Size Projections**	2.24	2.17	2.17	2.17	2.17	2.17	-	-

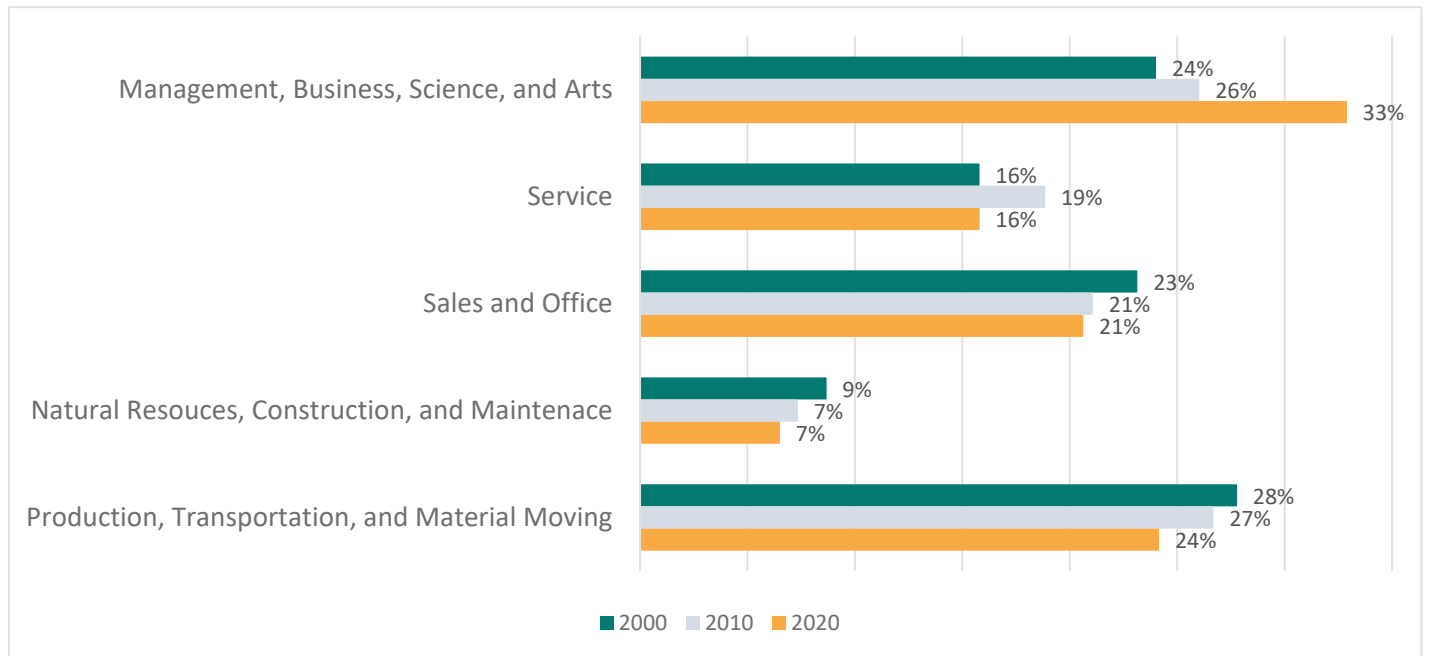
\*Source: U.S. Census Bureau, 1990-2020 Census.

\*\* Source: Projections are based on 1990-2020 U.S. Census Bureau data.

1. Extrapolated based on the average annual population change over the given years.

2. Extrapolated based on the average annual percent change over the given years.

FIGURE 2.11: OCCUPATION BY INDUSTRY, MANITOWOC



Source: U.S. Census Bureau, 1990-2020 Census.

FIGURE 2.12: PUBLIC HEALTH CONTEXT

	Overall Health Outcome Ranking*	Percentage of Adult Obesity	Poor or Fair Health
Manitowoc County	53 out of 72	36%	15%
Kewaunee County	15 out of 72	35%	15%
Brown County	31 out of 72	34%	15%
Calumet County	8 out of 72	28%	13%
Sheboygan County	14 out of 72	33%	14%
Ozaukee County	1 out of 72	24%	11%
Outagamie County	13 out of 72	33%	14%
Wisconsin	N/A	32%	15%

\*2021 Health outcomes rankings are a combination of factors including length of life, quality of life, health behaviors, clinical care, social and economic factors, and physical environment.

Source: 2021 County Health Rankings, University of Wisconsin Population Health Institute.

FIGURE 2.13: PUBLIC HEALTH CONTEXT

	Adults Aged 20+ Diagnosed With Diabetes*	Leading Cause of Death**	Life Expectancy***
Manitowoc County	7%	Heart Disease (260.9 per 100,000)	79.4
Kewaunee County	7%	Heart Disease (208.8 per 100,000)	82.0
Brown County	8%	Heart Disease (192.4 per 100,000)	80.1
Calumet County	8%	Heart Disease (157.8 per 100,000)	81.4
Sheboygan County	8%	Heart Disease (227.2 per 100,000)	79.6
Ozaukee County	6%	Heart Disease (273.3 per 100,000)	81.8
Outagamie County	8%	Heart Disease (176.6 per 100,000)	80.3
Wisconsin	9%	Heart Disease (199 per 100,000)	79.5

\*Source: CDC, 2019.

\*\*Source: 2017 Wisconsin Public Health Profiles. Wisconsin Department of Health Services.

\*\*\*Source: Life Expectancy in Wisconsin 2010-2014. Wisconsin Department of Health Services, 2016.

# PART 3: REVIEW OF EXISTING PLANS AND REPORTS

A critical step in the park planning process is the examination of past planning efforts in Manitowoc and other related municipal, county, and state plans. A comprehensive understanding of how the City and its surrounding area have evolved over time and of how this Comprehensive Outdoor Recreational Plan can support additional future planning efforts helps establish guidelines for the recommendations and implementation strategies of this Plan.

Moreover, a review of existing plans helps identify ways this Plan can be adapted so that its goals, objectives, and policies align and coordinate with ongoing planning efforts within the City, County, and region. The following is a summary of information from existing plans that informs the goals, objectives, and recommendations of the Manitowoc Comprehensive Outdoor Recreation Plan.

## PLAN REVIEW SUMMARY

### City of Manitowoc Comprehensive Plan (2022)

The City's Comprehensive Plan, updated and adopted in conjunction with this CORP in 2022, provides guidance on how and where the City might grow, develop, and change over the next twenty years. The Plan provides an overall vision, goals, objectives and policies, and specific issues and opportunities for the community, and covers all nine essential elements of the state statutes governing long-term comprehensive planning. Some of the key opportunities and recommendations within the City's Comprehensive Plan include:

#### Transportation Goals:

- Promoting continued redevelopment of the downtown and City neighborhoods to contain a mix of uses to make walking and bicycling viable transportation options, minimizing traffic on existing streets.
- Maximizing safety and accessibility at the City's intersections through the use of traffic calming techniques as warranted.
- Continuing to develop a pedestrian system in the City by installing sidewalks in new neighborhoods and providing connections to schools and other pedestrian traffic generators, such as recreational spaces.

#### Implementing Bicycle and Pedestrian trail systems:

- An interconnected bike and pedestrian trail network would link the City's central area and main streets with surrounding neighborhoods, parks, schools, and existing natural and recreational amenities.
- Bike and pedestrian trail systems would be connected to areas of local employment.

#### Diversify Recreational Opportunities:

- The City should explore the provision of outdoor recreational facilities for all seasons and establish programming to activate park, recreational, and other community gathering spaces.
- The City's aging population, changing demographic composition, safety concerns, and technological changes should be considered when planning for future trails and multimodal networks.
- Enhancing accessibility to public lands along the Manitowoc River and Lake Michigan and build Manitowoc's identity by holding community events along these water bodies and downtown.

#### Additional recommendations include:

- Preserving valued natural features & characteristics of the City to serve as wildlife corridors, recreational trails, and stormwater management areas.
- Protecting water quality
- Building on natural resource-based tourism opportunities
- Creating neighborhood amenities and connections to existing parks and recreational facilities
- Enhancing natural stormwater management

Many of the issues, opportunities, goals, objectives, and recommendations identified in the 2022 City of Manitowoc Comprehensive Plan are reflected and supported throughout this Plan. This plan builds upon Comprehensive Plan information and recommendations, providing strategic updates to key areas to further advance and prioritize future park and recreation planning, development, upgrades, and integration into the community.

One of the City's Comprehensive Plan goals is to encourage neighborhood design that supports a range of transportation choices while providing access to natural areas and open spaces. This CORP provides specific recommendations for the implementation of trail networks and multimodal transportation facility options that help accomplish this goal. The Comprehensive Plan also calls for the building of a community identity for the City by revitalizing its main streets and enforcing quality design standards. The recommendations within this plan can help reinforce this character and community building goal by cohesively tying community public amenities and assets into the City's identity through the creation of multimodal networks that tie main streets to parks and help activate and revitalize key areas for commercial, entertainment, and recreational purposes. Creating an integrated, efficient, and economical transportation system that offers mobility, convenience, and safety to meet the needs of all citizens is a goal supported by both this plan and the community's existing Comprehensive Plan. An additional community goal and objective identified by public participation in the Comprehensive Plan is the conversion of the CN railway line running through the community to a multiuse bicycle and pedestrian trail.

### **City of Manitowoc Comprehensive Park and Recreation Plan 2017-2022**

In 2017, the City of Manitowoc completed its previous update to its Comprehensive Outdoor Recreation Plan. This document served to make the City eligible for state and federal grants through the WisDNR during that period, but also serves as a guide for park, open space, and public space improvements over the next five years and beyond. The plan assesses and inventories facility and space needs, focusing on evaluating existing facilities in order to determine what the current and future park and recreational needs of the community will be over a five-year time period. Key findings included:

The Comprehensive Park and Recreation Plan has five overarching project prioritization principles:

- Enhance network connectivity for all public spaces and natural areas, including parks, environmental corridors, and networked bicycle and pedestrian systems.
- Increase the use of underutilized parks.
- Equity in the location, design, and access to public spaces while balancing the protection of natural areas within parks and greenspace.
- Target investments, facilities, and amenities of potential high impact.
- Be cost efficient and improve fiscal and structural performance of the City, recognizing that public open spaces are fundamental parts of the urban environment and provide significant public benefits that are expected by citizens.

Some of the key goals of the plan include the following:

- Provide sufficient park land and recreation facilities to meet the current and projected future demand of City residents without adversely affecting existing natural and cultural resources.
- Showcase and preserve the characteristics and diversity of the natural, cultural, and historical resources of Manitowoc.
- Protect lakes, rivers, and streams, including wetlands, high infiltration areas, and associated vegetative buffers to maintain high water quality, manage water quantity, and sustain water-related recreation throughout the City.
- Provide an inclusive parks system for all residents, regardless of age, race, gender or gender identity, national origin, ethnicity, culture, religion, sexual orientation, political affiliation, place of residence, veteran status, physical ability, cognitive capacity, or family, marital, or economic status.



This CORP document expands upon the 2017-2022 plan analyses and recommendations, inventorying key changes and improvements to the community's Park and Recreation system while updating priority projects and policy recommendations to continue the City's vision of establishing an accessible multimodal transportation network throughout Manitowoc.

### **City of Manitowoc Bicycle and Pedestrian Plan (2021)**

Partnering with the Bay-Lake Regional Planning Commission (BLRPC), the City produced its most recent Bicycle and Pedestrian Plan in 2021. Building on the strategic framework provided within the City's Comprehensive Plan and 2018 Downtown Master Plan, the plan outlines the benefits and needs of bicycling and provides a vision, goals, objectives, and best practice strategies for the implementation of bicycle and pedestrian facilities within the community. The Plan identifies desirable bicycle and pedestrian facility routes, networks, and connections in Manitowoc, with an emphasis on the potential of multimodal transportation networks to increase activity within the City and its various park and recreational assets. It is important to consider the components of this plan when planning for the future of the City's trail and transportation network facilities. This Plan makes multiple recommendations for bicycle trails and facilities in the Manitowoc area. These include providing bicycle parking at all parks and government buildings, encouraging bike parking at schools, major employment locations, downtown, and in other areas of activity, and encouraging developers to create bicycle and pedestrian site design and infrastructure.

The plan establishes a framework for increasing walkability and bicycle network connections to improve connectivity throughout the community and make Manitowoc more pedestrian friendly for people of all ages and abilities. Some of the key recommendations of this plan include:

- Updating the City's existing Complete Streets policy
- Updating and adopting facility guidelines based off of AASHTO Design Guide for the Development of Bicycle Facilities and the Wisconsin Bicycle Facility Handbook
- Dedicating funding in upcoming Capital Improvement Planning to implement this plan while seeking additional federal, state, and local funding opportunities
- Prioritizing the connection of areas of activity that are in most need of such connections
- Creating a City-sponsored bicycle-sharing program for city residents and visitors to use rented bicycles for short-term transportation
- Encouraging bike groups to host major community bicycling events or rides to support an active transportation culture

The plan also describes and prioritizes a number of facility improvement projects to develop the City's transportation network for better bicycle and pedestrian travel centered around the following overarching project prioritization principles:

- Enhancing network connectivity for all public spaces and natural areas, including parks, environmental corridors, and networked bicycle and pedestrian systems.
- Ensuring equity in the location, design, and access to public spaces.
- Targeting investments, facilities, and amenities of potential high impact.
- Being cost efficient and improving the fiscal and structural performance of the City, recognizing that public open spaces are fundamental parts of the urban environment and provide significant public benefits that are expected by citizens.

### **City of Manitowoc Downtown Master Plan and Riverwalk Engineering Study**

The City's 2018 Downtown Master Plan identifies six incremental enhancements to Manitowoc's existing multimodal transportation network to improve mobility throughout the community. Many of the recommended improvements focus on enhancing the safety and comfort of the multimodal network to expand transportation options for residents and visitors of all ages and abilities. The incremental strategies of this plan include the following:

- Pursuing the establishment of a 9th St Bike Boulevard
- Improving the Maritime Drive/10th St Intersection
- Improving the Maritime Drive/5th St Intersection
- Enhancing Pedestrian Crossings at key intersections
- Improving accessibility throughout Downtown
- Improving the Bus System in Downtown

While the bus improvement strategy may seem unrelated, bicycle and pedestrian facilities and bus systems are closely tied and the benefits of one can create benefits to the other. Additionally, the riverwalk is a key component of this plan's recommendations, which led to the completion of the Riverwalk Engineering Study along the northern portion of the Manitowoc River. The recommendations of both plans have been incorporated into this plan.

### **City of Manitowoc Environmental Studies and Plans**

There are several different environmental plans and studies that overlap with the City's parks and trails network. Those include:

- Maritime Bluff and Shoreland Restoration Plan – covers environmental efforts to be pursued in Lighthouse Park and along the western side of Maritime Drive.
- Silver Creek Restoration Plan and Stream Design and Habitat Restoration Plan – explore improvements that can be made to improve the environmental components in and around Silver Creek.
- Lower Henry Schuette Park Restoration Plan – analyzes and recommends environmental improvements that are actively being pursued along the Manitowoc River in this part of the park.
- Lower Henry Schuette Park Bridge Analysis – studies the potential opportunities to connect the park across the Manitowoc River to Manitou Park.
- Lakeside Boulevard Bluff Management Plan – explores opportunities to improve Lake Michigan bluffs in the City through species removal and management.
- River Corridor and Confined Disposal Facility (CDF) Capstone Project – as of the writing of this plan, students at UW-Madison are working on a community design and open space plan for the downtown river corridor and future of the CDF site.
- Park Tree Management Plan – last completed in 2010. This plan identifies methods for tree management throughout all City of Manitowoc parks.

### **Manitowoc River Watershed Water Trail Plan**

The Manitowoc River Watershed Water Trail Plan inventories existing access sites and lays out recommendations for improvements to those sites and for additional access sites. Further, it lays out the importance of establishing a brand for the water trail and how that brand can benefit from marketing and promotion of the water trail. Implementation of the plan is actively being pursued by the City and has been incorporated into this Plan.

### **Devil's River State Trail Master Plan**

The Devil's River State Trail consists of 14 miles of shared use rail-trail located in both Brown County and Manitowoc County. This section of the trail, known as the north branch, is the only useable segment of the Devil's River State Trail. There are plans to develop the southern branch located in southeastern Manitowoc County.

The Devil's River State Trail Master Plan was developed in 2019 as a guide to Manitowoc County for the development, use, operation, and maintenance of the Devil's River State Trail. The plan includes specific information about the trail

itself and identifies recommendations for the maintenance and improvement of the existing trail as well as recommendations for future trail connections and development of the south branch.

The plan recommends the connection of the northern and southern branches through an extension of on- and off-street bicycle infrastructure. A large portion of the recommended extension would be in the City of Manitowoc and aligns with network recommendations made later in Chapter 6: Network Recommendations of this plan.

### **Manitowoc County Comprehensive Plan Update 2020 - 2040**

The Manitowoc County Comprehensive Plan, created by the Bay-Lake Regional Plan Commission, provides guidance on how and where the County might grow, develop, and change over the next twenty years. The plan provides an overall vision, goals, objectives and policies, specific issues and opportunities for the region, and each plan covers all nine comprehensive planning elements as required by state statutes. Some of the key issues and opportunities include:

- The dynamic of the Counties' populations is changing, in terms of an increasingly aging population, larger Hispanic and Latino population, and more educated population.
- Growth and changing population dynamics will have various implications including more diverse services needed, more annexations and land being taken out of agricultural use, increasing transportation and utility needs, and need for more multi-jurisdictional cooperation and planning.
- Local and regional collaboration and coordination amongst municipal, county, and state government entities for transportation and economic development can help the region better position itself for the future.

Within the transportation component of the Bay-Lake Regional Planning Commission's update to the Manitowoc County Comprehensive Plan are several key goals and objectives that are consistent with those of Manitowoc. These include:

- Enhance multi-modal opportunities including bicycle and pedestrian facilities and public transit planning.
- Maintain a safe and functional road system throughout the county.
- Coordinate on major projects with WisDOT and all local municipalities.

The Manitowoc County Comprehensive Plan visioning process and community input were centrally focused on encouraging the preservation of environmental corridors and assets, including parks and recreational open space, controlling residential and commercial development sprawl, and promoting more transportation options, such as sidewalks, multiuse trails, and bicycle infrastructure and facilities.

Additionally, as of the writing of this Plan, Manitowoc County was also completing an update to its Comprehensive Outdoor Recreational Plan. Since this document and the County's Plan were completed during the same time frame, a full review was unable to be provided. However, the two plans were developed together to ensure coordination and collaboration between them.

### **Connect: Regional Bike and Pedestrian Plan for Northeast Wisconsin**

This plan maintains and expands the ongoing progress of bicycle and pedestrian planning that has occurred at all levels of government over the past several years within the Bay-Lake Regional Planning Commission's defined region (Brown, Door, Kewaunee, Florence, Manitowoc, Marinette, Oconto, and Sheboygan counties). It inventories and evaluates existing facilities and identifies strategies to increase the use of walking and bicycling as viable transportation options in the eight northeast Wisconsin counties.

### **WisDOT Six-Year Highway Improvement Program (2022-2027)**

WisDOT develops a "Six-Year Highway Improvement Program" which addresses the rehabilitation of Wisconsin's State Highways. Rehabilitation, often referred to as the "3-R" Program, includes resurfacing, reconditioning, and reconstruction.

Resurfacing the highway provides a better ride and extended pavement life; Reconditioning the highway entails addition of safety features, such as wider lanes, or softening of curves and steep grades; and Reconstruction means complete replacement of worn roads, including the road base, and rebuilding to modern standards.

Staff from WisDOT Northeast Region, which includes Manitowoc, have indicated that within the Six-Year Program 2022-2027, the following projects will occur, or have already occurred, within the City:

- Custer Street: Installation of Railroad operations safety signals and gates (June 2023).
- Washington Street: Washington Street and 21<sup>st</sup> Street intersection signal rehabilitation, urban reconstruction with traffic calming (August 2023)
- Magnolia Avenue: East Magnolia Avenue through 12<sup>th</sup> Street utility relocation and roadway resurfacing (September 2023)

### **Connections 2030: Wisconsin's Long-Range Transportation Plan**

Connections 2030 is the state's long-range transportation plan adopted in 2009. This plan focuses on strategies to maintain and enhance the State's transportation system to support future mobility and economic growth. The policies in this plan will aid transportation decision-makers when evaluating transportation programs and projects. Through implementation of this plan, WI DOT aims to:

- Ensure transportation system safety and security
- Preserve the existing and future transportation system
- Optimize investment in the system for continued safety, enhance mobility and efficiency
- Respond to local, regional, national, and international economic trends to maintain State economic competitiveness
- Consider environmental issues to maintain Wisconsin's quality of life
- Provide users with transportation choices

### **Manitowoc County 2021-2025 Coordinated Public Transit – Human Services Transportation Plan (2020)**

Manitowoc County adopted the Coordinated Public Transit-Human Services Transportation Plan in 2020, which is a required five-year plan to help guide implementation of transit services in the area, with an emphasis on sustainable growth that considers immediate and future needs. Maritime Metro Transit (MMT) is a publicly owned and operated fixed-route transit system serving the Cities of Manitowoc and Two Rivers. The City of Manitowoc took over the management operations of the privately owned Manitowoc Motor Coach Company in January 1978. From 1978 through 1999, MMT was known as the Manitowoc Transit System. MMT is a City of Manitowoc department. The Transit Manager reports to the Director of Public Infrastructure involving all city-related matters, and also reports to the Public Infrastructure Committee of the City of Manitowoc Common Council, which is the assigned standing committee for transit policy. In addition, the Transit Manager consults with the city's Transit Commission on transit matters; the Transit Commission has six citizen members plus one alderman.

MMT currently staffs a Mobility Manager, 17 bus drivers (11 full-time and six part-time), as well as two part-time clerks. MMT is directly overseen by the Transit Manager and Transit Operations Supervisor and a second shift Team Leader. MMT also has 1.5 full-time equivalent mechanics that are overseen by the Fleet Manager, whose time is pro-rated between MMT and the City of Manitowoc Department of Public Infrastructure.

Current regular fixed-route transit services provided in the MMT service area are provided on seven routes; six of these routes (Routes 2, 3, 4, 5, 6A and 6B) exclusively serve the City of Manitowoc portion of the transit service area. Route 1 primarily serves the City of Two Rivers, but also serves the northeastern portion of the City of Manitowoc. All routes except Route 1 and Route 5 provide converge near Manitowoc's central business district; Routes 1 and 2 meet at the Meadow Links Transfer Point on the northeast side of the City of Manitowoc, and Routes 3 and 5 meet in the Harbor town area of the City of Manitowoc. The downtown serves as the main transfer point between most routes, and schedules are designed so that transfers are easily accommodated. The Transfer Station is located at 915 South 11<sup>th</sup> Street.



The plan found recommends providing subsidized service on weekends and holidays, as well as later on weekday evenings to improve transportation access and ridership, a number of strategies for improving service convenience, and increasing transportation options for elderly and persons with disabilities.

### **Wisconsin State Park System Strategic Directions (2015-2020) and Wisconsin Trail Network Plan (2003)**

The State of Wisconsin Department of Natural Resources (WisDNR) has developed these two plans for its entire systems of state parks and trails. In the Manitowoc Area, these recommendations relate to the Devil's River State Trail, a scenic rail trail in Brown and Manitowoc counties, which travels through four small communities (Denmark, Maribel, Francis Creek, and Rockwood) while passing by a wide variety of scenery, including farmland, prairies, rivers, and wetlands. The trail is scheduled to be expanded southwards to connect to existing trail networks in the City of Manitowoc.

The Wisconsin State Park System Strategic Plan set forth five strategic directions:

- Provide quality outdoor recreation opportunities and settings
- Conserve, manage, and interpret natural, cultural, and scenic resources
- Actively promote excellence in our workforce
- Strengthen the Wisconsin State Park System financial condition
- Build and strengthen outreach and partnerships

The Wisconsin State Trails Network Plan provides a vision for establishing trail network connectivity statewide; and focuses on abandoned rail, road, utility line, natural features and resources, interstate, and public lands. The plan recognizes the important role that trails developed by local units of governments serve as critical links. Under the plan, WisDNR staff will continue to work with local governments and encourage them to connect trails onto this network as they update local plans.

### **The 2019-2023 Wisconsin Statewide Comprehensive Outdoor Recreation Plan**

The Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP) serves as a blueprint for state and local outdoor recreation planning through support of national initiatives, sets the course for recreation within the state by describing current recreation supply and trends, and provides a framework for future recreation development and focus. Key overarching issues, factors, and goals for outdoor recreation include:

- Demographic shifts in age, urbanization, and diversification
- Declining overall maintenance of infrastructure, especially recreational facilities
- Technology advances effecting the way we travel, use parks, and distribute information
- Equitable distribution of public lands
- Declining habitat quality and invasive species maintenance
- Increasing extreme weather events and weather pattern shifts
- Funding opportunities and increasing costs

Each of these factors are important to consider in any decision-making related to the future needs and demands of the community. To prioritize recreational facilities and programming, the plan states that key goals also include:

- Boosting participation in outdoor recreation
- Growing partnerships
- Providing high-quality experiences
- Improving data to enhance visitor experiences
- Enhancing funding and financial stability

Many of the goals within this Comprehensive Outdoor Recreational Plan are also reflected in this Plan and were heard throughout the public participation process as goals directly applicable to the City of Manitowoc.

### **Wisconsin's Changing Climate Report (2022)**

The Wisconsin Initiative on Climate Change Impacts (WICCI), a statewide collaboration of scientists and stakeholders formed as a partnership between UW-Madison's Nelson Institute for Environmental Studies and the Wisconsin Department of Natural Resources, published a comprehensive study evaluating climate change impacts on Wisconsin communities.

Wisconsin's climate continues to change. In the 10 years since the 2011 WICCI Assessment report, new data shows continued warming, increases in rain and snow, and more frequent extreme rainfall events. The effects of climate change are felt in nearly every region in the state and affect the places we work and play, including farms, lakes and rivers, forests, and the built environment. All regions of Wisconsin have reported their wettest decade in recorded history over the past ten years, and average precipitation has increased by 17% (about five inches) since 1950. The average daily temperature across the state has increased by three degrees Fahrenheit over the same time period, and the last two decades have been the warmest on record. It is projected that extreme precipitation and weather events will increase in the future.

The report calls for actions by communities across the state to decrease carbon emissions and promote environmental and climate justice by investing in solutions that reduce greenhouse gas emissions and associated climate impacts. Many of the goals, objectives, and recommendations of this Comprehensive Park and Open Space Plan align with this report, serving to preserve the natural environment and decrease automobile dependency by providing alternative means of transportation to the City of Manitowoc's various park and recreational amenities.

### **Wisconsin Land Legacy Report (2006)**

In the Wisconsin Land Legacy Report, the DNR identified those key places around the state that are critical to meeting Wisconsin's conservation and outdoor recreation needs over the next 50 years. The Report identifies several important wetland sites in Manitowoc, most notably the Collins Marsh State Wildlife Area (4,290 acres) and the Hayton (Killsnake) State Wildlife Area marshes (5,940 acres) at the headwaters of the Manitowoc River. This landscape harbors the only sizable example in the state of a rare type of natural community known as an alvar. Alvars are characterized by areas of thin, discontinuous soil overlying horizontal beds of limestone or dolomite in the vicinity of Great Lakes shorelines. They have relatively low tree cover and a distinctive ecology that includes elements of rocky Great Lakes shoreline, prairie, savanna, and boreal forest communities. Of note, a section of the Ice Age Trail also runs through the City of Manitowoc along the Manitowoc River, providing an opportunity to connect the City to a wider regional and state trail system. Collectively, these assets and the City in its entirety are located within the Central Lake Michigan Coastal ecological landscape. Continued forest and waterway management is important in maintaining the area's character. The area could provide significant hiking, hunting, environmental and ecological studying opportunities near Manitowoc.

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

Connections 2030 links statewide transportation policy to implementation, planning, programming, and other Wisconsin Department of Transportation (WisDOT) activities. The plan calls for improved system integration for passengers and freight, as well as modernization to correct outdated infrastructure design and combine technological advancements with more traditional transportation infrastructure designs.

The Plan sets policy directions for the state trunk highway system, public transit, intercity travel, freight movement, bicycle and pedestrian travel, and funding, project scheduling and prioritization decisions. As part of the Connections 2030 planning process, WisDOT identified 37 System-level Priority Corridors. The corridor maps identify specific projects; however, the Plan does not guarantee that all potential projects will be implemented. The City of Manitowoc is located in the Lake-to-Lake Corridor – from the Fox Cities to Manitowoc-Two Rivers. Recommendations in the Manitowoc area include reconstruction and replacement of the bridge over the Manitowoc River if supported by environmental documents, the replacement of the interchange at US HWY 10/County Road JJ and I-43 if supported by environmental documentation, and support intercity bus services between proposed Green Bay passenger rail station and the Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan, and Port Washington. Some of these

recommendations may have implications for future bike and pedestrian planning by the City in relation to connecting and accessing parks, recreational facilities, and open space.

#### **Wisconsin Healthy Communities (2019-2021)**

The University of Wisconsin Population Health Institute has recently started recognizing communities throughout the state on their pursuit of improved public health through the designation of Wisconsin Healthy Communities. The purpose of the designation is to recognize and encourage local efforts that improve the overall community's health and well-being. It also aims to promote collaboration centered around health improvement. Communities are recognized as Gold, Silver, or Bronze depending on how well they are pursuing public health improvement efforts. While neither the City of Manitowoc nor any of the municipalities within Manitowoc County have formally been recognized to this point, several surrounding communities have, including:

- East Central Wisconsin Region (comprised of Calumet, Fond du Lac, Menominee, Outagamie, Shawano, Waupaca, Waushara, and Winnebago Counties) - Silver
- Ozaukee County - Silver

Recommendations in this Plan can serve as the foundation for various initiatives that will support the creation of a healthier community in Manitowoc, including the activation of critical street network connections with multimodal transportation options, increased green space and park connectivity, and community programming at public amenities to support physical and social activity.

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# PART 4: NATURAL RESOURCE INVENTORY

The relationship between the City of Manitowoc and its natural features and environment provides a valuable point of reference for park and open space planning. It sets up a framework for analysis, suggests possible locational advantages for certain land uses so that they exist in harmony with the community's natural characteristics, highlights key resources that the park and recreation system might feature, and hints at the relationship between the City and the rest of the region.

As communities change and grow, like the City of Manitowoc, planning often focuses on such issues as land use, economic positioning, transportation, and infrastructure. Issues pertaining to natural, cultural, and agricultural resources tend to receive less attention, and sometimes cohesive and consistent goals and policies regarding these features are lacking in communities' long-term plans. These resources, however, are critical to the long-term health, vitality, and sustainability of every community. Since these resources also help define a community's identity and strongly affect its quality of life, they must be examined as a part of the planning process. The City's topography, natural resources, and character result in a great backdrop for its parks system and can be particularly exhibited in the parks focused on passive, nature-based recreation.

Because of the vital functions performed by natural, cultural, and agricultural resource features in and around the City of Manitowoc, unplanned urban development into these areas is inappropriate and should be discouraged. The incompatibility of urban development within natural resource areas, for instance, can be evidenced by the widespread, serious, and costly problems that are often encountered when development occurs within these areas. Examples of such problems include failing foundations and structures, wet basements, excessive operation of sump pumps, excessive clear water infiltration into sanitary sewers, and poor stormwater drainage.

The City is located along the Manitowoc River, which originates in a series of vast wetlands on the east side of the Niagara Escarpment and flows through a landscape of farm fields and forests before entering Lake Michigan. Concentrated around the river, the City is responsible for ensuring that all new or existing development does not negatively impact this important resource. When development is proposed in close proximity to the Manitowoc River, Lake Michigan, the Little Manitowoc River, and other natural areas, it is critical that the developer identify how they will address direct environmental impacts such as land and habitat disturbance, vegetation clearing, shoreland or coastal erosion, and the alteration of existing topography as well as secondary impacts such as stormwater runoff, increased impervious surfaces, and other impacts of the development.

The Manitowoc River and Lake Michigan, in combination with City's maritime and industrial history and rich park and recreation system, combine to help create the community's nature-rich character. In order for the City to maintain these features that make Manitowoc desirable to both new and existing residents alike, it must strike a balance between promoting new development and the preservation of the natural environment. This Plan will examine ways to build upon the community's natural resources and character through coordinated park and recreational facility planning to establish and promote a community identity, while at the same time preserving natural features and the overall character that makes Manitowoc unique.

## NATURAL RESOURCES

### Landscape and Topography

Like much of the State of Wisconsin, which was once carved and flattened by glaciers during the last Ice Age, the City of Manitowoc has a generally level topography ranging from gently rolling hills to flat stretches of land, which very gradually rises as one moves away from the Manitowoc River in any direction. There are some steeper slopes and bluffs along the Lake Michigan shoreline and along some of the sharp bends in the Manitowoc River. Steeper terrain is also found along the Little Manitowoc River and in the lake district in the southwest portion of the planning area. The City has two very distinctive topographic features: the slopes associated with the course of the Manitowoc River, particularly

on the west side of the community, and the Lake Michigan coastline. Much smaller ravines are also associated with the Little Manitowoc River, located on the north side of the City.

The majority of the City of Manitowoc has an elevation of approximately 631 feet above sea level, with topographic elevation gradually decreasing to its lowest elevation at approximately 580 feet along the shores of Lake Michigan.

The topography of the City has a significant impact on its natural and scenic resources, as well as on the feasibility of new infill, brownfield, and greenfield development, stormwater management, and erosion control. Natural areas include woodlands, wetlands, stream corridors, and other areas that are not farmed or developed and are largely in a natural state. The majority of wetlands in the City are associated with the portions of the Manitowoc River, Little Manitowoc River, City parks, and the Lake Michigan coastline areas that are within the City's municipal boundaries. Other significant natural areas include the Meadow Links Manitowoc Golf Course, Silver Creek Disc Golf Park, and Woodland Dunes State Natural Area just outside of City limits in the Town of Two Rivers. While highly subjective, scenic beauty and natural characteristics are also an important element of many community identities in this part of the country. Part of the goal of this plan, in conjunction with the City's adopted Comprehensive Plan, is to ensure that residents can continue to enjoy passive open spaces and vistas of unspoiled nature, while increasing access to existing recreational facilities and incorporating more active recreational resources into the community, such as neighborhood park programming and access points to allow for active recreation and passive enjoyment of the natural features along the Manitowoc River.

Some topographic areas within the City are environmental and scenic resources of great value to the community. Continuous areas of the shoreline of the Manitowoc River and of Lake Michigan are two such resources. Identifying ways to maintain these scenic viewpoints within the community while making them more accessible to pedestrians and bicyclists should be considered.

### **General Soils Information**

Soil suitability is a key factor in determining the best and most cost-effective locations for new development. Modern engineering technology and practice can typically overcome most problems associated with the varying characteristics of soil types, however, the financial and environmental costs associated with certain soil quality limitations can be prohibitive to development. Problems that limit development on certain soils include slumping, poor drainage, erosion, steep slopes, and high-water tables. As defined by the United States Department of Agriculture, Natural Resource Conservation Service and according to the Soil Survey of Calumet and Manitowoc Counties, the soils in the City of Manitowoc are of two major soil types. The Kewaunee soil group make up approximately 44% of the survey area, are gently sloping and well-drained, with a surface layer of dark brown loam approximately 8 inches thick and a substratum with a depth of 60 inches of reddish-brown silty clay. The Manawa soil group makes up approximately 25% of the soil types in the area, with shallow, poorly-drained soil about 7 inches thick and a substratum with a depth of 60 inches of reddish-brown, mottled, firm and silty clay. Both of these silty clay loam soil types are considered prime for farmland and the cultivation of crops and have very few to no limitations for development, except for areas along the Manitowoc River, where steep slopes and FEMA designated floodplain areas may be a factor. Other minor soil types found within the City include Kolberg, Mosel, Tustin, and Willette soils. Consideration of steep slopes and depth to bedrock are important when reviewing development proposals in and around the City. Areas less suitable for intensive development may be appropriate for parks and recreational spaces. Steep slopes require erosion control efforts. In areas along the Manitowoc River, Little Manitowoc River, and Lake Michigan, efforts should be made to reestablish natural vegetation to restore native habitat and provide a natural solution to riverbank and coastal erosion.

### **Productive Agricultural Lands**

While there is little farmland within the City limits, farming nonetheless influences the lifestyle and economy of Manitowoc, and is a dominant land use in the County. The University of Wisconsin-Extension, Manitowoc County ("UW-Extension"), reported that in 2022, the County had approximately 1,171 farms with approximately 231,609-acres of farmland, with an average of 198-acres per farm. Of the 1,171 farms, approximately 162 are dairy farms, with 59,000 cows, or an average of 364 cows per farm. With 594 square miles in the County, there are about 99 cows per square mile. In 2020, Manitowoc County was the highest-producing milk county in the state, producing 1.646 billion pounds of



milk annually. Key crops included alfalfa, corn, soybeans, and wheat. Oats, barley, snap beans, and other vegetables also covered substantial portions of County farmland in 2020.

Farmland is an asset in the County. UW-Extension found that, based on the prevailing selling price of unimproved farmland intended to remain as farmland; the County's 231,609-acres were worth over \$2.12 billion in 2022. These 231,609-acres account for 60.5 percent of all land in the County. In 2022, agricultural land was valued at approximately \$5,554 per acre.

Farming contributes significantly to the City and County's economy through related services and industries. According to UW-Extension, agriculture and food processing represented about 17 percent of the County's economy in 2015, generating \$1.5 billion in economic activity. Farm employment accounts for 11.5 percent of total employment in the County. Agriculture accounts for \$897 million in economic activity in the County, contributes \$36.4 million to the County's total income, provides jobs for over 5,000 residents, and accounts for \$16.3 million in tax revenue.

The County is also an important dairy producer, with the highest annual milk production among Wisconsin counties and ranking in the top 25 counties in the U.S. for annual milk production. In 2020, County dairy farmers produced over \$1.6 billion pounds of milk; ranking first in Wisconsin for milk production and third in the State in the number of dairy cows. Milk production per cow in 2020 was 27,900 pounds. The County consistently ranks among the top three counties in the State in the number of cows per square mile. The level of agricultural infrastructure in place in the County (e.g. veterinarians, nutritionists, etc.) drives the County's milk production proficiency. This infrastructure represents about 50 percent of the cost of dairy production—a cost savings for local farmers.

One item of note is that under Wisconsin's Use-Value Assessment law, agricultural lands are assessed for property tax purposes at their existing agricultural use values, and not potential proposed use values. Because of this statute, even if property is divided and zoned for development and has utilities in place, as long as the property is used for agricultural purposes, it will continue to be assessed at the significantly lower agricultural use rate.

Considering the importance agricultural lands have to the City and County's identities, as well as the current relatively high cost of development, it is recommended that the City focus its new development efforts on infill development where possible, and then upon those farmlands that are immediately adjacent to current development and infrastructure to maximize the return on the City's investment in utilities in these areas. Low impact, conservation-oriented farming practices within and adjacent to the City should be encouraged to try and minimize the conflicts between existing farm operations and adjacent development. It is also recommended that those farmlands comprised of larger or numerous contiguous parcels continue to be farmed as unobtrusively as possible until such time as infrastructure may be extended in a cost-effective manner and development may be accommodated in a compact and efficient manner.

### **Waterways: Public Trust Doctrine**

Within the State of Wisconsin, waterways are generally governed as a component of the State's Public Trust Doctrine, as described in Article IX Section 1 of the Wisconsin Constitution and interpreted over time by Wisconsin Courts and the State Attorney General's office. According to the Wisconsin Department of Natural Resources (WDNR), the public trust doctrine declares that all navigable waters are "common highways and forever free," and are held in trust by the WDNR for the public. As a result of subsequent citizen action and court decisions, the public interest, once primarily interpreted to protect public rights to transportation on navigable waters, has been broadened to include protected public rights to water quality and quantity, recreational activities, and scenic beauty.

Wisconsin's Public Trust Doctrine requires the state to intervene to protect public rights in the commercial or recreational use of navigable waters. The WDNR, as the state agent charged with this responsibility, can do so through permitting requirements for water projects, through court action to stop nuisances in navigable waters, and through statutes authorizing local zoning ordinances that limit development along navigable waterways. The court has ruled WDNR staff must consider the cumulative impacts of individual projects in their decisions when reviewing projects that could impact Wisconsin lakes and rivers.

Surface water is one of the most important natural resources available in a community. Lakes, rivers, and streams offer enjoyment, peace, and solitude. Surface waters provide recreational and tourism opportunities to anglers, boaters, hunters, water skiers, swimmers, sailors, and casual observers alike. Surface waters provide an end source for drainage after heavy rains, provide habitat for countless plants, fish, and animals, are a source of drinking water for many communities, and are a source of process water for industry and agriculture. Lands immediately adjacent to such waters have an abundance of cultural and archeological significance because they were often the location of Native American and early European settlements. For all these reasons and more, surface waters are typically the most important natural resource a community contains.

Because of their importance, numerous federal, state, and local laws and regulations have been created to protect surface waters. They range from the commerce clause of the United States Constitution to county shoreland and floodplain zoning regulations. The most heavily regulated waters are those that are determined to be natural and “navigable.” All lakes, rivers, flowages, ponds, and streams, no matter how small, should be assumed to be navigable until determined otherwise by the Wisconsin Department of Natural Resources (WDNR). According to the WDNR Waterway and Wetland Handbook: “Using the direction in *DeGayner v. D.N.R.*, 70 Wis. 2d 936 (1975), a stream is navigable-in-fact if it is navigable by canoe or skiff on a recurring basis (i.e., annually during spring thaw) and has a discernable bed and banks.”

### **Watershed and Drainage Basin**

The northern portion of the City lies within the Lower Manitowoc River watershed, which comprises approximately 8,295-acres. The south portion is in the Seven Mile and Silver Creek Basin Watershed, which comprise 3,163-acres. The major drainage basins within the City include:

- Little Manitowoc River Basin, discharging into Lake Michigan at Maritime Dr. and Cleveland Ave.
- Manitowoc River Drainage Basin, flowing through the center of Manitowoc and discharging into Lake Michigan east of downtown.
- Sherman Creek Drainage Basin, almost completely enclosed in storm sewers.
- Hans Creek Drainage Basin, discharging into Lake Michigan at Red Arrow Park.
- Silver Creek Drainage Basin, discharging into Lake Michigan at Silver Creek Park.

Groundwater is comprised of the portion of rainfall that does not run off to streams or rivers, and that does not evaporate or transpire from plants. This water percolates down through the soil until it reaches the saturated zone of an aquifer. While Lake Michigan is the primary source of water for the City’s drinking, commercial, and industrial needs, MPU employs two, near shore groundwater wells during periods of high demand or system maintenance to meet the City’s water demand.

WisDNR maintains Wisconsin’s Source Water Assessment Program (“SWAP”), which indicates that the City’s municipal water system has a “moderate level of susceptibility to contamination.” In May of 2003, the SWAP found that MPU has reliably provided high quality drinking water to its customers.

Due to the size and diverse land uses bordering Lake Michigan, the City’s surface water intake from Lake Michigan is not significantly impacted by manageable local factors. While activities along Manitowoc’s shore impact the overall health of Lake Michigan, they do not significantly impact the City’s drinking water quality, because the system’s primary intake is far from shore, minimizing the risk of contamination from manageable activities.

The SWAP recommended that the City’s watershed protection should focus on preventing nonpoint source pollution. Localized urban and industrial runoff entering the lower five miles of the Manitowoc River is widespread, contributing to water quality problems in the Manitowoc River. Additionally, agricultural runoff contaminates the Manitowoc River before it reaches the City. Water quality studies reveal that much of this portion of the Manitowoc River suffer from excessive loadings of sediment, nutrients, bacteria, and heavy metals, resulting in degraded aquatic habitat and an unbalanced fish community with low populations and limited diversity. Sediment and excessive nutrient levels in the river result in an advanced state of eutrophication and high levels of toxic materials in bottom sediments and

invertebrate organisms consumed by fish. As a result, WisDNR considers the Manitowoc River (downstream from its confluence with the North Branch of the Manitowoc River) to be an impaired waterway, defined as a waterway not meeting water quality standards for specific substances or their designated uses.

The SWAP also advised that groundwater protection activities should focus on obtaining additional information on the potential sources of contamination in the area and implementing wellhead protection plans.

## **Rivers, Streams, and Lakes**

Manitowoc River: The City is situated on the banks of the Manitowoc River, which divides the community in two and continues on to flow into Lake Michigan to the east. The Little Manitowoc River runs through the northeast side of town. These dominant water features can provide a pleasing focus to the City's recreational resources – guiding the siting of parks and trails to spotlight the City's waterways.

The Manitowoc River is an important regional resource. WisDNR studies have recognized that Manitowoc's sloping riverbanks directly convey stormwater into the waterway, which has contributed to compromised water quality and high levels of sedimentation and nonpoint source pollution. To curb these impacts, the installation of best management practices and riverbank restoration initiatives can help reduce sedimentation over time, however at this time, the river still suffers from sedimentation as a result of nonpoint pollution.

The entire Manitowoc River corridor is a high priority area for the WisDNR and was listed as a priority site for protection in the WisDNR's Land Legacy Study, which identified areas which the public agreed are the most important for conservation and recreation over the next 50 years.

The Manitowoc River is comprised of two separate branches that meet before reaching Manitowoc County. The South Branch of the Manitowoc River is the longer of the two, running 36 miles and originating in northeastern Fond du Lac County, flowing generally northeastwardly into Calumet County, passing the City of Chilton and collecting the Killsnake River. The North Branch of the river has its headwaters in northern Calumet County and flows 22 miles generally southeastwardly. The main stem of the Manitowoc River is a navigable riverway formed in eastern Calumet County at the confluence of these two main branches. The river flows eastward 36 miles from this point before entering Lake Michigan in the heart of downtown Manitowoc. The river's upstream portions within Manitowoc are characterized by steeper, wooded bluffs that gradually flatten out to low plains near its confluence with the lake. Portions of the Manitowoc River, particularly those portions in the City of Manitowoc, are developed with urban uses and densities. Suburban and rural uses and densities are located along the majority of the river between the river's headwaters and Manitowoc.

As with the lake, the Manitowoc River has experienced high pollutant loadings in the past but recently has shown signs of a slight improvement in water quality. Historically, fishing and recreation once played a vital and important role along the Manitowoc River but, until recently, had almost entirely vanished. By the 1940s, pollution in the river had increased to the point where its fisheries were severely damaged, and its scenic and recreational values were lost. With passage and implementation of the Clean Water Act in the early 1970s, the Manitowoc River's water quality began to improve, which in turn has resulted in recovering fish populations and increased recreational use.

However, storm water and agricultural runoff (non-point source pollution) continue to be the greatest water quality threats. The Manitowoc River continues to be exposed to many adverse environmental impacts, including excessive sedimentation, nutrient enrichment, and turbidity due to non-point source pollution, urban storm water runoff, storm sewer discharges, and impoundment of the river. Polychlorinated Biphenyl (PCB) accumulation and fish consumption advisories due to past industrial point source discharges are also present.

For these reasons, the Manitowoc River has been identified by the Wisconsin Department of Natural Resources as an Impaired Water from the North and South Branch confluence eastward, which means that it does not meet federal and state water quality standards. Reduction of these impacts would improve the overall health and appearance of the Manitowoc River.

River restoration activities have included the development of stream-side hatcheries to release native fish, such as lake sturgeon, into the River ecosystem.

Lake Michigan: The second largest Great Lake (by volume) and the sixth largest lake in the world, Lake Michigan has a total area of nearly 22,300 square miles and drains a land area of over 45,000 square miles. Bordered by Wisconsin, Illinois, Indiana, and Michigan, it is the only Great Lake lying entirely within the U.S. Rocky, shallow, and sandy shores dominate, restricting access for large boats to harbors. Sport fishing in the bays yields smallmouth bass, northern pike, and yellow perch, among other species.

The lake's ecosystem health is of growing governmental and public concern due to invasive species, fluctuating lake levels, and ongoing coastal erosion. Invasive species are understood to enter the lake through the ballast waters of ocean going ships. Fluctuating lake levels result in damage to Lake Michigan's coast. Episodes of high lake levels associated with flooding increase the rate of erosion, cause property damage, and submerged beaches. Periods of low lake levels increase sedimentation and pollution, which requires extensive dredging of navigation channels and harbors. Commercial navigation has not been seriously impacted by fluctuating water levels, as most deep navigation channels are maintained at authorized elevations and shippers adjust payloads to match the water fluctuations. Recreational boaters, however, may experience difficulties with navigation in marinas and harbors that are not routinely dredged. Ongoing and planned studies attempt to better understand and alleviate these issues.

Little Manitowoc River: The Little Manitowoc River is a small tributary that enters Lake Michigan on the north side of the City of Manitowoc, discharging into the lake at Maritime Drive. The lower 1.5 miles of the river are within the City limits of Manitowoc. Unlike the Manitowoc River, with headwaters in Calumet County, the Little Manitowoc River lies solely within Manitowoc County. The river flows north of MTW and then southward through Lincoln Park. The lower section of the river forms the lagoons and wetlands east of Lincoln Park.

According to the WiDNR Surface Water Data Viewer, the Lower Manitowoc River has a slight gradient and stream bottom consisting of gravel and rubble. The overall water quality and habitat evaluation were both rated as fair. Spring and fall runs of smelt and salmon occur when sufficient flow is available to permit entrance from Lake Michigan. The fishery is dominated by forage species that find spawning habitat in the Little Manitowoc, and the WisDNR sees potential for rainbow trout spawning. Despite being somewhat degraded, the Little Manitowoc provides for a variety of native plant and animal species and features relatively intact native landscape.

Located in the Lower Manitowoc River watershed, which is comprised of 168.33 square miles of land, the primary land use within this watershed that feeds into the waterbody is agricultural use. Because the watershed is ranked high for runoff impacts on streams, the City of Manitowoc should support the efforts of Manitowoc County to install vegetative buffer strips in agricultural areas of the watershed to improve the system's overall water quality.

Silver Creek: Silver Creek lies in the far southern portion of the City, discharging into Lake Michigan at Silver Creek Park. The majority of its length, including tributary waters, lays outside City limits, as it extends to the south and west. Silver Creek collects from a number of small lakes in the "lake district" area in the southwestern portion of the planning area, west of I-43. Silver Creek has fair to poor water quality due to nonpoint source impacts on its mainstream.

### **Steep Slopes and Soil Erosion**

Steep slopes exceeding a 12 percent grade are mainly located in the western portion of the City along the Manitowoc River. Generally, slopes in excess of 12 percent present challenges for building site development, and slopes that exceed a 20 percent grade are not recommended for any disturbance or development.

Soil erosion is the displacement of soil, usually by wind, water, or down-slope movement. Soil erosion can also be a byproduct of land development, which is increased by poor or unmanaged land use practices such as deforestation, overgrazing, and construction activity including road building. Agricultural land also experiences a greater rate of erosion than land under natural vegetation. Techniques can be used to mitigate soil erosion such as terrace building,

conservation tillage practices, and tree planting. Erosion hazard areas in the City include the Lake Michigan shoreline, and certain areas abutting the Manitowoc River west to Schuette Park.

### **Stormwater Management**

In 2007, the City created its “Stormwater Quality Plan.” The plan includes a report documenting the findings of a study conducted for purposes of determining the City’s compliance with Total Suspended Solids (“TSS”) reductions in accordance with Wisconsin Administrative Codes NR216.07(6)(b) and NR151.13, as well as recommendations for better management practices. The standards outlined within these codes require that regulated communities, including Manitowoc, achieve a 20 percent reduction in TSS runoff that enters waters of the State (as compared to no controls) by 2008, and implement management practices to achieve a 40 percent reduction in TSS runoff that enters waters of the State (as compared to no controls) by March 10, 2013.

The report found that the City’s current management practices fall short of the 2008 requirement of 20 percent TSS reduction. The report evaluated five alternative street sweeping programs, and 46 potential alternative structural stormwater management practices in order to develop a plan for compliance with both the 20 percent TSS reduction requirement by 2008, and the 40 percent reduction requirement by 2013. Utilizing the report’s findings, the plan outlines the minimum cost for the recommended elements needed to achieve compliance with the reduction requirements. The plan calls for the purchase of high efficiency street sweepers (which were purchased in 2009), the implementation of a street sweeping and parking-restriction ordinance and posting of no-parking signs, and constructing 21 recommended stormwater ponds. The combined estimated cost of the elements is approximately \$5,180,000.

### **Floodplains**

The Federal Emergency Management Agency (“FEMA”) designates floodplains. These are areas predicted to be inundated with flood waters in the 100-year storm event (i.e., a storm that has a one percent chance of happening in any given year). Development within floodplains is strongly discouraged so as to prevent property damage. There are 765-acres of land in the City classified as floodplain, comprising approximately 6.6 percent of the City’s total land area. The City’s floodplain/flood insurance rate maps were last updated on August 02, 2011.

### **Flood Storage**

Flood storage areas are a portion of the floodplain that acts as a natural flood storage capacity area within a watershed. The volume of runoff water expected within a watershed is the basis for how much regional flood discharge the flood storage area is capable of holding. This is included in the FEMA floodplain flood fringe area extent.

The importance of these areas cannot be underestimated because they reduce the amount and duration of flooding that occurs within the floodplain immediately downstream. The most common example of flood storage areas are wetlands, also described below. Protecting these areas and keeping them intact is important for protecting all areas downstream, especially as impervious surfaces amounts increase and larger stormwater events occur more frequently.

### **Wildlife and Threatened, Endangered, and Rare Species**

Species of wildlife common to the central Wisconsin region are rabbits, squirrels, woodchucks, and raccoons. Larger mammals such as white-tailed deer, coyotes, and foxes also inhabit the region. Common bird species include cardinals, robins, wood thrushes, great blue herons, wrens, blue jays, cranes, hawks, and killdeer. Detailed information regarding the types and precise locations of endangered animals, plants, and natural communities is maintained by the WisDNR.

Since much of the land in Manitowoc is already developed or actively farmed, the best remaining wildlife habitat within the City is contained with the Manitowoc River corridor, which are generally protected from development by virtue of their location in the floodplain and being zoned for conservancy. However, this area may still be affected by development around its edges, by regional issues (such as water quality), and by potential invasion of exotic species, particularly purple loosestrife and curly-leaf pondweed.



Federal and state law protects endangered and threatened species. Both levels of government prepare their own separate lists of such plant and animal species but do so working in cooperation with one another, as well as with various other organizations and universities. An endangered species is one that is in jeopardy and may become extinct. A threatened species is one that is likely, within the foreseeable future, to become endangered. A special concern species is one about which some problem of abundance or distribution is suspected but not yet proven. The main purpose of the special concern category is to focus attention on certain species before they become endangered or threatened.

Under the “Natural Heritage Inventory” program, WisDNR maintains data on the general location and status of threatened or endangered plant and animal species, natural communities and species, and communities of special concern. According to this inventory, there are occurrences of rare aquatic species or natural aquatic communities documented along the Manitowoc River in the City, along the Manitowoc River in the Town of Manitowoc Rapids, at the northern border of the Town of Newton, along the Branch River in the Towns of Kossuth and Manitowoc Rapids, and at the southern border of the Town of Two Rivers along the W. Twin River. Additionally, there are such areas in portions of the western reaches of the Town of Manitowoc Rapids. There are occurrences of rare terrestrial species or natural terrestrial communities documented along the Lake Michigan shoreline in the Town and City of Manitowoc, to the east of I-43 just south of the Manitowoc River, in the north-central and south-central areas of the City, and along the City of Two Rivers shoreline. More specific information on location and type of species is available from the WisDNR’s Bureau of Endangered Resources. Should any endangered or threatened species be found on a potential development site, it is critical that the developer of the site contact the WisDNR Bureau of Endangered Species prior to beginning any cutting, disturbing, filling, or grading activity.

### **Invasive Species**

Invasive species are non-native plant and animal species that have been introduced to an area where they do not appear naturally. Invasive species are unencumbered by competition and can spread rapidly and aggressively, wiping out native flora and fauna. Ecological damage is the result when invasives replace native species. Invasive species can be spread by humans and animals in a variety of ways—seeds carried on clothing, footwear, or animal fur; watercraft moved from one waterbody to another without first removing invasives; and importing firewood to campgrounds. Invasive species identified by the WisDNR include hydrilla (an invasive water plant), spiny and fishhook water fleas, emerald ash borer (a forest beetle that attacks ash trees), and VHS (a fish disease that is capable of harming a wide range of Wisconsin fish populations).

### **Woodlands**

Woodlands are generally located adjacent to surface water bodies and along the steep slopes running through the center of the community down to the Manitowoc River. Existing woodlands that have not been broken up by residential development are invaluable to the City’s character and natural beauty. As such, remaining woodland areas should be preserved, and any development in and around them should take special care not to destroy these resources.

It is highly unlikely that the woodlands along the river will be developed due to the presence of wetlands and floodplain in the area; however, the woodlands along the Manitowoc River could conceivably be impacted by future development, even if done in conformity with the City’s zoning requirements. Even small areas of woods provide habitat for songbirds and small mammals, as well as enjoyment for the general public.

### **Wetlands**

Wetlands are important ecological features that help protect and enhance a region’s water quality by preventing pollutants from reaching lakes, rivers, streams, and groundwater. Wetlands protect shorelines from erosion and reduce potential flood damage by storing and infiltrating runoff from rainstorms and snow melt. Additionally, wetlands provide critical habitat for many native plant and animal species. According to the Wisconsin DNR Wetland Inventory Maps, wetland habitats exist surrounding multiple portions of the Manitowoc River, areas west of the Manitowoc County



Airport north of Menasha Avenue, around Lincoln Park and Meadow Links Golf Course, and north of Magnolia Avenue within the City of Manitowoc

According to WisDNR’s “Wetland Inventory Maps,” wetland habitats cover 558-acres and comprise six percent of the City’s total land area, not including small tracts of wetland that are less than five-acres. These ecosystems play significant roles in maintaining the quality of groundwater and surface water, and provide valuable habitats for fish, birds, and other wildlife.

The County also contains six “Significant Coastal Wetlands” as designated by the WisDNR Primary Coastal Wetlands Project. These wetlands are coastal sites along Lake Michigan, rich in species diversity that provides critical habitat for migratory and nesting birds, spawning fish, and rare plants. Closest to the City are the Little Manitowoc River wetlands, on the City’s northern edge. Small and somewhat degraded, they still provide habitat for native plants and animals, and contain some of the more intact features of the local natural landscape. A few miles south of the City, the Silver-Calvin Creeks Wetlands are a small, but relatively undeveloped area in the midst of a heavily developed stretch of shoreline.

### **Metallic and Non-Metallic Resources**

The surface geology of the Manitowoc planning area consists of drift material deposited as a result of the last two sub-stages of the Wisconsin stage of glaciation; the Cary and Valders substages. The Cary drift consists of a gray, stony, limy till. The more recent Valders drift consists of reddish-limy soils, high in clay and iron, with rock and boulders intermixed.

There are several gravel pits on the north and southwest sides of the Manitowoc planning area, where the drift material is excavated and used primarily for road construction.

### **Places of Ecological Significance**

WisDNR developed a “Land Legacy Report” that identifies and provides preservation directives for several unique ecological landscapes in the Manitowoc area.

Manitowoc-Branch River: The Manitowoc-Branch River connects the vast wetlands of the Killsnake, Brillion, and Collins Marsh State Wildlife Areas, in the northwest corner of the County and bordering counties, to Lake Michigan and the protected shoreline areas of Point Beach State Forest and Woodland Dunes Nature Center. The corridor supports waterfowl and fish, including several rare aquatic species. While the waterways provide excellent opportunities for fishing and canoeing, improved access would increase the public’s enjoyment of these waters, and sections of the river system could provide trails for the Ice Age Trail Corridor. Maintaining the agricultural landscape surrounding much of the river will help ensure the waterway meets its ecological and recreational potential.

Twin Rivers: The East and West Twin Rivers flow through an agricultural landscape interspersed with wooded and wetland areas. Old-growth forests, fish species of special concern, several rare plants, and many restored wetlands are among the ecological assets of these waterways. The scenery provides prime water and land-based trail corridors, including good canoe runs. Currently the Ice Age Trail passes along nearly half the length of the E. Twin, largely without permanent protection.

Other ecologically significant places nearby include Point Beach State Forest, Woodland Dunes Legacy Area, Fisher Creek, Point Creek, and Cleveland Swamp Legacy Area.

### **State Natural Areas/Wildlife Areas**

State natural areas are intended to protect the Wisconsin’s natural diversity, provide sites for research and environmental education, and serve as benchmarks for assessing and guiding use of other lands in the State. Natural areas consist of tracts of land or water that have native biotic communities, unique natural features, or significant geological or archeological sites. Two State natural areas are located in the planning area—Woodland Dunes and Point Beach Ridges.

The Woodland Dunes State Natural Area is located in Two Rivers. This 387-acre protected area near Lake Michigan features narrow, parallel sand ridges separated by low-lying swales. The ridges represent former beach lines of Lake

Michigan, as water levels fell in the post-glacial period. Forests vary by ridge, including birch, aspen, beech, hemlock, maple, and white pine. The perennially wet swales are dominated by ash, alder, and elm. Other plant species include the threatened sweet colt's-foot. The ecosystem's diversity and its proximity to Lake Michigan make it home to vibrant and diverse bird populations. Woodland Dunes is owned and managed by Woodland Dunes Nature Center and was designated a State natural area in 1992.

Just north of the planning area is the Point Beach Ridges State Natural Area, designated in 1971. This 175-acre area within Point Beach State Forest features topography similar to Woodland Dunes.

State wildlife areas are intended to preserve wild lands for hunters, trappers, hikers, wildlife watchers, and all people interested in the out-of-doors. Furthermore, these areas help protect and manage important habitats for wildlife and help prevent draining, filling, and destruction of wetlands and the private blocking of important waterways, game lands, and lakes. There are no State wildlife areas located in the City's planning area.

### **Air Quality**

The Air Quality Index ("AQI") is a daily report of local air quality (e.g. pollution levels), and the potential health effects that may be associated with the daily air quality score. The AQI assigns a numeric value between zero and 500, which is categorized into one of several air quality condition levels: good, moderate, unhealthy for sensitive groups, unhealthy, very unhealthy, and hazardous. National and local air quality daily reports are available at the AirNow's website.

Five major pollutants are calculated by the EPA for the AQI. These include ground-level ozone, particle pollution (also known as particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide. Of these, ground-level ozone and particulate pollution cause the greatest threat to health.

### **Climate**

Climate is an important consideration for determining the range of recreational activities that should be provided for in the City. East central Wisconsin's climate is characterized by four distinct seasons. Warm summers generally span the months of June through August. The winter months of December, January, and February are cloudy, cold, and snowy, with average temperatures below freezing. Lakes and rivers usually being to freeze over in December and remain ice covered until March. The region is characterized by temperate conditions in spring, when periods of warm weather alternate with cold spells. By the end of March, nearly all precipitation is in the form of rain. Summers are warm and at times hot and humid. Cool periods are also common during the summer months. Autumn is generally mild during the day with cool, clear nights. The first autumn freeze typically occurs around the first week of October, and the last spring freeze is usually sometime during the first week of May.

The climate of the Midwest has changed over time since the beginning of modern records in 1950. The Wisconsin Initiative on Climate Change Impacts found that Wisconsin's average annual temperature has increased approximately three degrees Fahrenheit between 1950 and 2018. The State's average annual precipitation has increased nearly 15 percent during the same period.

### **Environmental Corridors**

Environmental corridors are composites of the best elements of a natural resource base occurring in a linear pattern on the landscape. In Manitowoc County, environmental corridors and environmentally sensitive areas are part of a countywide system of continuous open space consisting of rivers, streams, wetlands, floodways, and woodlands. These corridors are essential to the maintenance of ecological balance and diversity and the preservation of natural beauty. Because environmental corridors are located in developed and developing areas, it is important to preserve and protect them as natural open space. Doing so serves the dual purpose of protecting environmentally sensitive lands and natural resources from disturbance and development and/or reserving lands needed for open space and recreational uses.

Environmental corridors generally lie along the major Manitowoc River environmental corridor, the Little Manitowoc River, undisturbed natural areas along the Lake Michigan coastline, Woodland Dunes Nature Center & Preserve in Two Rivers, and undisturbed natural areas on the edges of developed farmland. Environmental corridor features include:

- Surface waters and their undeveloped shorelands and floodlands
- Wetlands, woodlands, and wildlife habitats
- Rugged terrain and high relief topography
- Parks
- Unique vegetation or geology

Almost all of Manitowoc County's remaining high-value wetlands, woodlands, wildlife habitat areas, major bodies of surface water, delineated shorelands, and floodlands are contained within these corridors. They also provide recreational, scenic, and historic value through existing and potential recreation sites, scenic areas and vistas, and scientifically significant areas.

Environmental corridors are the most important individual elements of a natural resource base and have immeasurable environmental, ecological, and recreational value. Because of this, protection of environmental corridors from additional intrusion by incompatible land uses, and thereby from degradation and destruction, is an essential objective of this Plan. In addition, while inappropriate for development, environmental corridors can be ideal locations for passive recreational opportunities like trails, nature-oriented parks, and other low impact recreational uses. The City's Natural Resources Map in the 2022 Comprehensive Plan shows the location of these environmental corridors in and near the City.

Outside of the City, certain lands are protected by the established Manitowoc County Farmland Preservation Plan. The plan identifies and protects environmentally sensitive lands and critical natural resources located outside of urban service areas. Such locations include wetlands, shoreland setbacks and wetland buffers, regional floodplains, and other areas natural resource protection areas identified in the Manitowoc County Comprehensive Plan. In general, these areas are protected from development and are maintained in their existing agricultural, conservation, or open space use.

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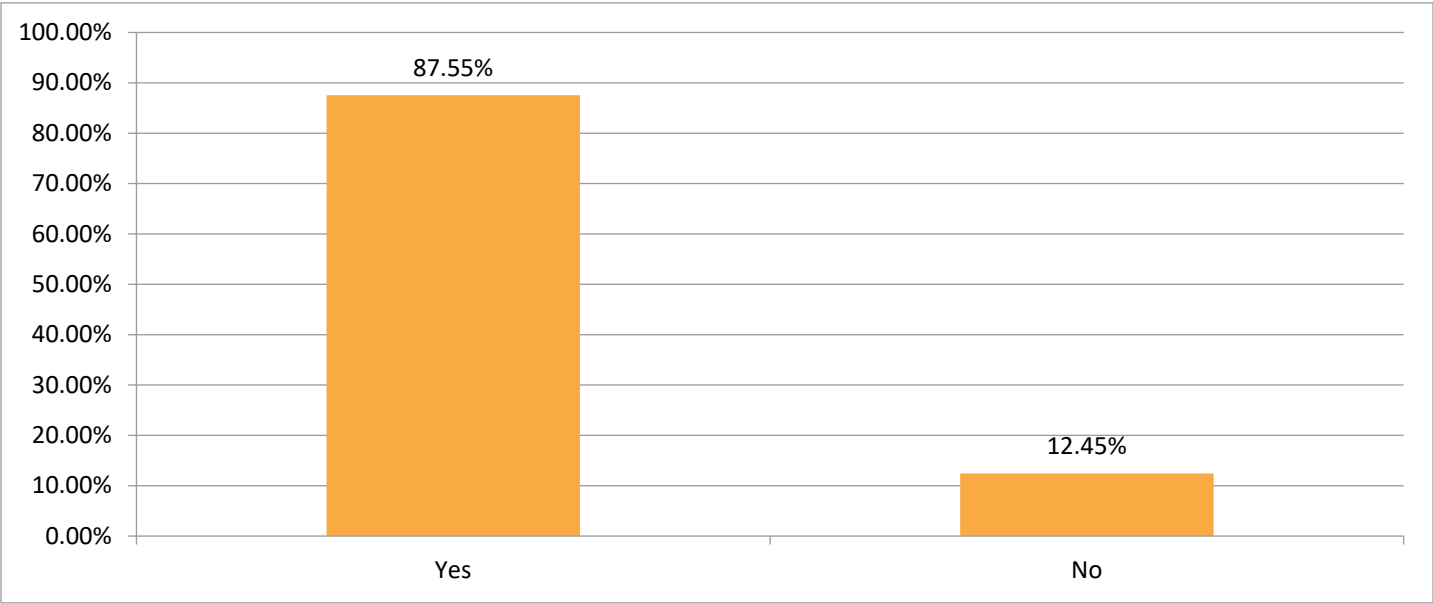
# PART 5: PUBLIC INPUT RESPONSES

## ONLINE SURVEY

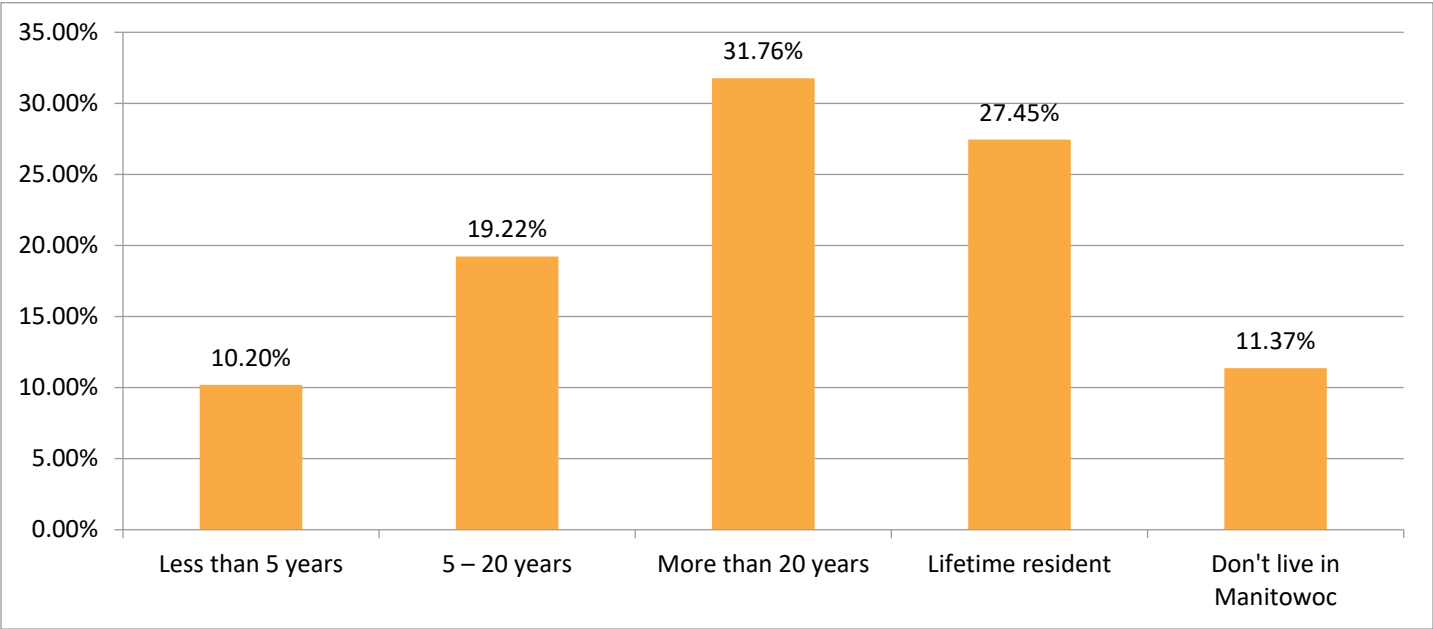
The City of Manitowoc conducted an online questionnaire via Survey Monkey from September 26, 2022, to October 17, 2022. In total, 259 people provided feedback. The 2022 survey mirrored many of the components of the survey used in 2017 by the City’s Park Department to provide perspective on how opinions might had changed over the past 5 years. The 2022 survey had over two and half times fewer responses compared to the survey conducted in 2017.

The results of the survey, along with the other public input generated during the process, were used to form the core recommendations of the Plan. The following is a summary of all responses received. In many cases, percentages total to more than 100 percent, as respondents were allowed to select more than one response. Additionally, comments written-in were summarized.

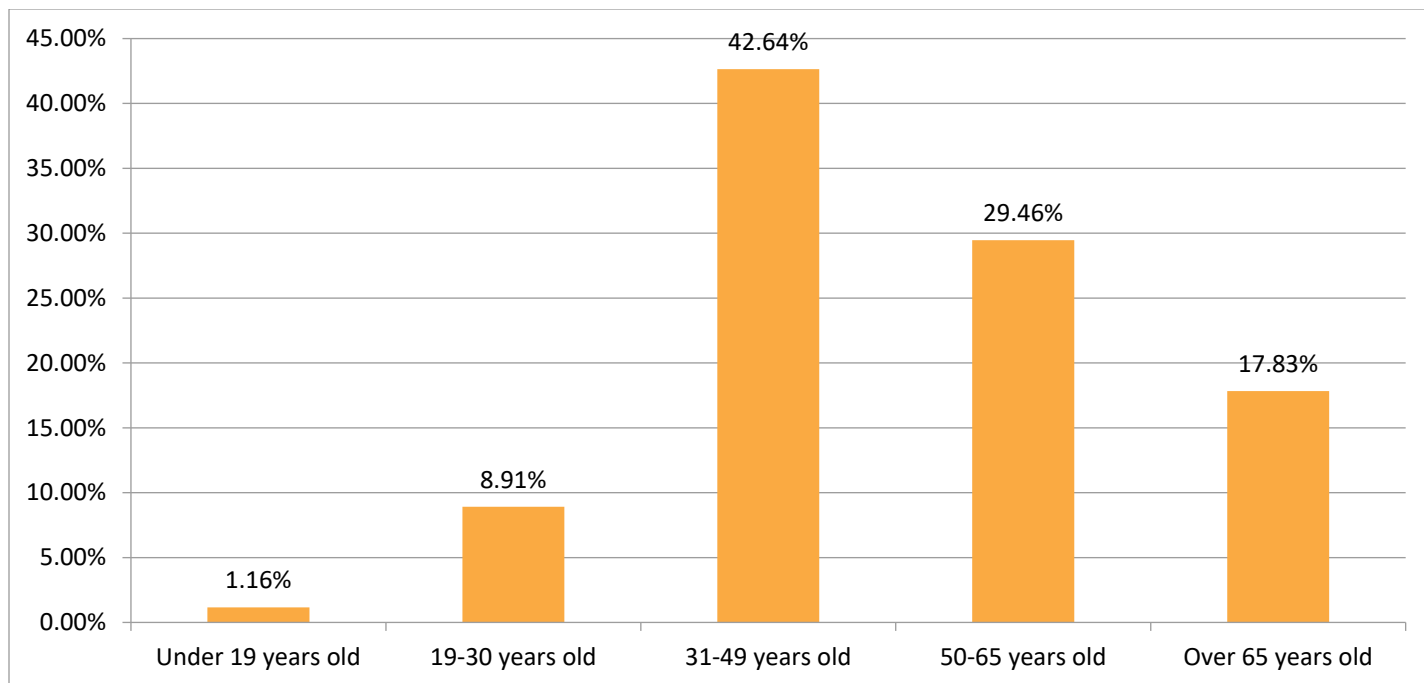
### Question 1: Are you a resident of the City of Manitowoc?



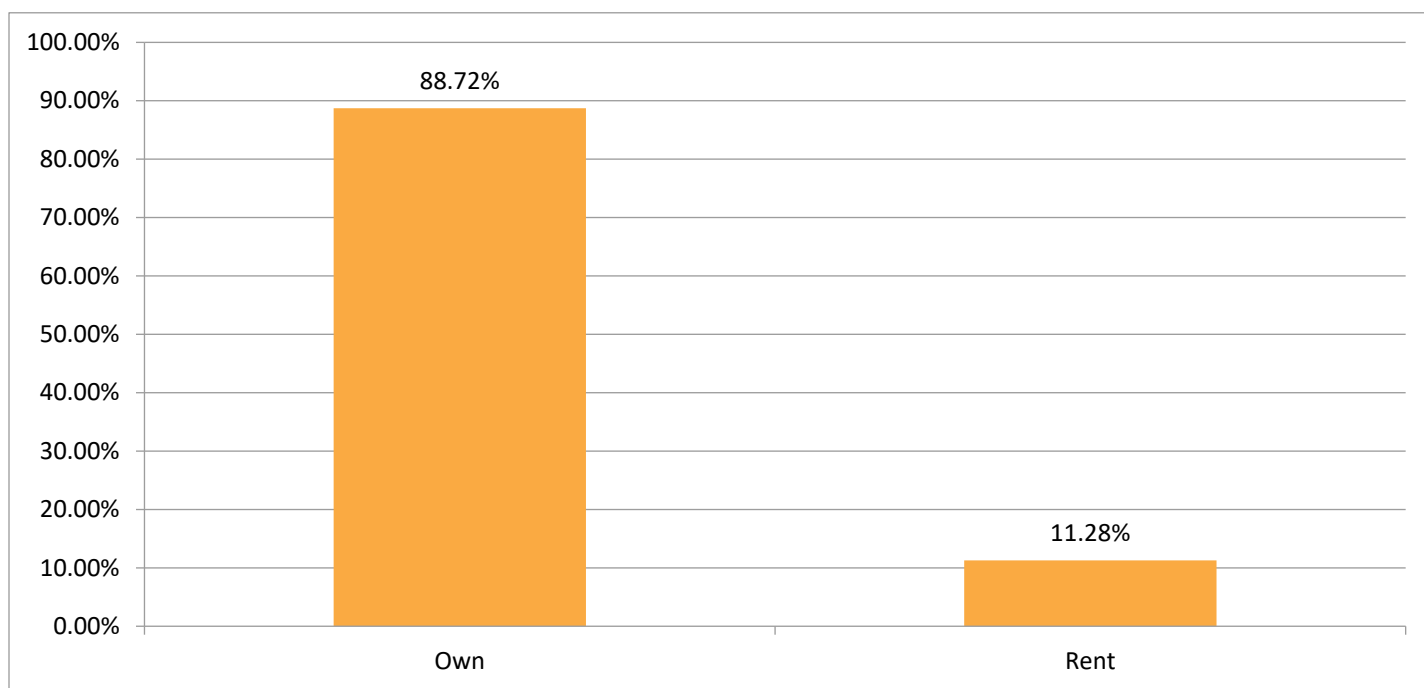
### Question 2: If yes, how long have you lived in the City of Manitowoc?



**Question 3: What is the age group of the person filling out this survey?**

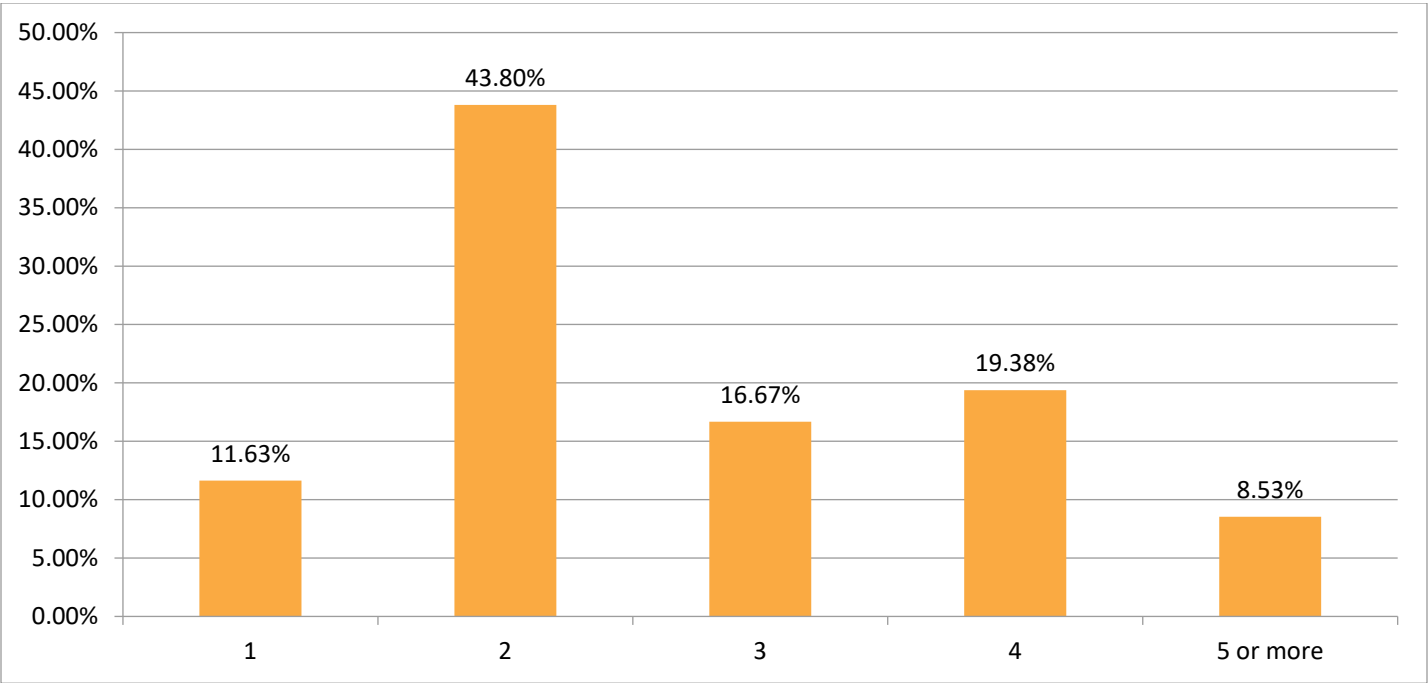


**Question 4: Which of the following best describes the type of housing in which you presently live?**

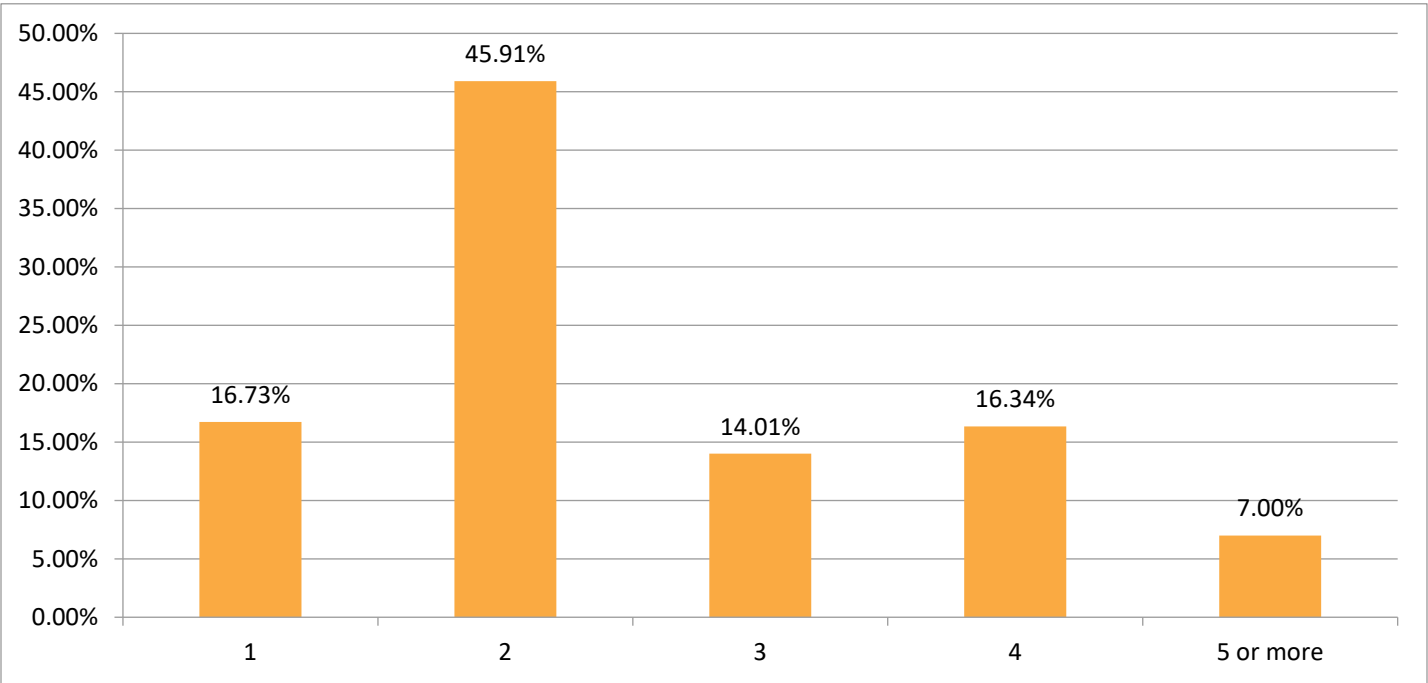




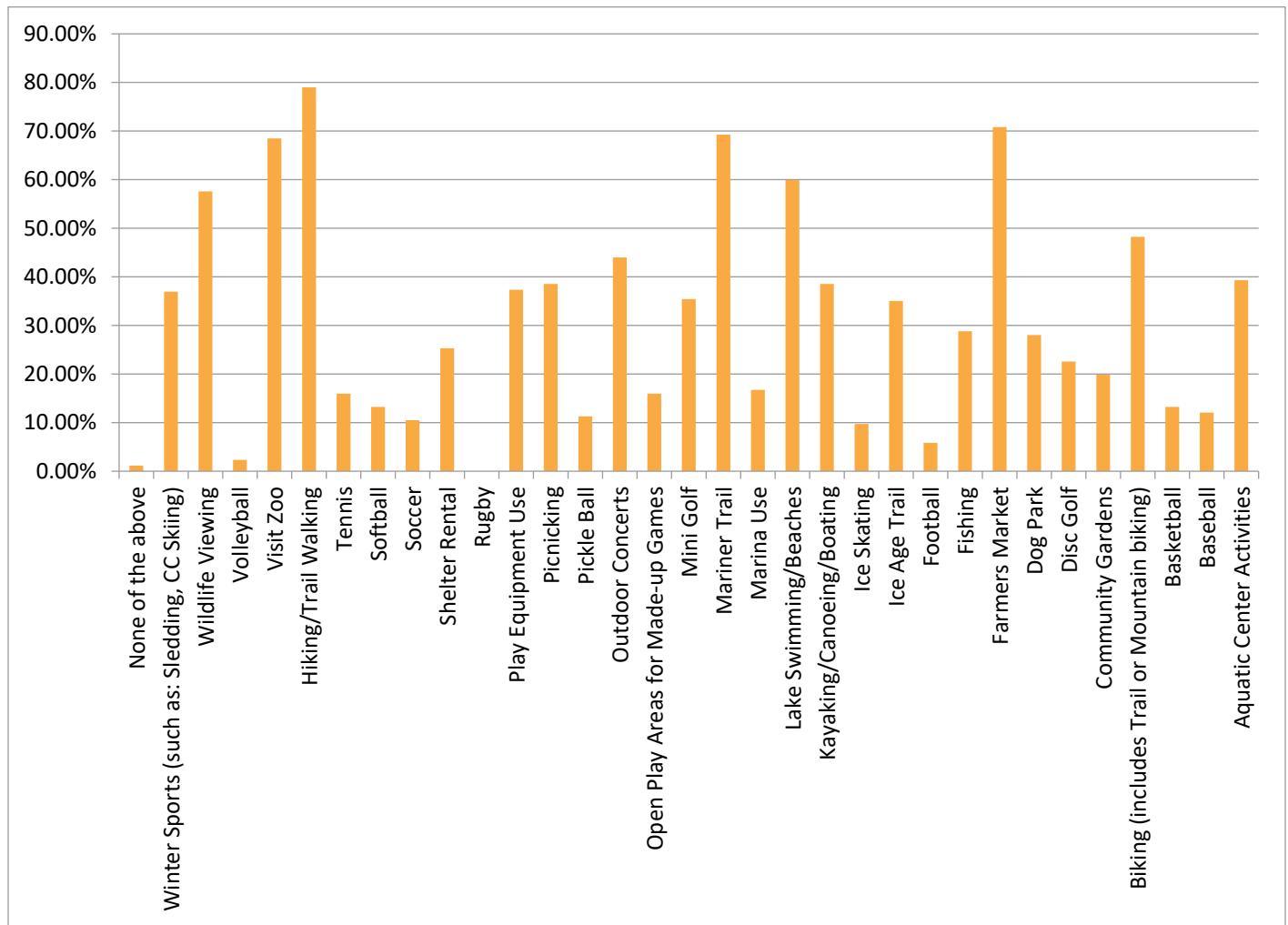
**Question 5: How many people live in your household?**



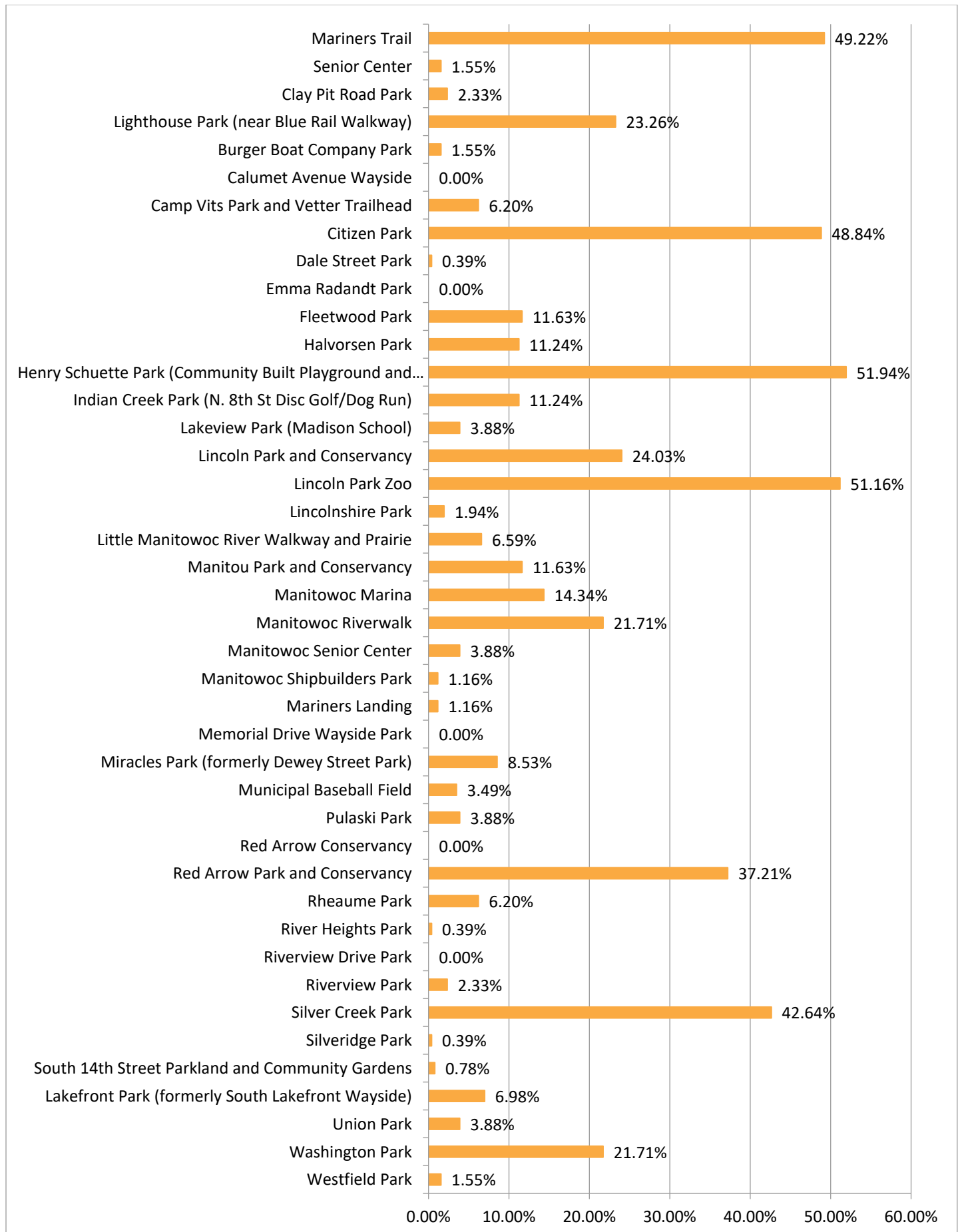
**Question 6: How many park users live in your household?**



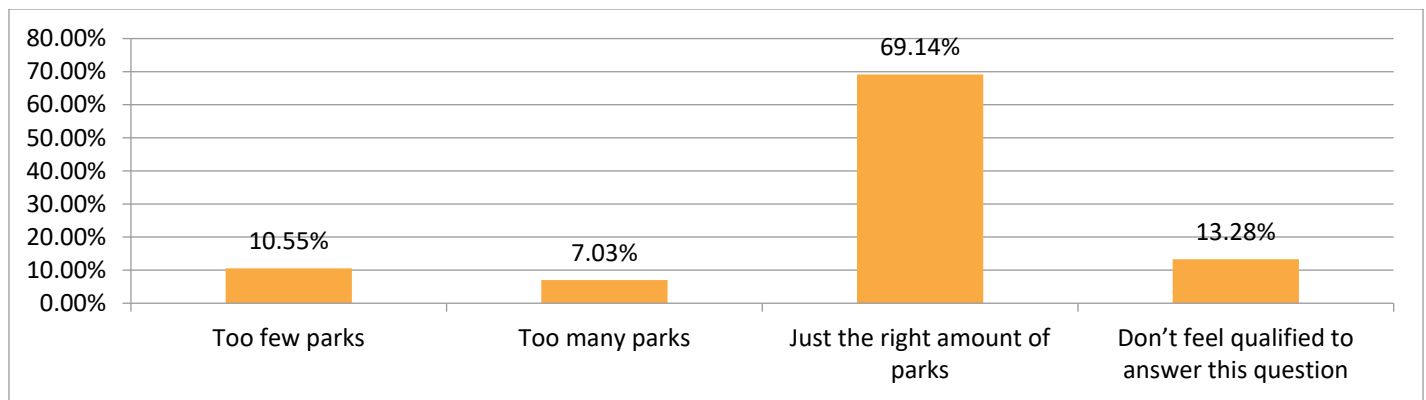
**Question 7: What activities do you or your family currently participate in at the City Parks? (Select all that apply)**



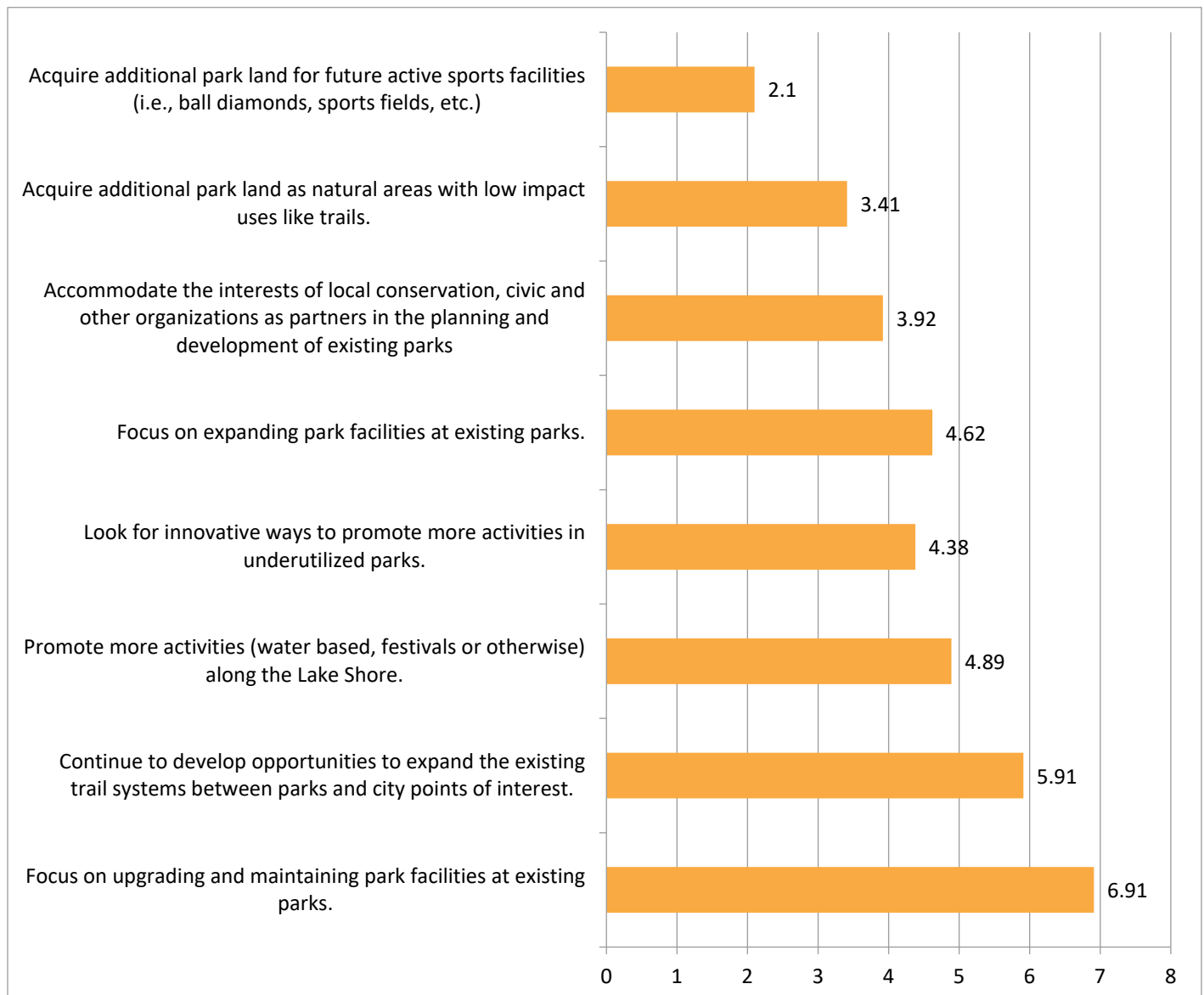
**Question 8: Please select five (5) parks you or your family currently use most often. (Select only 5 parks)**



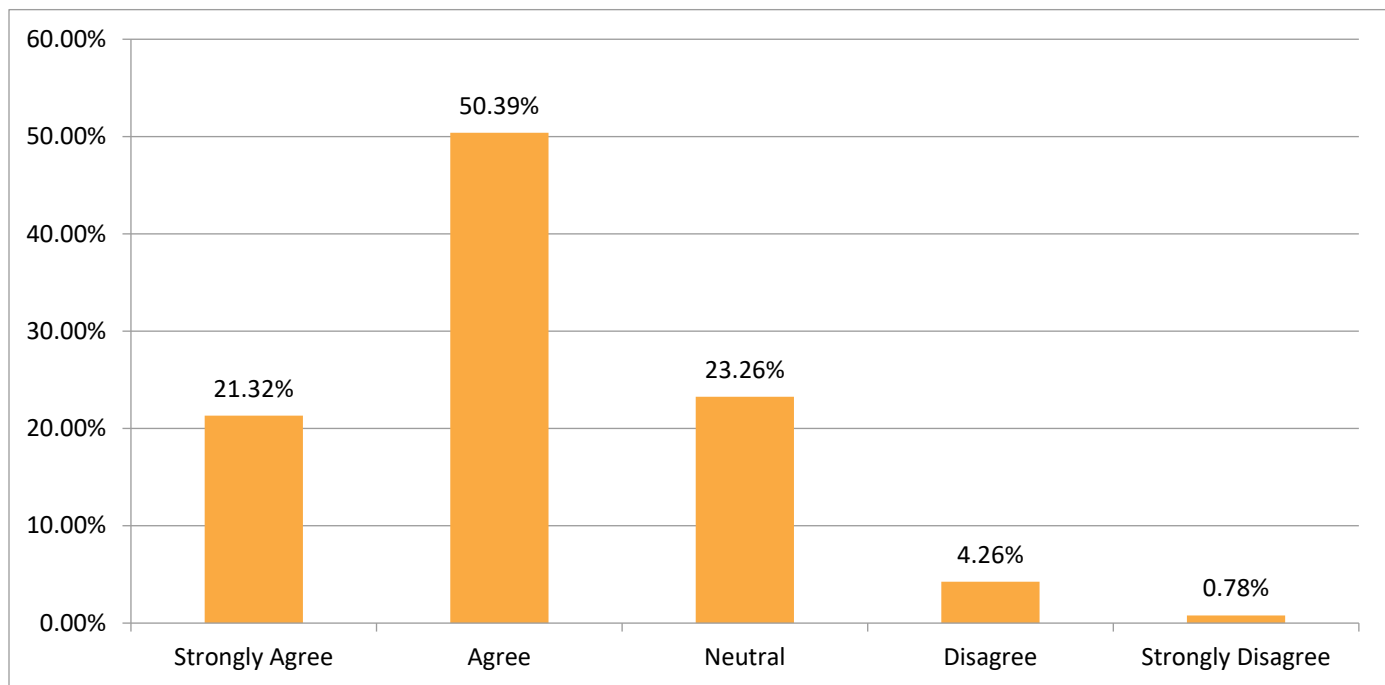
**Question 9: In your opinion, the City of Manitowoc has: (check one answer only)**



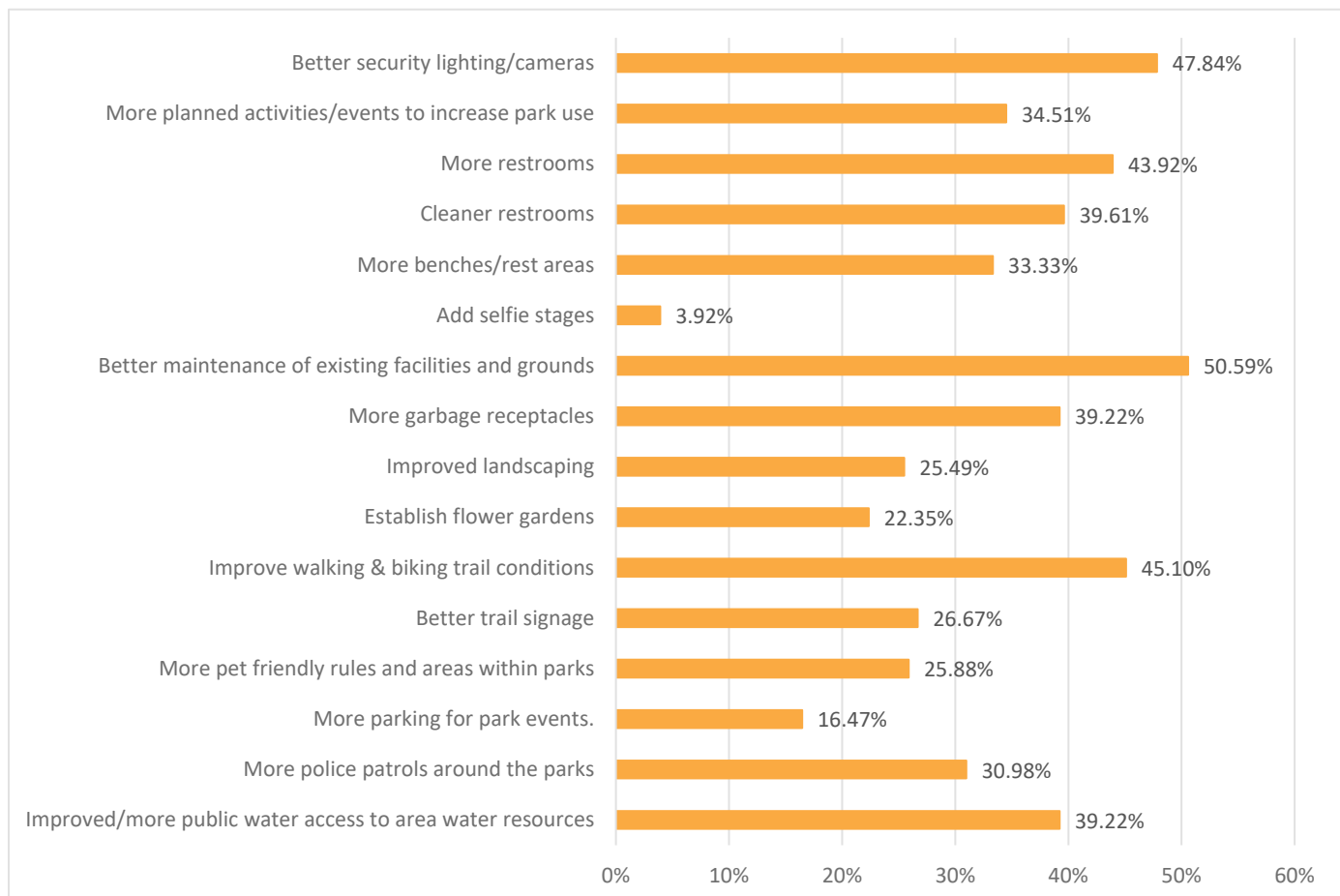
**Question 10: Please rank in order what directions the City should pursue relative to the existing park system: (higher score = higher priority)**



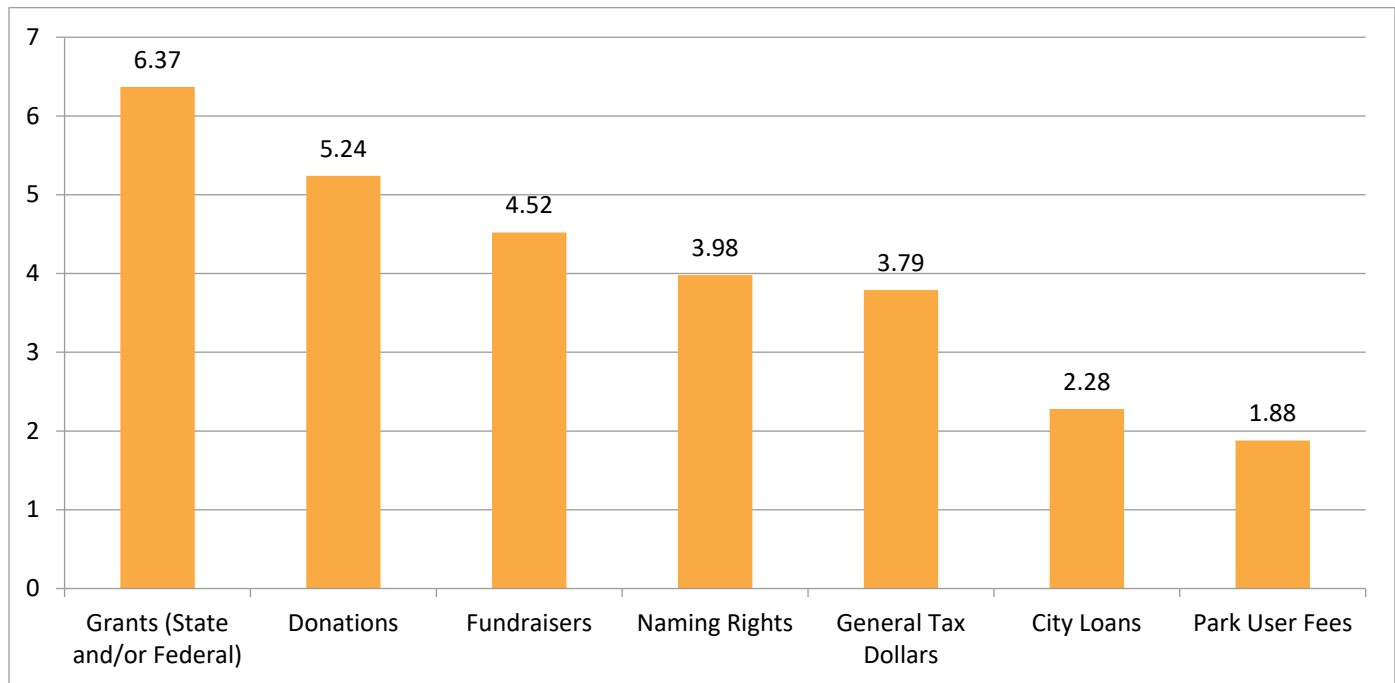
**Question 11: I feel safe using City parks and trails.**



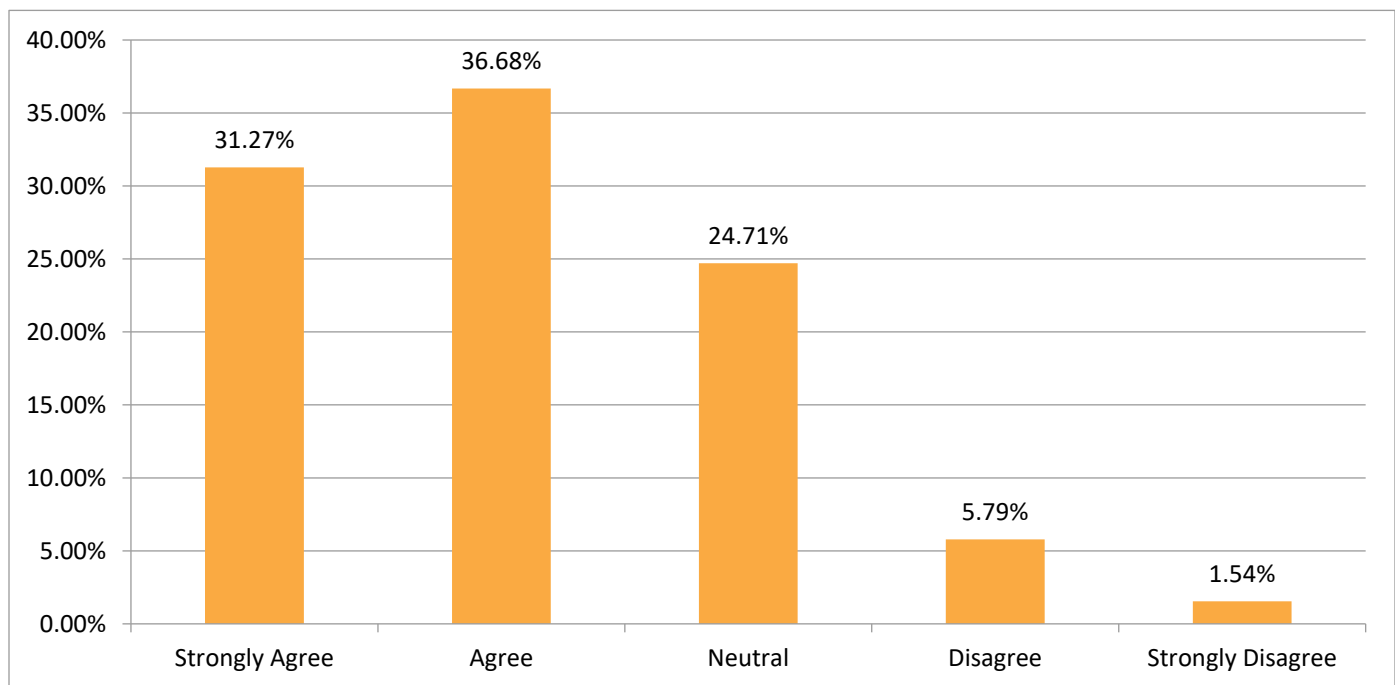
**Question 12: What amenities do you feel would improve your experience when using the City Parks? (Check all that apply)**



**Question 13: Please rank in order the use of funding sources for future park improvements. (higher score = higher priority)**



**Question 14: I would be in favor of the City allocating tax dollars to fund future park projects.**





**Question 15: Please provide any additional comments related to any of the Park and Recreation survey questions.  
(fill in the blank)**

134 Written Comments Received
Supervised playgrounds would be a huge asset to our community. Eliminate underutilized parks.
Camp Vits could be a tremendous resource for mountain bike enthusiasts. People who mountain bike typically spend money, travel, and patronize the locations in which they travel. If that park became a feature mountain bike system in the county, people from Green Bay, Sheboygan, and people traveling from Door County will stop in Manitowoc.
I understand the need to control and remove trees infected by the Ash Borer beetle. However, the way the restoration has been handled in Lower Henry Schuette park is disappointing. The amount of chemicals used has visibly lowered the amount of indicator species. My hopes are that the removal of trees that is currently underway at Camp Vitts doesn't yield the same results.
I would love to see better trail systems for walking/hiking, and more bike trails. Some trails are very overgrown and now underused.
I would like to see more taxpayer funded swimming lessons. They should be free of charge.
I think that every park should have at least one basketball hoop.
Expanding any festivals, concerts, art exhibits in park system would be great for residents and visitors. (T.R. Kite Fest, Mariners Trail, Manti Farmers Mkt.)This promotes community involvement & enjoyment and adds money to the businesses in Manti County. I love to see businesses being supported & succeeding.
Our playground equipment in almost all parks need major upgrades. I also would like to see more splash pads & outdoor workout equipment in all parks so they are attractive to use for both adults & kids.
Indian Creek could use two board walks. One between holes 3 and 4 of the disc golf course. Now players have to walk on the road and jump the creek. I feel it's not safe. Another could go from the parking lot to hole #9. It would benefit disc golfers and dog walkers.
Why has Pulaski Park been ignored regarding upgrades? What is being done regarding dog owners not picking up/bagging?
Better access to all of our parks, i.e. River Heights Park
Beach areas need updating and splash pads added to south side. Pickle ball courts and soccer fields needed.
I enjoy the trails in Lincoln Park and noticed bridges over uneven areas, limbs of trees as guides where trails are. I like that we are permitted to take leashed pets to the parks.
No homeless people sleeping in any parks. I know times are tough but not in parks more beds at Haven, Hope House, Need a women's only shelter with no children.
I believe Manitowoc is behind other Wisconsin cities in providing dedicated pickleball courts. It is the fastest growing sport in country. Manitowoc is an old tennis city but it is not as popular as it once was.
Bike racks in parks. I'm very satisfied with the parks I visit.
We love going to our parks and use them in good weather on a regular basis.
Lincoln Park is used pretty extensively for tennis and baseball. Keeping those a priority in maintenance would be great!
Love that you are asking my opinion.
The city of Manitowoc needs to stop/discourage business sprawl and low density spread, and encourage dense business and residential areas. Mixed-use is also highly recommended.
Although we now live in Manitowoc County, we spent our growing up years in the city. We love the activities at Washington Park - especially the movies. Thanks for that.
More bike racks at parks
Do concerts at red arrow pls
Maintenance is very important.
The city should try to clean up the surrounding Washington Park area and make the park and bandstand more attractive. It should be a jewel of the city. The park sign should also be replaced with something more classy.
The Aquatic Center is a real gem in our community and I strongly support ongoing maintenance of the pool and paying the guards, attendants, and maintenance a fair and competitive wage to continue having the pool be a positive place for families.
Would like to see more pickleball courts especially dedicated pickleball courts.
More bike trails and outside marketing of Maritime Trail will increase visitor revenue.
We should have some well-maintained ATV trails through one of our parks. This would be a good tourist attraction as many go up North for the trails.
All of Manitowoc parks are beautiful and mostly well-kept except for Washington Park which has had crime issues for as long as I can remember.
None

I love the parks.
Manitowoc needs to establish a go to beach park similar to Neshotah Beach in Two Rivers. Red Arrow Park is likely the best location for this as it is completely and utterly underutilized. Restroom facilities are already in place and the beach has plenty of room for improvement along the main beach area, especially to the south. The upper area of the park is a waste of space right now - redevelop the baseball diamond and the area around it with trees and places to sit, relax or have a family gathering. Adding concessions or possibly a concert venue would generate revenue and draw people to this area. Being a longtime former resident, I visit for one month every summer and am continually amazed this park has not been developed to its fullest potential. The war memorial is of historical significance and a valuable part of the park, however it is standing alone and looks like a half-hearted attempt to recognize the men and women who fought for our country. Redevelopment would enhance the memorial and draw people to it. My second idea is to connect Silver Creek Park to Red Arrow Park and eventually to the River Walk out to the Mariner Trail.(using marked trails through the residential area around Lincoln High School to circumvent the power plant). When in Manitowoc we walk from downtown to Silver Creek Park staying along the lakeshore as much as we can. Lakeside Blvd is 4 lanes which is completely unnecessary, convert the two easternmost lanes of that road into a walking/biking trail. The magnificent vista overlooking Lake Michigan is a treasure of the city and should be considered for redevelopment. Sure it will add foot traffic for residents of that road who will oppose it, but a four lane road is completely unnecessary, not even sure why it was built that way in the first place. Manitowoc is a lakeshore community with no go to beach facility. Go to Neshotah Beach on a warm summer day and then head over to Red Arrow Park - night and day from a community amenity standpoint.
In addition to upkeep of playground equipment, shade areas for summer would be nice, someplace to take a break out of the sun. More benches under trees would work for a start!
More CLEAN restrooms would be greatly appreciated at ALL locations
City is miles behind other areas in developing walking/biking trails.
I don't live in the city but I am a Manitowoc native and still live in Manitowoc Co. Expand your efforts to include us—the rural Manitowocians! We still visit the town often—several days a week.
Disc golf is the next major upcoming sport. we need to improve our courses to attract national players and tournaments
Security upgrades such as cameras and increased community service is suggested due to the increase of the homeless and illegal activities.
Please develop cross country ski trails!
moved here 4 years ago & love what Manitowoc is. Tt really is a throwback to my youth.
Although I am not a resident at this time, I live just outside the city. I've been in the area for over 50 years and I've lived in the city proper for 12.
Have some lower basketball hoops in some parks, for younger kids.
The skatepark was not included as a use for the parks. Building a dirt pump track would be awesome and many people would be willing to help build it. The light outside of the skatepark hasn't worked for a while.
For a citizen, the rental charges for buildings at Silver Creek and Lincoln Park are too costly.
We need to be more Electric Bike Friendly. We also need more connecting trails to Mariners trail not only from other trails but also from parts in the city, like for example bike lanes from Custer St. To the Mariners. Not smart having Rawley Point Bike Trail not being Ebike friendly. Bike lanes connecting Marianers to Devils State trail would be nice. Old Plank Road trail in Sheyboygan is nice but lacks our competitive advantage lake view. Also need to do something about the unused plot of land from the old mall; make it into a park or expo area or something.
Except for maintenance, please leave Union Park as is.
Build new restrooms at Schuette Park. Maybe bigger more like Lincoln Park.
Why does the city offer so little activities for young children and teens? When I was young and my kids were young there were so many programs/activities available thru the rec dept! Not everyone can afford the Y.
Please consider expanding use of all parks for people with dogs.
None
Keep what we have updated. Clean facilities. Landscaping. Lighting.
We have very nice parks please do something for the homeless
I feel we have eliminated many tennis courts and what we have in beautiful Lincoln Park needs to be repaired or redone. With pickle ball being popular, I think Lincoln Park would be a great place for us to invest.
More dog areas in local parks that could be used for training and off leash exercising (fenced areas)
Where is our youth soccer fields and sand volleyball courts? Please continue to work with organizations in the city that can help for similar goals. Do not make strain those relationships with more hoops to jump through. When you take away youth baseball fields you need to put resources toward adequate maintenance of the few they have left to practice on around the city.

We need dedicated pickleball courts! Fastest growing sport in America. We need to not only try to please the young people but also the retired people in the community. Go to the y and see how popular pickleball is. Other cities are putting in courts. CP courts are garbage. Not much research was done when you put those courts in. Most tennis courts are not being used. Make some of them Pickleball courts.
There seems to be over emphasis on mowing areas that are really not utilized ... and there really is no reason to mow at 2 inches in a lot of the areas weekly. Maintenance of trees is already iffy in town so emphasis must be put on planting more appropriate species and upping the maintenance of younger plantings before they mature. Finally, along Lakeshore Blvd that is not "restoration", why when climate change will increase precipitation events do you continue to allow individuals strip the vegetation off the bluffs? which creates more dendretic erosion- runoff and threatens infrastructure. A "legitimate" survey will show that few if any "natives" have been planted and instead areas denuded of vegetation become vectors for more invasive species. Few if any "native species" have been planted or survived over the years. Lakeshore restoration along the Blvd is also very disruptive during migratory times when birds would normally utilize this area but are scared away by the activities of a few bored old men as a resting area and/ or food source.
More pickle ball courts
The Mariner's Trail is wonderful. It could be a little wider but I know that is probably not possible.
Make an indoor waterpark
The city does a good job with the park system as it is, but I feel the city would benefit greatly from expanding the beach area by the Manitowoc Marina and using that as a tourism attraction the way Two Rivers does with Nashotah. I would love to see a better established walking path that heads out to the Manitowoc Lighthouse. The gravel area that runs North & South should be paved to match the width of the paved path that runs East & West. When you're walking on the paved part that's North/South and someone is walking towards you, someone has to walk one the gravel because the paved area is too narrow for people to pass each other. I think we should consider making investments into making the Marina an attraction that is renown across the state. Could the wildlife preservation area become an interactive experience for Marina visitors? Where wildlife can be attracted to that area and then viewed by the Marina visitors? Maybe install one of those long range viewfinders? An additional bench or two along the way. Perhaps even a permanent concession stand that serves hot chocolate, coffee, chili, nachos... overall, I just feel like there's no reason why the Mariner's Trail and the Manitowoc Marina can't be one of the most amazing attractions in Wisconsin.
Manitowoc County resident who has kids and use city parks.
Fix up existing parks. Citizen park has been updated on equipment, ball diamond looks like shit next to the nice kids sport complex. You hold a big softball tournament every year and the facility looks run down
Please provide more areas for public bank fishing access.
Maybe a kayak storage area near the launches
Move the farmers market back to Washington park but better security there in the evening hours
We are lucky to have green space in our city. I would like to see Manitowoc maintain our parks and continue to support our maritime area.
Please better maintain current parks. Keep dogs out of some, have permanent restrooms at ALL parks, and have them OPEN!
Enjoy access to trails and viewing nature. Also updated playground equipment.
Star with improving and/or maintaining the present parks. I know more dog parks have been created but how about one at the park by the Southside townhouses?
Keep waterfront (lake or river) open to the public access. More popup refreshment/ice cream light food fare along/in parks and trails Mtwc has some of the best parks and trails anywhere
To many dog issues in most parks (not dog but humans being inconsiderate)
Additional bike lanes on streets.
Halvorson park needs rebuilding for adult slow pitch softball. Redesign west end of CP to incorporate into the youth complex. Rebuild Rheume park for adult softball league. Adult softball league at Lincoln park. I guess in the end there should be no adult leagues at CP.
Parks north of Waldo Blvd are seriously lacking.
None
Would love to see more dog friendly parks
I'm not sure if you even have a tourism department anymore but I love mke & gbs mom blogs that highlight each park. We personally do a 'manitowoc county playground tour' with the kids but I would love to see partnership w coolest coast/real moms on the socials
Doing a good job
Have the grass cut more at halverson
I often find what appears to homeless people sleeping in the bathroom in the early morning at Upper Schuette park. I would suggest more police patrols.

We have great parks/trails/natural areas. However, I feel there is a vast lack of attention to detail when maintaining them. I think it may be time to privatize this similar to Two Rivers utilizing Cretton. Our lakefront falls extremely short in compassion. Unfortunately, I find myself going to TR more often because of this. Our city also must move to FORBID open top recycle containers! This is contributing to an overwhelming amount of litter and trash in our parks/ natural areas/bodies of water! HIGH PRIORITY!
Silver Creek Park has a huge problem with downed trees in the creek adjacent from the sledding hills. It'd been treacherous for YEARS. Huge chunks of the park are literally falling into the creek and we are losing so much valuable space. It's a huge environmental hazard as it's not allowing the creek to flow properly. This next spring will be very bad as the creek is completely dammed tight in several areas. More erosion and more park loss in spring is expected. Let's clean this obstruction out instead of adding more baskets. PLEASE!
I was not aware there were so many parks in Mtwc. Please publish a map of all the parks and trails.
Convert existing eyesores around the city into future park locations?
Public park development and access is a public health issue and high priority and should be treated as such. Better and more accessible parks make for a healthier community. The public restroom on Mariners trail is a great example of a good use of tax dollars. Lower Schuette could use something like that, as well as better trail signage. It's underutilized.
Too many perks that are used, pick a few parks and make them really nice
Would like to see more enforcement of bringing dogs to the parks and leashing. With young kids and a reactive dog my family doesn't appreciate all the dogs running free and getting in our faces.
N/A
I think upkeep of what we have is key and worth tax dollars. Also....do something with that mall lot. It is an eyesore. I don't think we need more parks, but I'd rather it be a park than what it is
Overall the City does a pretty good job of maintaining our parks.
i would like to see a connection of bike trails in and around the city and outlying areas. from rapids and Michigan avenue up to Menasha there is a lapse in sidewalk and it is a difficult area for bikers to traverse. i have seen teens trying to bike to and from Lutheran high have difficulty in this area. the road curves and the shoulder goes away at the same point putting bicyclers in a bad situation for inattentive drivers. with the widened trail on R and the trail out in Rockwood, this is the perfect area to expand the trail down to Menasha or R to connect trails. when you bike in Milwaukee, the trails are connected and it doesn't even feel like you are in a city sometimes. i would like to see this effort put into manitowoc trails.
I would like to see "warm waters" be developed. That is such a nice area. More parking and a restroom facility would be great. We need to take pride in the beaches we have. We lose way too many people to two rivers because they care about their beach. We have 3 (arguably 4) (blue rail, YMCA, warm waters and red arrow beaches) but they seem to be put on the back burner. That's what young people want. To be able to go hangout at a beach and relax.
Get rid of the homeless in the park
We would love to see upgraded facilities at Rheume and Fleetwood. So many nice local families use these parks. Also look into upgrading the baseball/softball field @ Rheume. We also need more police presence at Citizen, upper Schuette, and Red Arrow. It gets pretty rough there and we end up not utilizing because we don't feel comfortable. It's not the police's job to keep the kids under control, but if they are there chaos disappears.
Why has Lincoln Park Zoo been neglected again since the last Park and open space plan? The main road leading through Lincoln Park is in terrible shape, some spots are turning back into gravel already. That road had budgeted monies and was supposed to be repaved over 8 years ago.
Silver Creek Park, Schuette Park and Red Arrow Park are the gems of this community. Washington Park, with the exception of the Amphitheater, has become a homeless gathering place. Also, for Washington Park, if there is not already, having a professional sound/lighting system/personnel available to run it, for events for a partial fee would attract more events in this venue, on a consistent basis.
Not many parks on Northside. More ice skating rinks at parks
N/a
A bridge between he's 3&4 at Indian Creek disc golf course would be nice. It's scary to walk my dog across that bridge, and would be a much nicer trail system with it I stalled. Could lead to better water access as well
I believe there is an amazing opportunity to utilize the beach area between MPU and the waste treatment facility. Expand the parking, clean up the beach, add benches, picnic tables, restroom area, etc. This is a short distance walk to The Wharf and other downtown businesses that could increase revenue during the summer months.
We have beautiful parks, I'm proud to live in such a wonder community.
A connection between Ice Age trail segments would be good. New signage for Schuette Park and Camp Vits is great. Good work improving access to Camp Vits with new parking lot.
N/A

Silver creek is ranked in the top 50 disc golf courses in the world. It be great to set up a funded committee to take better care of it.
None
More focus on environmental impact, better focus on existing parks, look at disc golf as a higher potential family activity with low environmental impact.
Focus on what actually gets used. Don't stick a bunch of money on things that don't get used. Advertise for volunteer help on projects to save on labor costs. Contact the building stores for returned, discounted, or donated materials.
The disc golf courses are an asset to our community. Indian Creek needs a bridge between hole 3 and 4 to improve safety
More long interconnected trails
Manitowoc is home to one of the top 75 disc golf courses in the world (Silver Creek Park). It used to be way higher on the list and in fact hosted the disc golf pro tour on two different occasions (2016 and 2020). With the recent surge in popularity of the sport, the same disc golf pro tour now has thousands of spectators come out to watch the professionals play at each event. Manitowoc has multiple disc golf courses that if maintained properly would be able to bring that tournament back and it would help bring tourist dollars to the city. The parks are currently maintained by the city but the courses are maintained by volunteers. It would be great to have someone dedicated to actually maintaining the courses to bring them to their full potential.
I have a 3 year old boy- we utilize the parks in town more than anyone I know! In one week we went to 6 different parks. I am so grateful! I love our parks so much!! A few definitely need some attention but I'm sure you're on the right track. Keep up the good work!
There can be a focus on bringing in more tourism activities to the parks too, such as disc golf tournaments. The Professional Disc Golf Association would love to have the pro tour back at Silver Creek Park, but lack of cellular data in the park makes live streaming footage impossible for the Disc Golf Network viewers. Would Wi-Fi be a feasible future upgrade park-wide at Silver Creek Park?
My husband and I have really enjoyed seeing the improvements at some of the parks this past summer. Keep doing what you are doing! We are happy and so are the kids :)
I love the zoo!
We need a city water park/pool accessible to the south side!!!
The Parks Division and the Recreation Division should be in the same building. It's too confusing otherwise.
Parks are generally well maintained and enjoyable to use.
The Ice Age Trail is a huge draw. Priority should be to connecting all the segments within the city (and having them clearly marked). We love the new trail signs in Schuette Park. Lincoln Park would greatly benefit from a trail map as well (and perhaps an expansion of the trails in and around Lincoln Park).
Safe drinking water needs to be addressed, stop lead in our drinking water city wide should be a priority. Less planters that need so much maintenance would save money (volunteer projects or stop it). Wasting human and supply resources on the crazy number of plants.
Appearance and amenities impress me the most. Landscaping, restroom facilities, water fountains top the list.
Additional family trails for biking and walking throughout city would enhance livability
Smoking/vaping should not be allowed at parks. I see this way too often when at the parks my children visit.
Very nice park system
I think the parks department should focus on the upkeep of the trees in some of the parks
Improve lakeshore/old Youngers Mall/ open area. Pedestrian crossing lights at Memorial Drive and Mirro Drive. Make Maritime Trail shared pedestrian/bike paths safer or build separate paths. Restaurants with a view of the lake and river. Designated sledding hills in parks. Have ice rink in Farmers market area every year. More Christmas lights downtown. Heated indoor market place with nice restaurants and family activities. Improve ice/snow removal downtown. Parking garage for better access to stores.
Realize softball is on the decline. Have sports leagues for older citizens. Have sports leagues more competitive for different levels of ability. Increase soccer opportunities. Get rid of the money pit/aquatic center.
As a mom of 4 that use the parks. I love what is happening in our community. I love all the excitement to get outdoors and accessibility. Promoting accessibility would be something I might add to the survey as a priority. I'm blessed to not have those needs for physical disabilities within my immediate family at this time but it's still I feel a strong priority. Also, having a range of ages I am in favor of how parks seem to be accessible to different ages and provide appropriate structures to keep them enclosed. For example tho we don't use schuette park only because the fencing is often broke.

## PUBLIC OPEN HOUSE RESPONSES

On January 18, 2023, a public open house review event of the Draft Comprehensive Outdoor Recreation Plan was held in conjunction with the City's Comprehensive Plan update process. Directly following the in-person event, the City and consultants created an online version of the public open house reference materials and survey to provide the public with further access and opportunities to review and comment on the Draft Comprehensive Plan and Comprehensive Outdoor Recreation Plan updates. In total, 70 people provided comments on the plans. Below is a summary of the feedback received through both input opportunities.

### In-Person Event Feedback

Top Proposed Initiatives	Number of Public Participant Votes
Protect, preserve, and improve environmental corridors (habitat, wetlands, waterways, woods, etc.)	7
Continue to improve awareness of park and recreational facilities through wayfinding signage	5
Focus on the improvement, maintenance, and upkeep of existing parks over the acquisition of new parkland	5
Continue to complete key sections of the City's riverwalk trail system along the Manitowoc River	5
Continue to improve and establish bike and pedestrian facility connections between neighborhoods, schools, parks, and other destinations	4
Establish more paddling and non-motorized boat opportunities in Manitowoc through additional/improved access points and navigational signage along rivers and the lake	3
Partner with the School District and other local organizations to increase programming offered and activate park space throughout the community	3

### Written comments received:

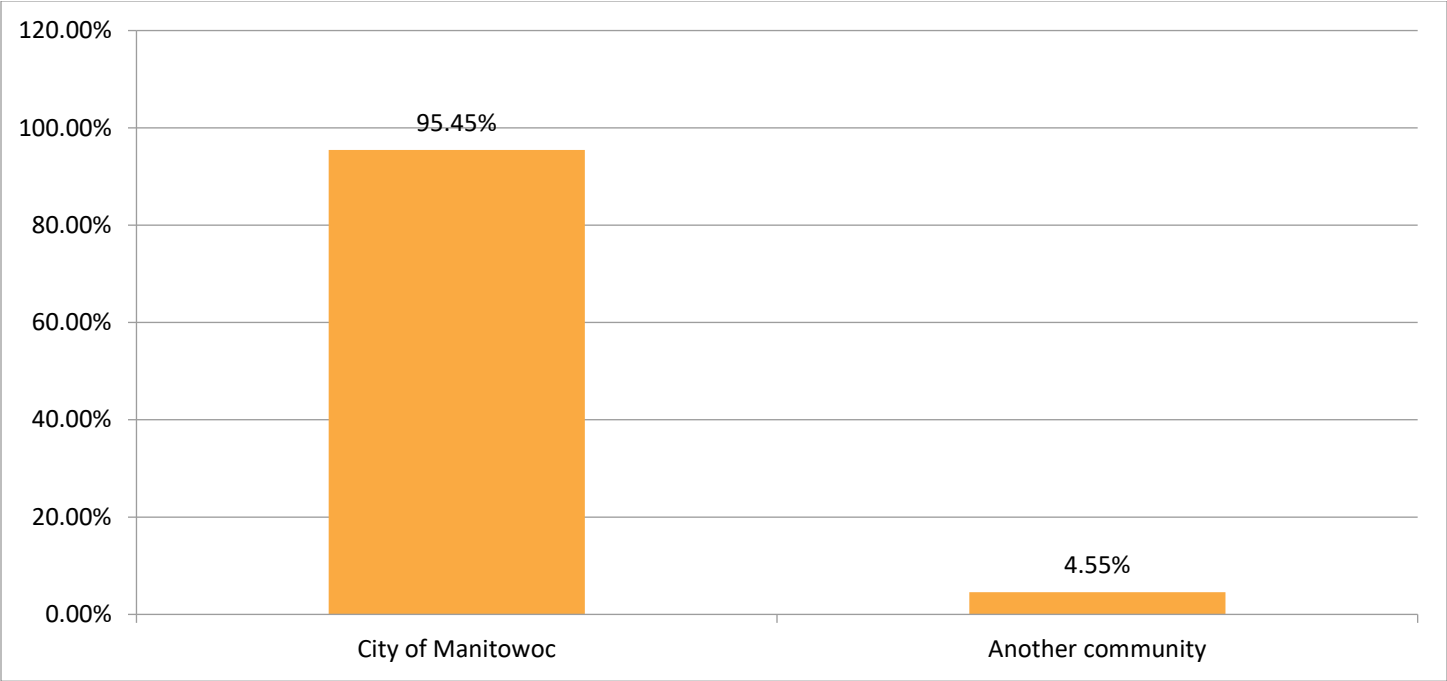
- Upgrade and improve Red Arrow Park and beach to make it more user friendly, accessible, and inviting for users, from families to tourists.
- Improve maintenance of disc golf courses.
- Develop an enclosed dog park.
- Develop a pedestrian connection across the Manitowoc River in the area around Henry Schuette Park.
- Expand existing park and trail system connections.
- Expand the riverwalk on the north side of the Manitowoc River to connect to Shipbuilders Park.
- Increase landscaping quality and maintenance throughout the community's public spaces.
- Develop more outdoor areas for activation of the City's waterfront areas.

### Verbal comments received:

- Several people commented on the lack of wayfinding signage and trail network connections to help guide people to the community's many park and recreation facilities.
- Several people indicated that they would like to see more active use of the lakefront and Manitowoc River for recreational activities.
- Multiple people indicated a need for better bicycle and active transportation network connections and facilities throughout the City to give people options to travel without relying so much on cars.
- Several people complimented the City and the parks and recreation system today and for taking the time to do this project and host this event.

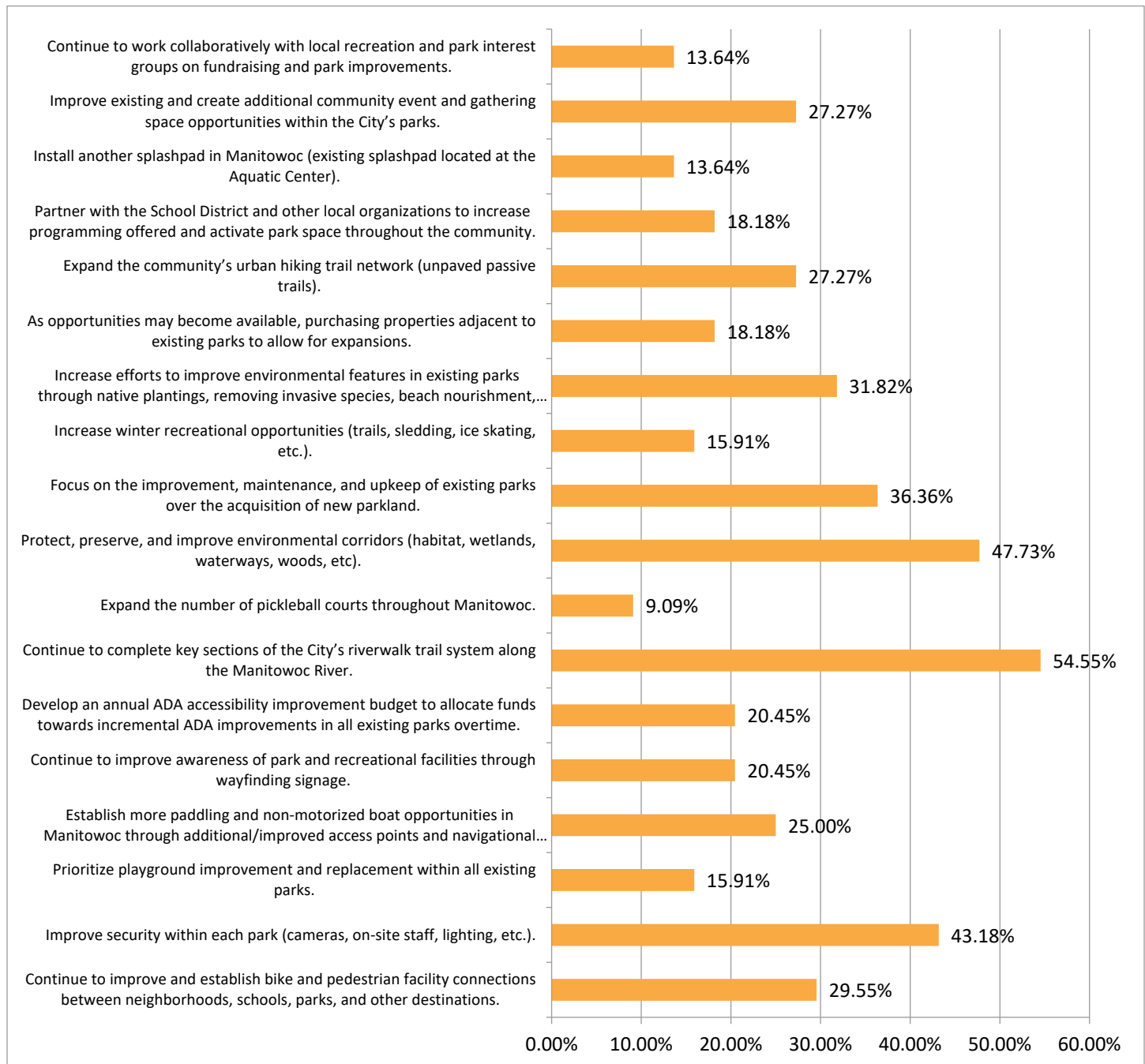
Online Feedback

Question 1: Please select the statement that best describes where you live.

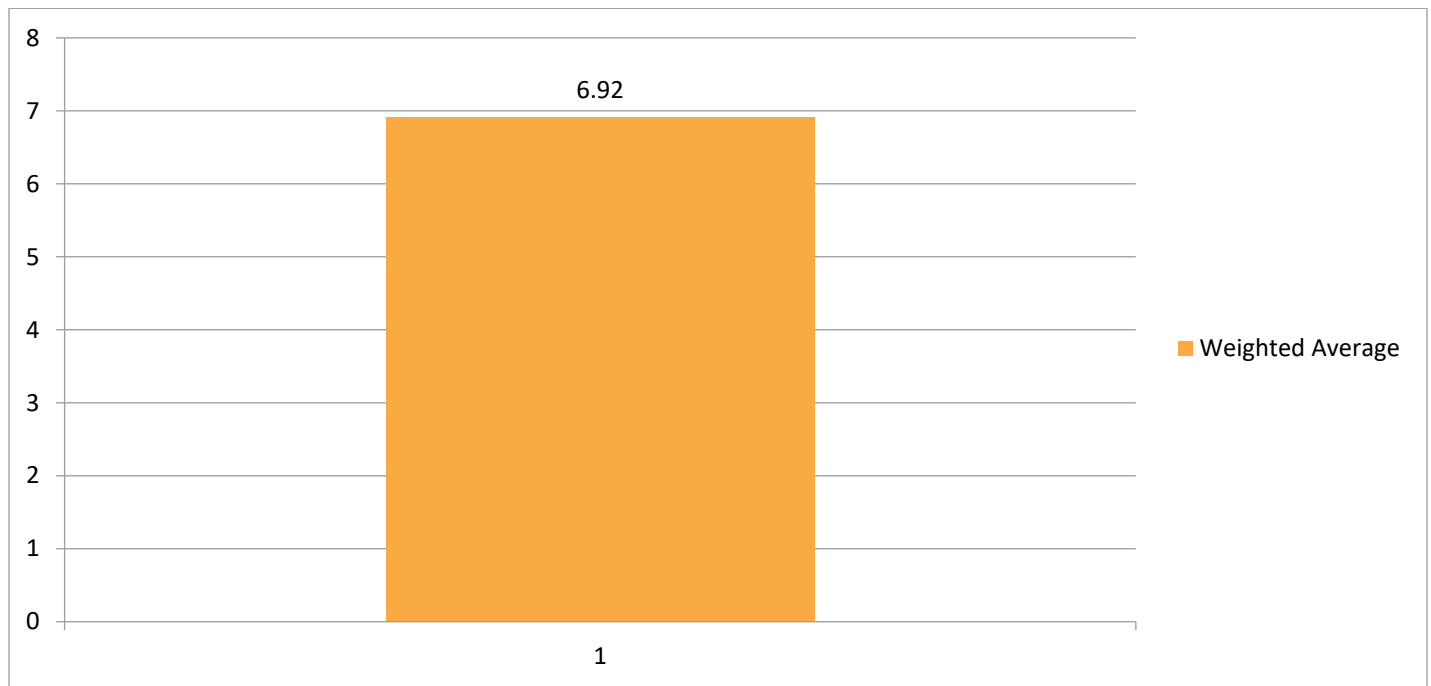




**Question 2: Following is a list of implementation initiatives that are included within the City's Draft Park Plan. Please select your top 5 implementation initiatives from the list provided.**



**Question 3: Please review the Planned Park Facilities Map here. After reviewing the map, how would you rate your overall support? Please check the box that best corresponds with your level of support. (1 = Not Supportive and 10 = Very Supportive)**



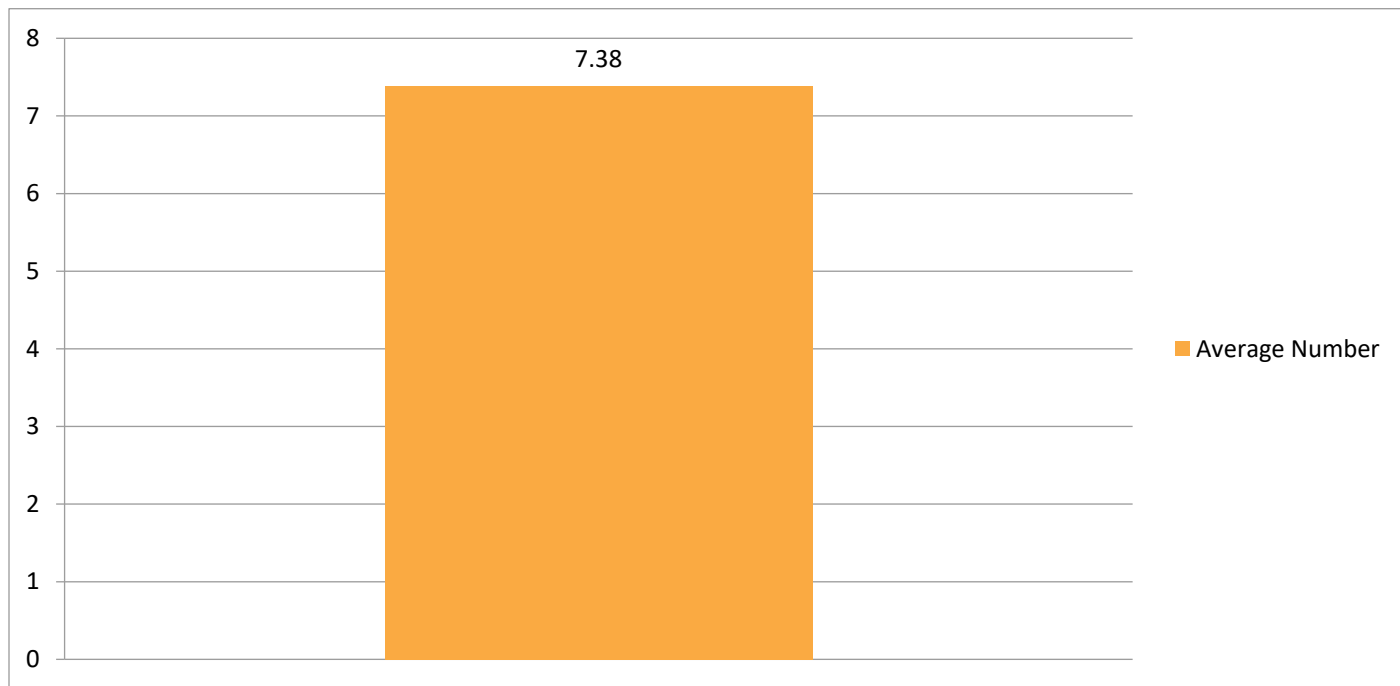
**Additional Comments:**

- Increase seating at Pulaski for seniors
- With all of the beautiful spaces the city already owns, I think the first thing to be done is to recognize each locations existing benefit and build upon those strengths. Better signage and parking along with specific activities will bring popularity and value to each. 'River Heights Park" Rheume Park (because of its closer proximity to CP where they host large tournaments and run out of room..... These tournaments bring our area a large cash influx. Attempting to somewhat connect or brand the parks similarly will seem like you are keeping the tourneys together!
- Maintain the existing beaches on the lakefront. For example, the boardwalk at Red Arrow is showing its age and could be expanded as well for those who need easier access to the beach
- Add Overnight Camping Opportunities.
- There should be more emphasis on using the land available in town not being used instead of spreading into areas on the fringes of town. More land needs to be set aside/ acquired for parks.
- The City can't take care of the parks they have now & they have way too many to begin with. It's 2023, how many kids do you see using all these parks, look at the Water Park for example. The City is losing money on it every year.

**Question 4: Please share any additional comments you would like to share with the City about the Park Plan in the space provided below.**

Water tower like Neshoto park has at red arrow to rinse and available water
Please trim trees at ‘Scheutte” park or ‘Riverview’ park on N.10th. Consider reinstalling a large overlook deck and maybe even a small pavilion. My family and I wanted to snap our family pics there, but the view was blocked, and the park was in disrepair.
Utilization of the parks with more organized opportunities. Lessons, socials, etc. would be awesome.
Comments apply to Union Park only. This is a lovely, quiet, historic neighborhood park that does not need additional equipment. Replace the existing playground equipment, but there should not be a ball court or especially a splashpad. Who monitors this? The splashpad becomes an unnecessary safety and health concern and should not be installed here.
I am using an iPad for this survey and find the user interface very poor. I cannot see the full comment box.
Add Overnight Camping Opportunities within the city parks.
This survey is flawed as it doesn’t give the option to do nothing, save money and preserve the lifestyle we have. It seems to me the options available in this survey are all a part of ramming through the mayor’s grand plan.
Please upgrade boat landings
I am supportive of any plan to expand on what we already have especially if we can add onto what is existing.
Anything that expands the lake and river access for residents and visitors alike is good with me.
Please add a variety of safe launch options for non-motorized watercraft
Add City landscape architecture to planning mix.
Enclosed dog park. More outdoor areas for food and drink restaurants on the water.
Maintenance on Disc Golf courses (both parks)

**Question 5: On a scale of 1 to 10, how would you rate the overall usefulness of this public meeting/online input opportunity? (1 = Not At All Useful and 10 = Very Useful)**



## OTHER COMMENTS RECEIVED

During the process, five additional comments were provided directly via email to staff. The following is a summary of the email feedback provided.

- Need for safe bicycle and pedestrian infrastructure.
- Priority is to improve existing facilities over establishing new parks.
- Improvements to the sledding hill at Silver Creek Park is a priority.
- Additional trees and sod are needed in Halverson Dog Park.
- Opposed to new pickleball courts, festival venues, and bandshells in the City. There is already enough of these types of facilities.
- Focus on restoration of bluff areas along the shorelines to mitigate erosion.
- Consider keeping Lincoln Park to only be tennis courts instead of adding pickleball lines.

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# PART 6: POTENTIAL FUNDING SOURCES

FIGURE 6.1: POTENTIAL FUNDING SOURCES

Program	Purpose	Funding Details	Dead-line	Notes	Admin Agency	Resource
<b>Wisconsin Knowles-Nelson</b>						
<a href="#">Aids for the Acquisition and Development of Local Parks (ADLP)</a>	To acquire or develop public, nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>• \$4 million avail. per yr.</li> <li>• 50% local match per project</li> </ul>	May 1	<ul style="list-style-type: none"> <li>• A comprehensive outdoor recreation plan is required</li> <li>• Priority for land acquisition <ul style="list-style-type: none"> <li>▪ Projects must comply with ADA</li> </ul> </li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>
<a href="#">Urban Greenspace Program (UGS)</a>	To acquire land to provide natural space within or near urban areas or to protect scenic or ecological features.	<ul style="list-style-type: none"> <li>• \$1.6 million avail. per yr.</li> <li>• 50% local match per project</li> </ul>	May 1	<ul style="list-style-type: none"> <li>• A comprehensive outdoor recreation plan is required <ul style="list-style-type: none"> <li>▪ Projects must comply with ADA</li> </ul> </li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>
<a href="#">Acquisition of Development Rights (ADR)</a>	To acquire development rights for nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>• \$1.6 million avail. per yr.</li> <li>• 50% local match per project</li> </ul>	May 1	<ul style="list-style-type: none"> <li>• Funds available to acquire development rights in areas where restrictions on residential, industrial, or commercial developments are in place. <ul style="list-style-type: none"> <li>▪ May include enhancements of outdoor recreation.</li> </ul> </li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>
<a href="#">Urban Rivers Grant Program (UR)</a>	To acquire lands or rights in lands adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	<ul style="list-style-type: none"> <li>• \$800,000 avail. per yr.</li> <li>• 50% local match per project</li> </ul>	May 1	<ul style="list-style-type: none"> <li>• A comprehensive outdoor recreation plan is required <ul style="list-style-type: none"> <li>▪ Projects must comply with ADA</li> </ul> </li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>
<a href="#">Land and Water Conservation Fund (LWCF)</a>	To acquire or develop public outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>• 50% local match per project</li> <li>• Land acquisition</li> <li>• Development of recreational facilities</li> </ul>	May 1	A comprehensive outdoor recreation plan is required.	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
<a href="#">Recreational Trails Program (RTP)</a>	To maintain, develop, rehabilitate, and acquire land for motorized, non-motorized, and diversified trails.	<ul style="list-style-type: none"> <li>• Grant assistance to develop or maintain trails up to 80%.</li> <li>• Awards up to \$100,000.</li> <li>• Rehabilitation and maintenance of existing trails and trailhead facilities.</li> <li>• Development of new trails, trail linkages, and trailhead facilities with some restrictions on federal lands.</li> <li>• Acquisition of property for trails in areas with limited trail opportunities.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>• Funds may only be used on trails which have been identified in, or which further a specific goal of a local, county, or state trail plan.</li> <li>▪ Funds may be used on trails that are referenced in a statewide comprehensive outdoor recreation plan</li> <li>▪ Projects must comply with ADA.</li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>
<b>Statewide Multi-Modal Improvement Program (SMIP)</b>						
<a href="#">Transportation Alternatives Program (TAP)</a>	To fund facilities for pedestrians and bicyclists, including rehabilitating and operating historic transportation buildings and structures, restoring railway depots, and landscaping near transportation facilities.	20% required match	January	<ul style="list-style-type: none"> <li>▪ Construction projects must be over \$100,000.</li> <li>▪ Non-construction projects must be over \$50,000.</li> </ul>	WisDOT	<a href="https://wisconsin.gov/Pages/doin-g-bus/local-gov/astnce-pgms/aid/tap.aspx">https://wisconsin.gov/Pages/doin-g-bus/local-gov/astnce-pgms/aid/tap.aspx</a>
<a href="#">Surface Transportation Program – Urban (STP-U)</a>	To fund a range of transportation-related activities, including projects on higher function local roads and local safety improvements.	WisDOT recommends federal funding be approved at the 80% maximum but allows Transportation Improvement Program (TIP) Committees to provide as low as 50% federal funding at approval.	Spring	For 2022-2027 program development, total funds available are \$92.5 million.	WisDOT	<a href="https://wisconsin.gov/Pages/doin-g-bus/local-gov/astnce-pgms/highway/stp-urban.aspx">https://wisconsin.gov/Pages/doin-g-bus/local-gov/astnce-pgms/highway/stp-urban.aspx</a>



Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
<a href="#">Surface Transportation Program – Rural (STP-R)</a>	To fund a wide range of transportation-related activities, including projects on higher function local roads and local safety improvements.	WisDOT recommends federal funding be approved at the 80% maximum but allows Transportation Improvement Program (TIP) Committees to provide as low as 50% federal funding at approval.	Spring	For 2022-2027 program development, total funds available are \$43.3 million.	WisDOT	<a href="https://wisconsin.gov/Pages/doin-g-bus/local-gov/astnce-pgms/highway/stp-rural.aspx">https://wisconsin.gov/Pages/doin-g-bus/local-gov/astnce-pgms/highway/stp-rural.aspx</a>
<b>Section 402-Highway Safety Funds</b>						
Highway Safety Improvement Program (HSIP)	To develop and implement on a continuing basis stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways.	Federal funding ratio usually 90%, requiring a 10% match of state and/or local funds.	February	Funds highway safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly.	WisDOT Highway Safety Improvement Program	<a href="https://wisconsin.gov/pages/doin-g-bus/local-gov/astnce-pgms/highway/hsip.aspx">https://wisconsin.gov/pages/doin-g-bus/local-gov/astnce-pgms/highway/hsip.aspx</a>
<b>Other Programs</b>						
Urban Forestry Grants	To fund tree maintenance, planting, and public awareness.	\$1,000-\$25,000 grants awarded with a 50% local match	Oct 1	Urban forestry, training, and street tree inventory	Wisconsin DNR Urban Forestry	<a href="https://dnr.wisconsin.gov/topic/urbanforests/grants">https://dnr.wisconsin.gov/topic/urbanforests/grants</a>
Hazard Elimination Program	To improve railway-highway crossings	10% local match per project	August	Communities are encouraged to start working with the District Office.	WisDOT Highway Safety Improvement Program (HSIP)	<a href="https://wisconsin.gov/pages/doin-g-bus/local-gov/astnce-pgms/highway/hsip.aspx">https://wisconsin.gov/pages/doin-g-bus/local-gov/astnce-pgms/highway/hsip.aspx</a>
PeopleForBikes	To improve bicycling in the U.S.		Oct 31		People For Bikes	<a href="https://www.peopleforbikes.org/">https://www.peopleforbikes.org/</a>
Safe Streets and Roads for All (SS4A)	To support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.	\$200,000-\$50 million	Sept 15	Eligible projects: <ul style="list-style-type: none"> <li>• Develop or update a comprehensive safety action plan (Action Plan).</li> <li>• Conduct planning, design, and development activities in support of an Action Plan.</li> <li>• Carry out projects and strategies identified in an Action Plan.</li> </ul>	US DOT	<a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
BLM Headquarters Wildlife Resource Management	To maintain, restore, and conserve species and their habitats.	\$25,000-\$1.5 million	April 4	<ul style="list-style-type: none"> <li>• Protect biodiversity.</li> <li>• Identify, conserve, and restore priority habitats.</li> <li>• Promote resiliency to climate change and environmental stressors.</li> </ul>	U.S. Dept of Interior	pglass@blm.gov
BLM Headquarters Recreation and Visitor Services	To provide a wide variety of recreational opportunities that benefit public and local communities.			<p>Some goals:</p> <ul style="list-style-type: none"> <li>• Encourage, facilitate, and improve partnership with and access to public lands.</li> <li>• Improve climate resiliency on public lands while enhancing outdoor recreational opportunities and activities.</li> <li>• Improve public health and safety at developed recreation sites and areas by updating and modernizing infrastructure.</li> <li>• Invite increased recreational access for all Americans to encourage enjoyment of BLM-managed public lands and waters.</li> </ul>	U.S. Dept of Interior	<a href="https://www.blm.gov/programs/recreation">https://www.blm.gov/programs/recreation</a>
North American Wetlands Conservation Act (NAWCA)	To increase bird populations and wetland habitat while supporting local economies and American traditions such as hunting, fishing, bird watching, family farming, and cattle ranching.	Up to \$2 million	Feb 5 July 8 Oct 13	Projects must involve only long-term protection, restoration, enhancement, and/or establishment of wetland and associated upland habitats to benefit migratory birds.	US Dept of Interior Fish and Wildlife Service	<a href="https://www.fws.gov/service/north-american-wetlands-conservation-act-nawca-grants-us-standard">https://www.fws.gov/service/north-american-wetlands-conservation-act-nawca-grants-us-standard</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
AARP Community Challenge	Small grants to fund quick-action projects that can help communities become more livable for people of all ages.	<ul style="list-style-type: none"> <li>• Average grant amount \$11,500.</li> <li>• 76% of grants less than \$15,000.</li> </ul>	March 22	<ul style="list-style-type: none"> <li>• Improve public spaces, housing, transportation, and civic engagement.</li> <li>• Support diversity, equity, and inclusion.</li> <li>• Build engagement for programs under new federal laws.</li> <li>• Pursue innovative ideas that support people age 50 or older.</li> </ul>	AARP	<a href="https://www.aarp.org/livable-communities/community-challenge/">https://www.aarp.org/livable-communities/community-challenge/</a>
Private Donations	Local donations, fundraising and sponsorship opportunities by businesses and/or individuals					
Wisconsin Main Street Community Program	To revitalize comprehensive downtown programs, including streetscapes.	Technical Assistance	No Date	<ul style="list-style-type: none"> <li>• General downtown program.</li> <li>• May benefit trail enhancements through streetscaping.</li> </ul>	National Main Street Center	<a href="https://wedc.org/programs-and-resources/main-street/">https://wedc.org/programs-and-resources/main-street/</a>
<b>Aquatic Restoration Programs</b>						
Aquatic Invasive Species (AIS) Prevention and Management Grants	To manage and educate on AIS.	\$24,000-\$150,000, depending on type of grant	Nov 15	Types of grants include: <ul style="list-style-type: none"> <li>• AIS Prevention</li> <li>• Clean Boats, Clean Waters</li> <li>• AIS Population Management</li> <li>• Early Detection &amp; Response</li> <li>• AIS Research &amp; Demonstration</li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG">https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG</a>
Surface Water Restoration and Management Grants	To provide cost-sharing for surface water protection and restoration. Funding available for education, ecological assessments, planning, and implementation.	<ul style="list-style-type: none"> <li>• Grants cover up to 75% of costs.</li> <li>• \$25,000-\$200,000, depending on type of grant.</li> </ul>	Nov 15	Types of grants include: <ul style="list-style-type: none"> <li>• Healthy Lakes &amp; Rivers</li> <li>• Surface Water Restoration</li> <li>• Management Plan Implementation</li> <li>• Ordinance Development</li> <li>• Fee Simple Land Easement &amp; Acquisition</li> <li>• Wetland Restoration Incentives</li> </ul>	Wisconsin DNR	<a href="https://dnr.wisconsin.gov/aid/SurfaceWater.html">https://dnr.wisconsin.gov/aid/SurfaceWater.html</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
<b>Sustainability Programs</b>						
Natural Resources Foundation of Wisconsin	To fund many different kinds of projects that benefit wildlife.	Grants vary by type, some open to annual applications, and some by invitation only.	Varies	Types of grants include: <ul style="list-style-type: none"> <li>• Bird Protection Fund</li> <li>• C.D. Besadny Conservation Fund</li> <li>• Norma and Stanley DeBoer Quiet Trails Fund</li> </ul>	Natural Resources Foundation of Wisconsin	<a href="https://www.wisconsinconservation.org/grants-programs/">https://www.wisconsinconservation.org/grants-programs/</a>
Choice Neighborhoods Planning Grants	Among other priorities, offers grants that allow for pocket parks and community gardens as part of their funding.	Maximum \$500,000	July 28	Types of grants: <ul style="list-style-type: none"> <li>• Planning Grants</li> <li>• Implementation Grants</li> </ul>	HUD	<a href="https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/planninggrants">https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/planninggrants</a>
Rural Placemaking Innovation Challenge	To help provide planning support, technical assistance, and training to foster placemaking activities in rural communities.	Maximum \$250,000	Aug 15	<a href="#">Past recipients</a> have reviewed critical water infrastructure needs and planned to turn vacant lots into green infrastructure.	USDA	<a href="https://www.rd.usda.gov/about-rd/initiatives/rural-placemaking-innovation-challenge">https://www.rd.usda.gov/about-rd/initiatives/rural-placemaking-innovation-challenge</a>
National Coastal Wetlands Conservation Grant Program	Supports long-term wetland conservation by awarding up to \$1 million for wetland conservation projects.	Not listed	Not listed		US Fish and Wildlife Service	<a href="https://www.fws.gov/story/national-coastal-wetlands-conservation-grants">https://www.fws.gov/story/national-coastal-wetlands-conservation-grants</a>
Flood Mitigation Assistance Grant	To reduce or eliminate the risk of repetitive flood damage to buildings insured by the <a href="#">National Flood Insurance Program</a> .	\$25,000-\$900,000, depending on type of grant and recipient	Jan 28	Can include parks and similar green spaces.	FEMA	<a href="https://www.fema.gov/grants/mitigation/floods">https://www.fema.gov/grants/mitigation/floods</a>
Urban & Community Forestry Program	Technical, financial, and educational assistance program, delivering nature-based solutions to ensure a resilient and equitable tree canopy.			Some areas of focus: <ul style="list-style-type: none"> <li>• Planning</li> <li>• Environmental Health</li> </ul>	US Forest Service	<a href="https://www.fs.usda.gov/managing-land/urban-forests/ucf">https://www.fs.usda.gov/managing-land/urban-forests/ucf</a>
Community Development Block Grant (CDBG) Programs	To support community development activities to build stronger and more resilient communities.			Can include parks and similar green spaces.	HUD	<a href="https://www.hudexchange.info/programs/cdbg/">https://www.hudexchange.info/programs/cdbg/</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
Five Star and Urban Waters Restoration Program	To develop community capacity to sustain local natural resources by providing modest financial assistance to diverse local partnerships focused on improving water quality, watersheds, and the species and habitats they support.	\$20,000-\$50,000	Jan 25	Ecological improvements may include one or more of the following: wetland, riparian, forest and coastal habitat restoration; wildlife conservation, community tree canopy enhancement, water quality monitoring and green infrastructure best management practices for managing run-off.	National Fish and Wildlife Foundation	<a href="https://www.nfwf.org/programs/five-star-and-urban-waters-restoration-grant-program/five-star-and-urban-waters-restoration-grant-program-2022-request-proposals">https://www.nfwf.org/programs/five-star-and-urban-waters-restoration-grant-program/five-star-and-urban-waters-restoration-grant-program-2022-request-proposals</a>
Doris Duke Charitable Foundation Environmental Grant	Awards grants through invited proposals and the occasional funding competition.	Although unsolicited proposals not being considered, inquiries about future support for projects that fall within the Environment Program's four focuses can be submitted through a letter of inquiry.		Areas of focus: <ul style="list-style-type: none"> <li>• Land Conservation in an Era of Climate Change</li> <li>• Wildlife and Energy Development</li> <li>• Strengthening the Conservation Field</li> <li>• Environmental Stewardship in the Tri-State Area</li> </ul>	Doris Duke Charitable Foundation	<a href="https://www.ddcf.org/grants/">https://www.ddcf.org/grants/</a>
<a href="https://brucekrierfoundation.org/grantmaking/guidelines/">BRUCE KRIER CHARITABLE FOUNDATION EDUCATION AND ENVIRONMENTAL GRANTS FOR WISCONSIN-BASED ORGANIZATIONS</a>	To support local education and environmental causes.	Funds principally but not limited to the counties of Sheboygan and Ozaukee.	Feb 28		Bruce Krier Charitable Foundation	<a href="https://brucekrierfoundation.org/grantmaking/guidelines/">https://brucekrierfoundation.org/grantmaking/guidelines/</a>
Cornell Douglas Foundation Grants	For nonprofits to advocate for environmental health and justice, encourage stewardship of the environment, and further respect for sustainability of resources.	Average grant amount \$10,000.	Year-round	Some areas of focus: <ul style="list-style-type: none"> <li>• Environmental Health &amp; Justice</li> <li>• Land Conservation</li> <li>• Sustainability of Resources</li> <li>• Watershed Protection</li> </ul>	Cornell Douglas Foundation	<a href="https://cornelldouglas.org/apply/">https://cornelldouglas.org/apply/</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
NiSource Charitable Foundation Grants	Among other areas of focus, these grants fund nonprofits' work on environmental stewardship: protection and restoration of natural resources, energy conservation, and environmental work.	Not listed	Not listed		NiSource Charitable Foundation	<a href="https://www.nisource.com/company/contact-us">https://www.nisource.com/company/contact-us</a>
Mitsubishi Corporation Grants	For nonprofits that work on environmental causes throughout the Americas, encompassing both the physical and social environments in which we live.	Not listed	Year-round	Areas of focus: <ul style="list-style-type: none"> <li>• Biodiversity conservation</li> <li>• Sustainable development</li> <li>• Environmental justice</li> <li>• Environmental education</li> </ul>	Mitsubishi Corporation	<a href="https://www.mitsubishi-corp.com/us/en/mcfa/">https://www.mitsubishi-corp.com/us/en/mcfa/</a> <a href="https://www.mitsubishi-corp.com/us/en/mcfa/">https://www.mitsubishi-corp.com/us/en/mcfa/</a>
Lawrence Foundation Grants	For nonprofits to support environmental, education, human services, and other causes.	Not listed	April 30 Oct 31	Awards both program and operating grants with no geographical restrictions.	Lawrence Foundation	<a href="https://thelawrencefoundation.org/application-process">https://thelawrencefoundation.org/application-process</a>
Georgia-Pacific Foundation Grant	For nonprofits to support environmental programs (among several areas of focus).	Not listed	Rolling cycle	One area of focus: environmental programs that promote clean air and water, recycling, and land and resource conservation	Georgia-Pacific Foundation	<a href="https://www.gp.com/community">https://www.gp.com/community</a>
Waste Management Charitable Giving	For nonprofits to provide renewal resources to reduce our dependence on fossil fuels and to conserve and maintain wetlands, wildlife habitats, and green spaces.	Not listed	Year-round		Waste Management	<a href="https://www.wm.com/us/en/inside-wm/social-impact/community-impact">https://www.wm.com/us/en/inside-wm/social-impact/community-impact</a>
Patagonia Environmental Grants	Support innovative work that addresses the root causes of the environmental crisis and seeks to protect both the environment and affected communities.	\$5,000-\$20,000, according to program	Varies		Patagonia	<a href="https://www.patagonia.com/how-we-fund/">https://www.patagonia.com/how-we-fund/</a>

Program	Purpose	Funding Details	Dead- line	Notes	Admin Agency	Resource
SeaWorld & Busch Gardens Conservation Fund	One focus: Habitat protection	<ul style="list-style-type: none"> <li>• Applications accepted by request only.</li> <li>• Most grants \$10,000-\$25,000.</li> </ul>	April 30 Nov 30		SeaWorld & Busch Gardens Conservation Fund	<a href="https://swbg-conservationfund.org/grant-seekers/">https://swbg-conservationfund.org/grant-seekers/</a>
Walmart Foundation National Giving Program Grant	For non-profits that operate on a national scope through affiliates in many states around the country or through programs that operate regionally/locally but seek funding to replicate program activities nationally.	\$250,000 and above	Year-round	Areas of focus: <ul style="list-style-type: none"> <li>• Hunger Relief &amp; Healthy Eating</li> <li>• Sustainability</li> <li>• Women's Economic Empowerment</li> <li>• Career Opportunity</li> </ul>	Walmart Foundation	<a href="https://walmart.org/how-we-give">https://walmart.org/how-we-give</a>
Rivers, Trails, and Conservation Assistance Program	To provide professional services to help achieve conservation and outdoor recreation project vision.	Does not provide financial assistance or monetary grants.	March 1	<a href="#">Contact the state program manager</a> to discuss the proposed project and current application process.	National Park Service	<a href="https://www.nps.gov/orgs/rtca/apply.htm">https://www.nps.gov/orgs/rtca/apply.htm</a>
<b>Solar Programs</b>						
High Energy Cost Grants	Assists with lowering energy costs for families and individuals in areas with extremely high per-household energy costs.	\$100,000-\$3 million	July 6	An allowable use of funds is for renewable energy facilities, including solar, wind, hydropower or biomass technologies used for on- or off-grid.	USDA	<a href="https://www.rd.usda.gov/programs-services/electric-programs/high-energy-cost-grants">https://www.rd.usda.gov/programs-services/electric-programs/high-energy-cost-grants</a>
Solar for Good	To foster the expansion of solar power among nonprofits in Wisconsin.		Sept 1	Awards grant funding or solar panels to nonprofit organizations, helping them switch to clean, renewable, solar energy.	RENEW Wisconsin	<a href="https://www.renewwisconsin.org/solarforgood/">https://www.renewwisconsin.org/solarforgood/</a>



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# **PART 7: ADA ASSESSMENT**

PARK NAME: BURGER BOAT COMPANY PARK			REVIEW DATE: SEPTEMBER 23, 2022	IS PARK ADA COMPLAINT? NO	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION

P1	1.18	Cross slope of exterior accessible route can not exceed 1:48 (2.083%)	Observed 7.8% cross slope on route paralleling the water	BBC1	Regrade to 1:48 max
OTHER GENERAL OBSERVATIONS					

P1	1.2	Accessible parking	No ADA stalls in adjoining parking lot	BBC2, BBC3	The lot to the east is technically not part of the park, so the availability of ADA parking doesn't directly impact the compliance of Burger Park, however, some ADA designated stalls are recommended for this lot.
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PARK NAME: CAMP VITS PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION

OTHER GENERAL OBSERVATIONS					
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PARK NAME: CITIZEN PARK			REVIEW DATE: SEPTEMBER 23, 2022	IS PARK ADA COMPLAINT? NO	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION

P1	1.7	Accessible parking isles should be marked so as to discourage parking in them	Access isles at Aquatic Center lot lacked proper marking (CP6). Striping at north sports complex lot very faded (CP18)	CP6, CP18	Mark access isles
	1.8	Accessible parking slope not to exceed 1:48 (2.08%) in any direction	Observed at 2.4% at new sports field lot, observed at 6.4% Rollaire Center	CP1, CP2, CP3	Regrade surface or relocate stalls
	1.9	Access isles should join to accessible routes	Access isles at Aquatic Center, Rollaire Center and north sports complex lot do not connect to accessible routes and force patron into parking lot to access curb ramps	CP6, CP7, CP16, CP17	Create accessible route
	1.13	Exterior accessible route should be stable firm and without conflicts	4" lip observed at sidewalk leading to entrance to new sport court area	CP24, CP25	Repair uneven surfaces
	1.16	Grates or openings along exterior accessible route should be no larger than 1/2" inch	Drainage grate on curb ramp at Aquatic Center exceeds 1/2" gap	CP7, CP8	Replace or move grate
	1.27	Running slope of ramp not to exceed 1:12 (8.33%)	Observed at 8.6% on ramp located at rear of Rollaire Center*	CP5	Relocate ramp or lengthen ramp to decrease slope
P3	3.20	Toilet room coat hook not to exceed 48"	Observed at 54" high in Aquatic Center, 60" in Rollaire Center	CP12	Adjust hook to no less than 15" and no greater than 48" above floor
	3.21	Lavatories should have clear space for forward approach of at least 30" wide and 48" long	Location of trash can creates obstruction at floor level - ADA restroom in Rollaire Center	CP14	Relocate trash can
	3.26	Pipes below lavatory should be insulated / protected from contact	Pipes had no protection from contact at Rollaire Center and north lot concession building	CP15, CP19	Install insulation or install cover panel
	3.27	Faucet to sink should be operable without tight grasping, pinching or twisting of wrist	Faucet at north lot concession building requires twisting and tight grasping	CP22	Adjust or replace faucet
	3.31	Single use toilet compartment should be at least 60" wide	Observed less than 60" wide at north lot concession building*	CP20	Widen compartment
	3.41	Toilet compartment (stall) door opening width should be at least 32" clear	Observed at 29.5" at north lot concession building	CP23	Widen door width
	3.44	Door pulls on both sides of toilet room door	No door pull on outside of door at Aquatic Center or at north lot concession building*	CP13, CP21	Add door pull on inside of door (*If constructed before 3/15/2012 door pulls do not need to be added; door pulls are not required in the 1991 Standards)

PARK NAME: HALVORSEN PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: HENRY SCHUETTE PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: INDIAN CREEK PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: LAKEVIEW PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: LINCOLN PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: LINCOLNSHIRE PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: LITTLE MANITOWOC RIVER WALKWAY			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: MANITOU PARK AND CONSERVANCY			REVIEW DATE: SEPTEMBER 23, 2022	IS PARK ADA COMPLAINT? NO	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION

RECREATIONAL BOATING FACILITIES	P1	1.8	Accessible space exceeds 1:48	4% running, 1.9 cross	MP1, MP2, MP3, MP4	Designate north stall across lot as ADA (install sign & identification) - would also have to stripe for accessible route or install new concrete walk to shelter install sign & identification
		1.10	Signage & identification Sidewalk slope from parking lot to building steeper than 1:20	Existing space lacks International Symbol of Accessibility sign	MP5	Install sign or change designated spot (see 1.8)
	P3	1.17		Observed at ~8%	MP6, MP7, MP8	Create new route from lot to building where alternate stall exists (see 1.8)
		3.5	Signage & identification	No braille on men's room sign	MP9	Install new men's room sign with braille
		3.20	Toilet room coat hook not to exceed 48" Lavatory knee clearance must extend at least 8" underneath	Observed at 68" high	MP10	Adjust hook to no less than 15" and no greater than 48" above floor
		3.24	Toilet room stall grab bar must extend at least 54" from rear of wall	Observed at 7"	MP11	Alter or replace lavatory
		3.33		Observed extending to 47"	MP12	Relocate grab bar
		3.33	Must have 12" clearance between grab bar and objects above*	Toilet paper dispenser above grab bar is within 12"	MP12	Relocate toilet paper dispenser (*if constructed before 3/15/12 grab bars do not need to be relocated; there are no space requirements above and below grab bars in 1991 standards
		3.44	Door pulls on both sides of toilet room door	No door pull on inside of door*	MP13	Add door pull on inside of door (*If constructed before 3/15/2012 door pulls do not need to be added; door pulls are not required in the 1991 Standards
		B1	No accessible route to entrance of boating pier	Observed slope of 9.3% to pier	MP14, MP15	Reconfigure to 1:20 maximum slope (5%)
	B1	No accessible route to entrance of kayak launch Edge protection on pier no higher than 4" and no wider than 2"	Observed 31% slope on kayak pier; 3" lip observed at transition to kayak launch from approach	MP16, MP17, MP18, MP19	Reconfigure to 1:20 maximum slope (5%)	
	B7		No edge protection observed	MP20	Install edge protection on pier after pier	
OTHER GENERAL OBSERVATIONS						
P3	3.19	Mirrors in restrooms	None exist	MP21	Install bathroom mirrors above lavatory	
	3.28	Soap dispenser in restroom	None exist	MP21	Install soap dispenser in restroom	

PARK NAME: MIRACLES PARK			REVIEW DATE: SEPTEMBER 23, 2022	IS PARK ADA COMPLAINT? NO	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
P1	1.7	Accessible parking isles should be marked so as to discourage parking in them	Striping in north parking lot very faded	MIR6	Re-stripe all parking spots and ADA sites
	1.9	Accessible isles should adjoin an accessible route	Formal and identifiable route doesn't exist on north parking area	MIR5	Create accessible route across parking lot
	1.10	Accessible spaces must be identified with a sign that includes International Symbol of accessibility	Many of the designated ADA stalls do not have signage	MIR1, MIR2	Install signs
	1.18	Cross slope of exterior accessible route can not exceed 1:48 (2.083%)	Observed 7.8% cross slope on route connecting two lots	MIR3	Regrade to 1:48 max
P3	3.44	Door pulls on both sides of toilet stall door	No doo pull on inside of toilet stall door	MIR4	Add door pull on inside of door (*If constructed before 3/15/2012 door pulls do not need to be added; door pulls are not required in the 1991 Standards
	3.5	Signage & identification at toilet room	Sign is cut where braille exists and could be impacting ability to read	MIR7, MIR8	Install new men's room sign with braille
OTHER GENERAL OBSERVATIONS					
P3	3.19	Mirrors in restrooms	None exist	MIR9	Install bathroom mirrors above lavatory
	3.2	Coat hook	Appear to be missing	MIR4	Replace coat hook
Misc	X	Safety concern for parking curbs in lot	Rebar is protruding above the parking curbs creating a hazard	MIR10	Remove protruding rebar stubs

PARK NAME: MUNICIPAL FIELD			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: PULASKI PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: RED ARROW PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION
OTHER GENERAL OBSERVATIONS					

PARK NAME: RHEAUME PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?	
OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION



OTHER GENERAL OBSERVATIONS

PARK NAME: RIVER HEIGHTS PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS

PARK NAME: RIVERVIEW DRIVE PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS

PARK NAME: SHIPBUILDERS PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS

PARK NAME: SILVER CREEK PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS

PARK NAME: SILVERIDGE PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS

PARK NAME: SOUTH 14th STREET PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS

PARK NAME: UNION PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
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OUT OF COMPLIANCE OBSERVATIONS:					
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION

OTHER GENERAL OBSERVATIONS					
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PARK NAME: WASHINGTON PARK			REVIEW DATE: SEPTEMBER 23, 2022	IS PARK ADA COMPLAINT? NO		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

P1	1.27	Exterior accessible route between basketball court and rear of bandshell should not exceed 1:12 (8.33%)	Observed slope to be 9.5%	W3	Regrade area to 1:12 (8.33% max) (Cross slope can not exceed 1:48 (2.083%))
P3	3.44	Door pulls on both sides of toilet room door	No door pull on outside of door*	W5	Add door pull on inside of door (*If constructed before 3/15/2012 door pulls do not need to be added; door pulls are not required in the 1991 Standards)
P4	4.6	Height of drinking fountain spout should not exceed 36" above the floor	Observed at 42"	W6	Adjust or replace drinking fountain

OTHER GENERAL OBSERVATIONS					
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P3	X 3.19	Picnic tables Mirrors in restrooms	No ADA compliant tables exist None exist	W1, W2 W4	Install ADA compliant picnic tables Install bathroom mirrors above lavatory
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PARK NAME: WESTFIELD PARK			REVIEW DATE:	IS PARK ADA COMPLAINT?		
OUT OF COMPLIANCE OBSERVATIONS:						
GUIDE	SECTION	ISSUE	OBSERVATION	PHOTO	POSSIBLE SOLUTION	

OTHER GENERAL OBSERVATIONS					
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