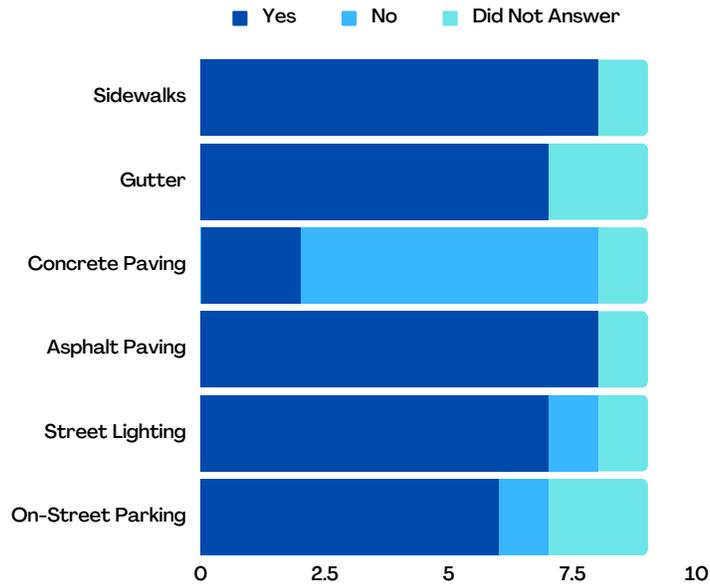


Housing Development Survey Responses

Responses received from the following communities: City of Appleton, Village of Ashwaubenon, City of Fond du Lac, Village of Hobart, Village of Howard, Village of Kohler, City of Neenah, Village of Pulaski, City of Sheboygan

1. For Residential Subdivisions what improvements are required?



COMMENTS:

1. In our 2020 subdivision development we changed our typical cross section to be more rural. We are allowing ditches, no curb to curb, limited storm sewer, no street lighting, no street trees, but need to have a paved trail on one side of the street.
2. Rural areas are permitted to be constructed with ditches (no curb or gutter).
3. Sidewalks or other pedestrian accommodations are being added to the subdivision ordinance this month, pending Village Board approval.

2. What is the typical residential payment street width?

Arterial: 32', 36', 40' (2), 41', 52', 80'

Local Street: 28', 31', 32', 33', 34', 60'

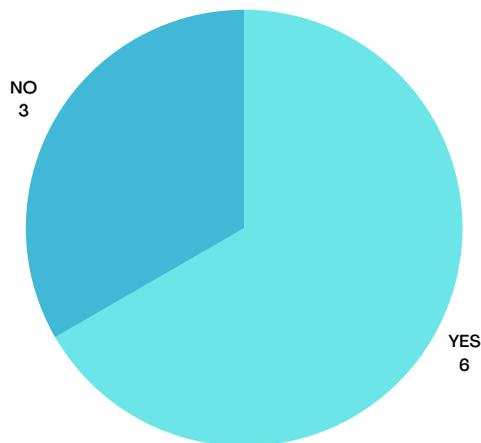
Collector: 32', 34', 36' (2), 37' (2), 66'

Cul-de-sac: 28' (2), 34', 60', 91', N/A

COMMENTS:

1. 32' from face to face.
2. Cul-de-sac is a 60-ft radius.
3. Flexible depending on type of use (residential, commercial, etc.).
4. Need to get from Public Works.
5. Only streets with curb & gutter follow the widths noted above.

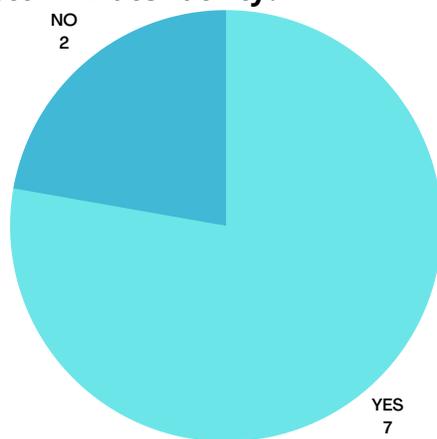
3. Does your municipality allow alternative street designs? For example, on-street parking on only one side of the street or sidewalks on collectors, but not side streets?



IF YES, PLEASE EXPLAIN:

1. With prior discussion and approval.
2. See previous two comments.
3. In some situations this may be allowed on local streets.
4. Sidewalks on only one side.
5. Can modify is approved by Planning Commission.
6. As stated about, in 2019 we changed our typical cross section to encourage subdivision development with parking on side and trail on the other side to narrow down the street width.

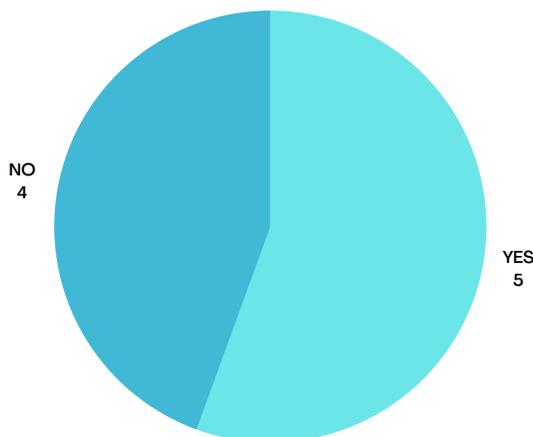
4. Does your municipality have a storm water utility?



COMMENTS:

1. We have one, but not active. Does not charge fees.

5. Does your municipality cost share on infrastructure installation?



IF YES, PLEASE PROVIDE DETAILS ON THE COST SHARE AMOUNTS/PROCESS.

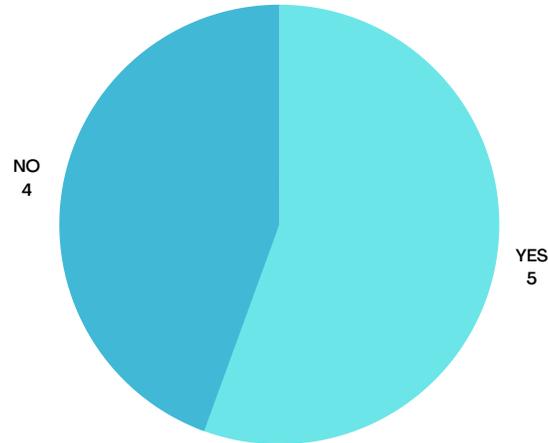
1. Any oversizing above a local street the Village covers.
2. Sometimes and it depends on what we need, can get and the developer.
3. The City/utilities will reimburse developers for the cost to upsize or oversize water/sewer that is intended to serve future growth areas.

6. Does your City or utility provide any other types of incentives to developers of residential subdivisions?

COMMENTS:

1. If asked to participate, we will listen. Nothing set in stone.
2. In our 2020 subdivision, the city provided \$250,000 towards storm water detention pond construction.
3. No
4. No - although we are rather limited in the amount of available land for residential subdivisions.
5. No, but the City has been more flexible on how and when certain development fess are collected.
6. Not for single family.
7. Not that I am aware of.
8. Sometimes.

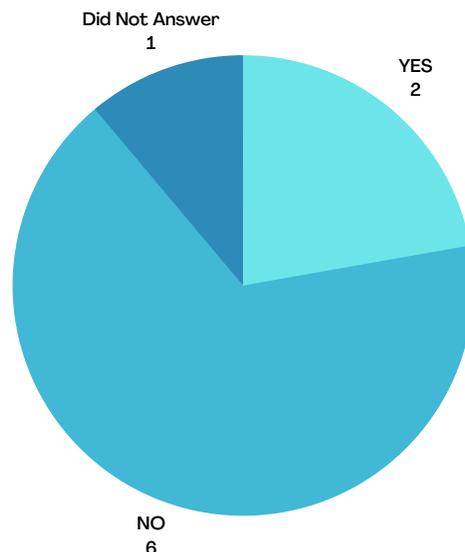
7. Does your municipality have impact fees?



IF YES, IS THERE A TYPICAL COST PER LOT/NEW HOME?

1. \$971 per unit (single/duplex) \$628 per unit (multi-family).
2. \$1,500
3. Park impact fee at \$576 per lot.
4. Park Impact Fee of \$300.00 per lot.
5. Park-\$600/lot-single family.
6. The City does not have have a per lot/home fee, but does have per acre development charges that can be paid on a per lot basis.

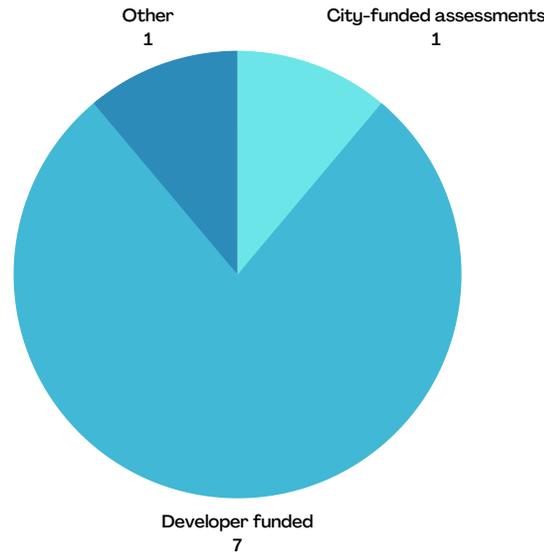
8. Does your community have "payment in lieu of" fees?



IF YES, PLEASE EXPLAIN.

1. If land is not dedicated for park development, then a fee would be "payment in lieu of".
2. In the process of updating right now.
3. Try not because by state law you need to lower your tax levy by the amount of the PILOT.
4. We have payment in lieu of taxes for major non-profits.

9. How are infrastructure improvements such as street costs and utilities typically paid for?



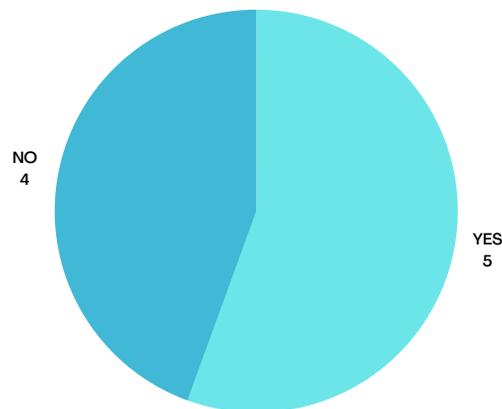
OTHER (please share how infrastructure improvements are typically paid for).

1. Combination of Municipal and Developer participation.
2. Developer funded for new utilities. City funded for rehab of existing utilities..
3. New construction by the developer Reconstruction assessed to abutting owner.

COMMENTS

1. Developer pays for initial street mat (2" asphalt mat) and all utilities. The final street is installed by the City and specially assessed to adjoining property owners.
2. Generally government for improvements, developer for new subdivisions.
3. Going forward we will be considering funding from the city's affordable housing fund.

10. Has your community used TIF for any residential development?



IF YES, PLEASE EXPLAIN.

1. 30 years ago.
2. Infrastructure based.
3. It's difficult because it would need to be a Mixed Use TIF and only 35 percent of the acreage can be newly platted residential.
4. Mixed use, apartments, and condos.
5. Residential redevelopment of the former Schneider Trucking repair yard along the Fox River. TIF paid for environmental remediation and demo. Paid back through valuation increases.
6. Unsure

11. General Comments or any additional subdivision costs not addressed you'd like to share.

COMMENTS

1. In 2019, we negotiated our first subdivision development agreement that put all the infrastructure costs on the developer..
2. Just to confirm the information provided above is for newly developed subdivisions. There are fees associated with new plats and review fees which can be found on the City of Fond du Lac's Website.
3. The City has struggled to adapt to the new challenges and economics of residential development. In a recent example, the City purchased about 130 acres of land from a developer and are selling back portions of that land to the developer when the next phase is ready. This has helped with his cash flow and his ability to respond to market demand. If the developer were to walk away, the City still owns the land.