

Petition for Incorporation of a Portion of the Town of Washington

Presentation by the City of Eau Claire

Attorney H. Stanley Riffle, Municipal Law & Litigation Group, S.C.

David Solberg, Deputy City Manager

Ned Noel, Planning Manager

Leah Ness, Director of Engineering

Matt Jaggar, Fire Chief

Kitzie Winters, Director of Finance



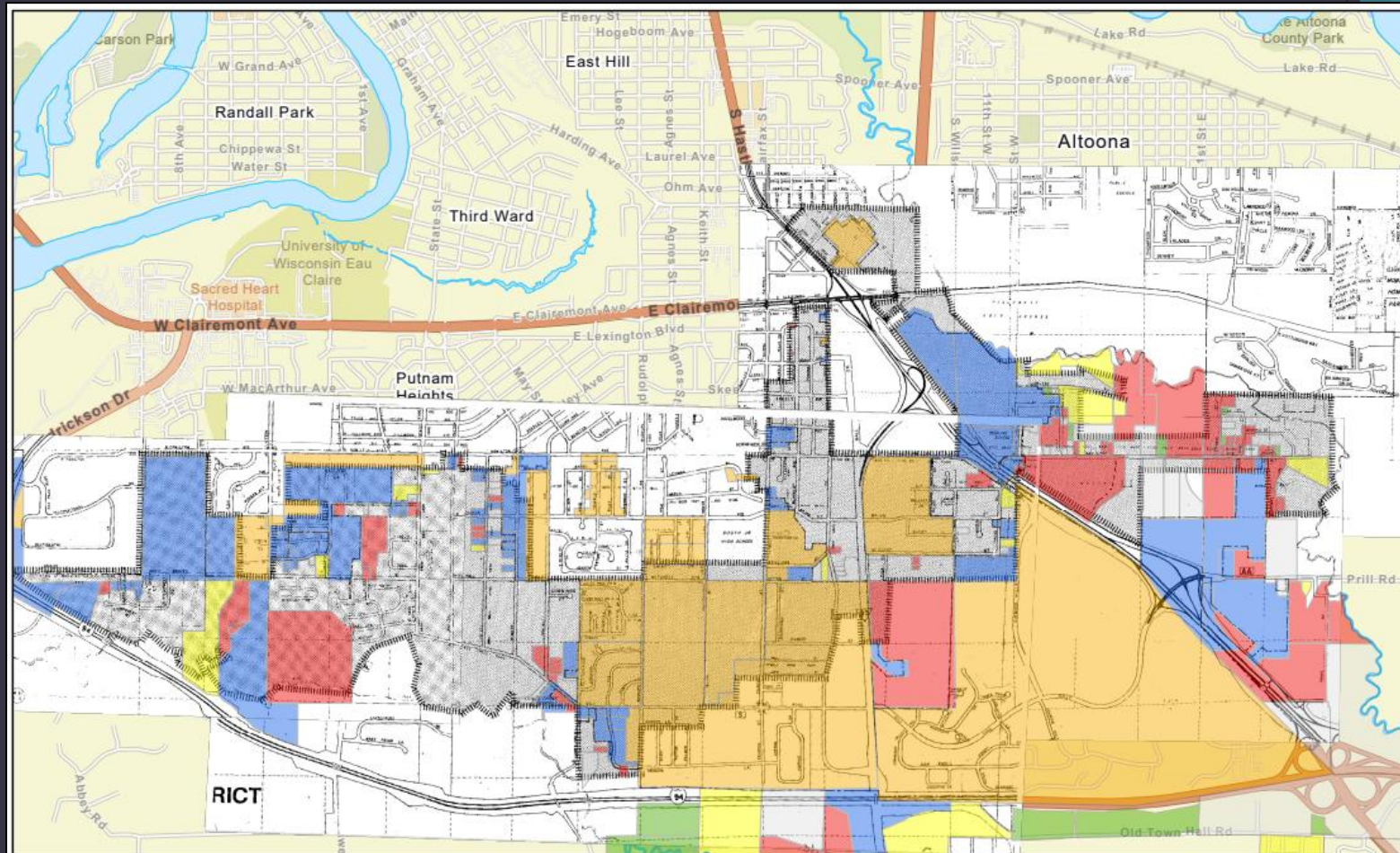
CITY OF
**EAU
CLAIRE**

Standards for Incorporation

Wis. Stat. 66.0207

- ▶ (1)(a) Characteristics of the territory - Fails
- ▶ (1)(b) Territory beyond the core - Fails
- ▶ (2)(a) Tax revenue - Fails
- ▶ (2)(b) Level of Services - Fails
- ▶ (2)(c) Impact on the remainder of the town - Fails
- ▶ (2)(d) Impact on the metropolitan community - Fails

David Solberg,
Deputy City Manager



CITY OF
Eau Claire

0 1250 2500 5000
Feet

Washington Heights
Water Service Area,
and beyond,
Annexations
by Decade

1970s	2000s
1980s	2010s
1990s	2020s



EXTRATERRITORIAL JURISDICTION POLICIES

- 10. Policies for Residential Land Divisions Within the SSA.** The Parties recognize and acknowledge that the City has a legitimate role in ensuring that areas within the SSA are carefully planned and developed. It is anticipated that at some point in the future, these lands will be annexed and attached to the City's public utility systems.

It is reasonable that the City require that residential areas within the SSA be developed in general accordance with the City's comprehensive plan, municipal ordinances, and design standards. The Parties recognize that haphazard or premature development in these areas could prevent efficient use of the land resource and inhibit efficient and cost-effective delivery of urban services.

By: Kemperson
Chairperson

This settlement agreement (the "Agreement") is entered into between CDPG Developers, LLC ("Developer"), a Wisconsin limited liability company, the City of Eau Claire, a Wisconsin municipal corporation ("City"), and the Town of Washington, a Wisconsin municipal corporation ("Town"), to resolve a dispute arising between the parties concerning pending lawsuits filed by the Town opposing the Orchard Hills development ("Orchard Hills"). Developer, City, and Town are the "Parties" to this Agreement.

4. Modification of Intergovernmental Agreement. The intergovernmental agreement entered into by the City and Town, with an effective date of February 16, 2011, as amended, and which has been renewed until 2031, will be bilaterally amended to create a section 10.C.4. applicable to the Town of Washington, which will read as follows:

Notwithstanding the residential subdivision restrictions under section 10 of this Agreement, areas depicted on Exhibit 1 may be divided and developed as a conservation subdivision within the Town of Washington in accordance with Eau Claire County conservation subdivision ordinance requirements. (Eau Claire County Code Chapter 18.88).

Exhibit C of this Agreement, which is hereby incorporated, shall be Exhibit 1 of the amendment to the intergovernmental agreement referenced under this section.

5. Installation of Utilities. The City intends to install utilities within the right of way in the areas depicted in pink and blue on Exhibit D, which is hereby incorporated into this Agreement. The Town shall approve the installation of utilities in portions of the right of way within Town jurisdiction depicted in Exhibit D. The Town's review of any application filed by the City shall be subject only to state, federal, and local ordinances in effect at the time of this Agreement, none of which prohibit installation of utilities within the Town right of way or require the City to provide extraterritorial utility service. The Town shall

not otherwise oppose or object to the City utility extension project to and within the Orchard Hills development. The City acknowledges that the Town's preference is for the City to place utilities in the street right-of-way. If the City determines that it is necessary to install utilities in the street right-of-way, the City will install utilities in the street right-of-way in such a manner as to avoid obstructions make it impossible for vehicles to safely travel down the street. No damage can occur in the Town of Washington if the City places utilities in the street right-of-way. The City's preference is for the City to place utilities in the street right-of-way beneath paved surfaces. The City will not place utilities in the street right-of-way outside paved surfaces. The City will establish its need to do so if it determines that it is necessary to disrupts paved Town streets. The City will substantially similar projects.

TOWN OF WASHINGTON

Robert Solberg

By: Robert Solberg
Its: Town Chair

Date: 12/6/2023

Janelle L. Henning

By: Janelle Henning
Its: Town Administrator

Date: 12/6/2023

TOWN OF WASHINGTON

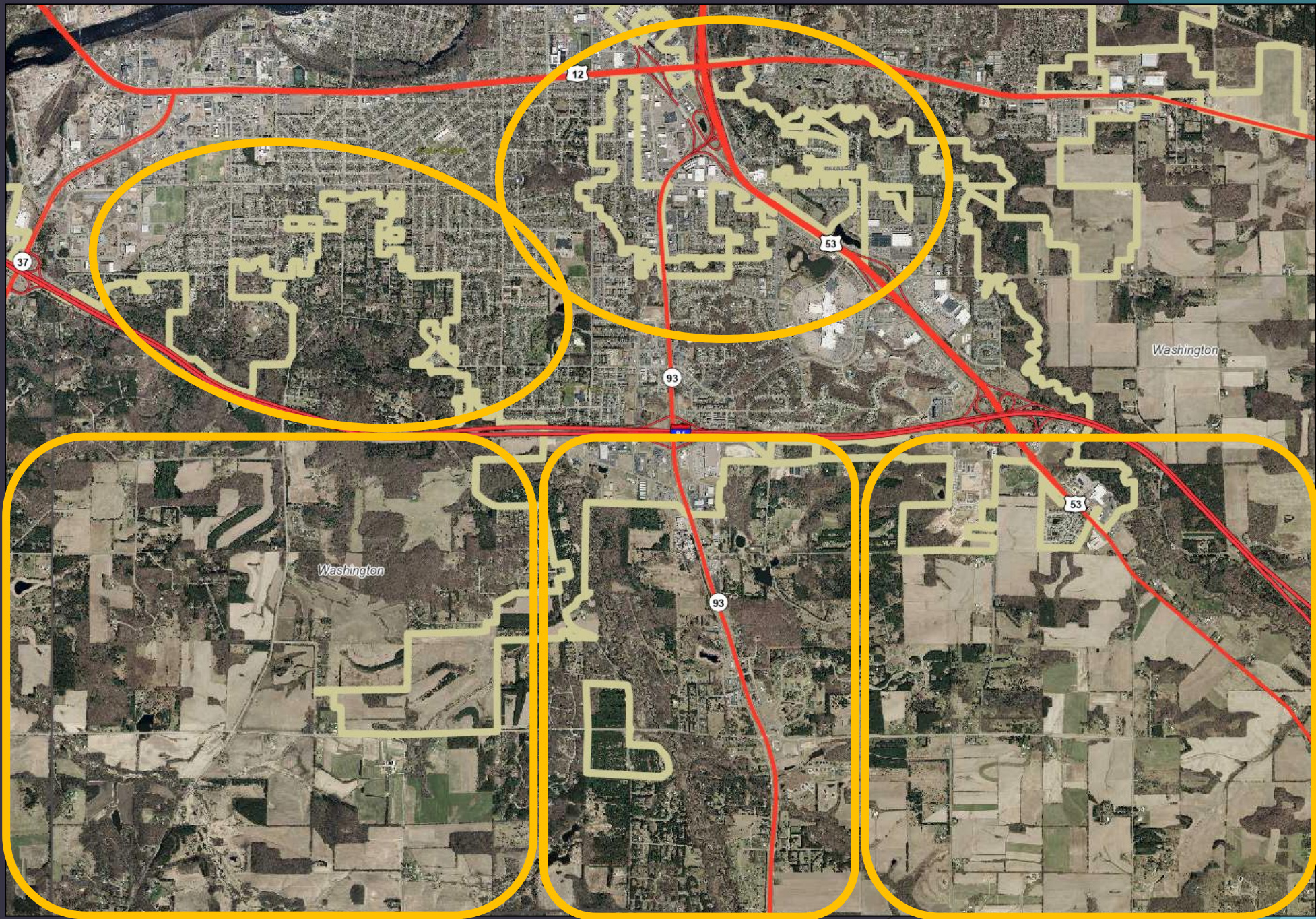
By: Robert Solberg
Its: Town Chair

Date: 12/4/2023

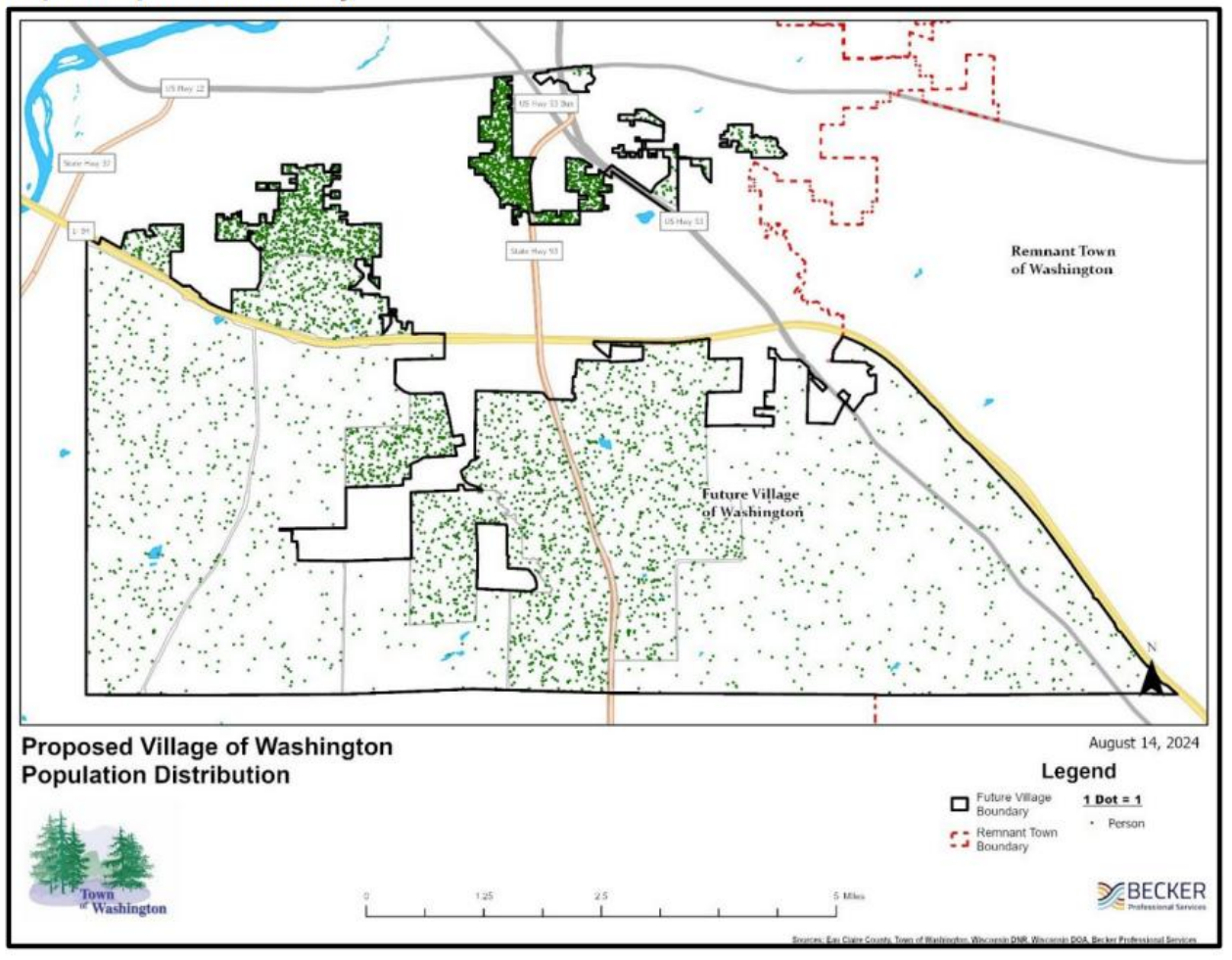
By: Janelle Henning
Its: Town Administrator

Date: 12/6/2023

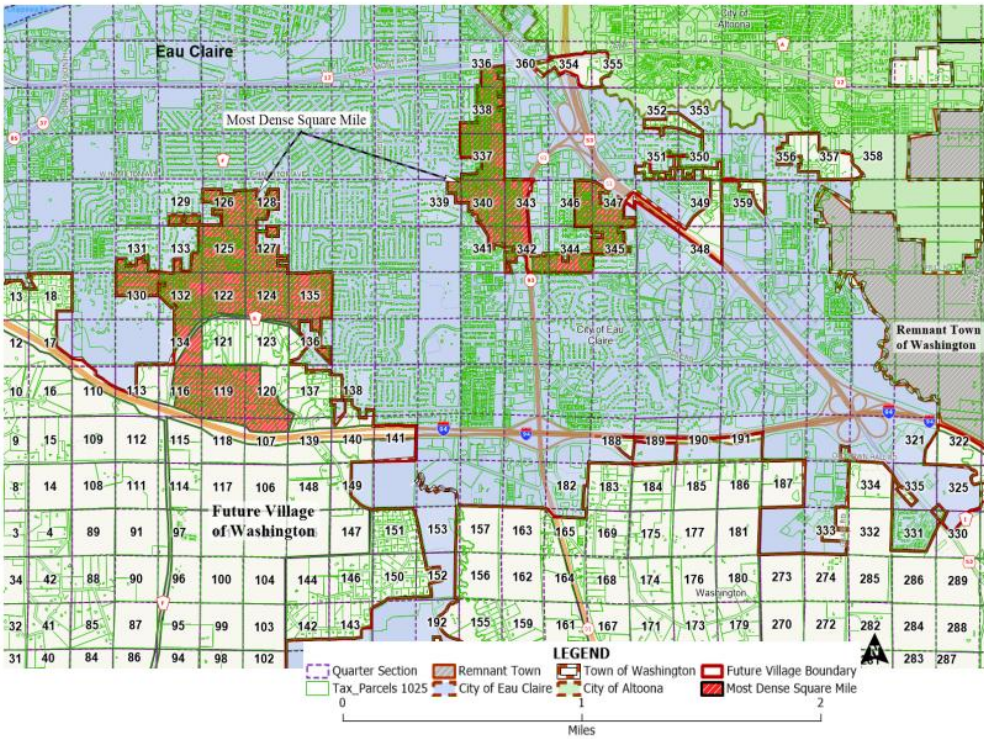
Ned Noel,
Planning Manager



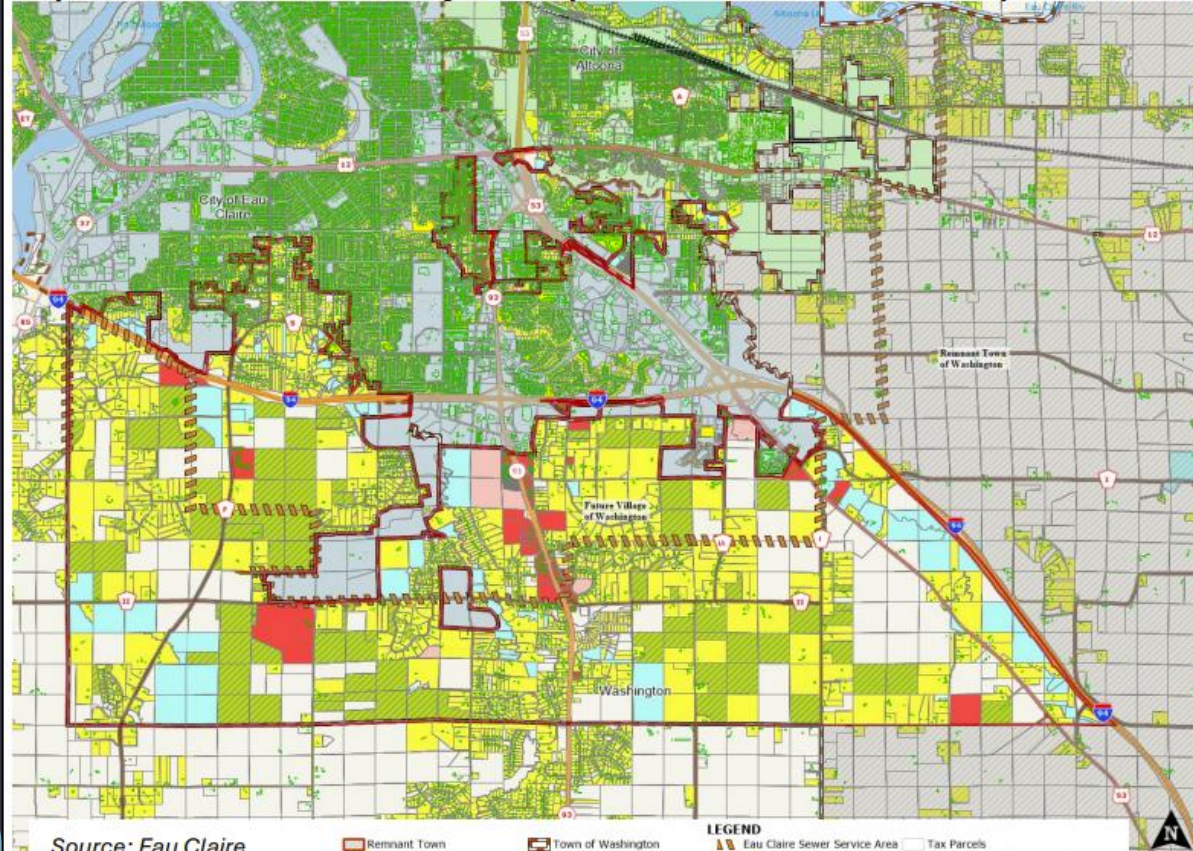
Map 9: Population Density



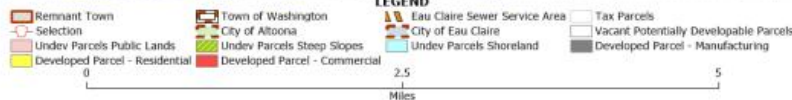
Map 51: Densest Quarter Sections Comprising One Square Mile in Town of Washington



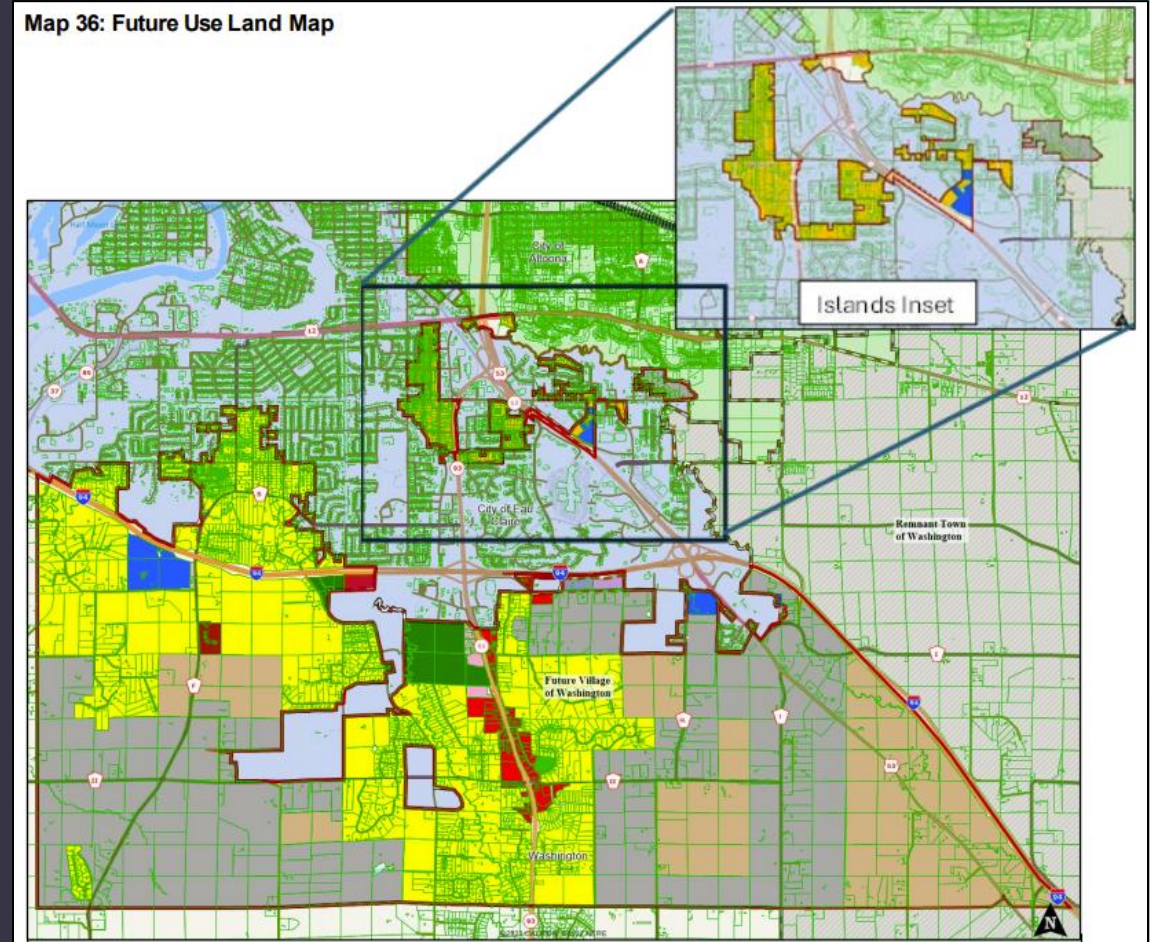
Map 53: Vacant and Potentially Developable Parcels within the Incorporation Territory.



Source: Eau Claire
County Planning; Town of
Washington; Becker
Professional Services.



Map 36: Future Use Land Map



Future Land Use Map
Washington Incorporation Territory



Sources: State of Wisconsin, Eau Claire County, Town of Washington, Becker Professional Services



October 15, 2025



Map 10: Consumer Lifestyle Subsegments

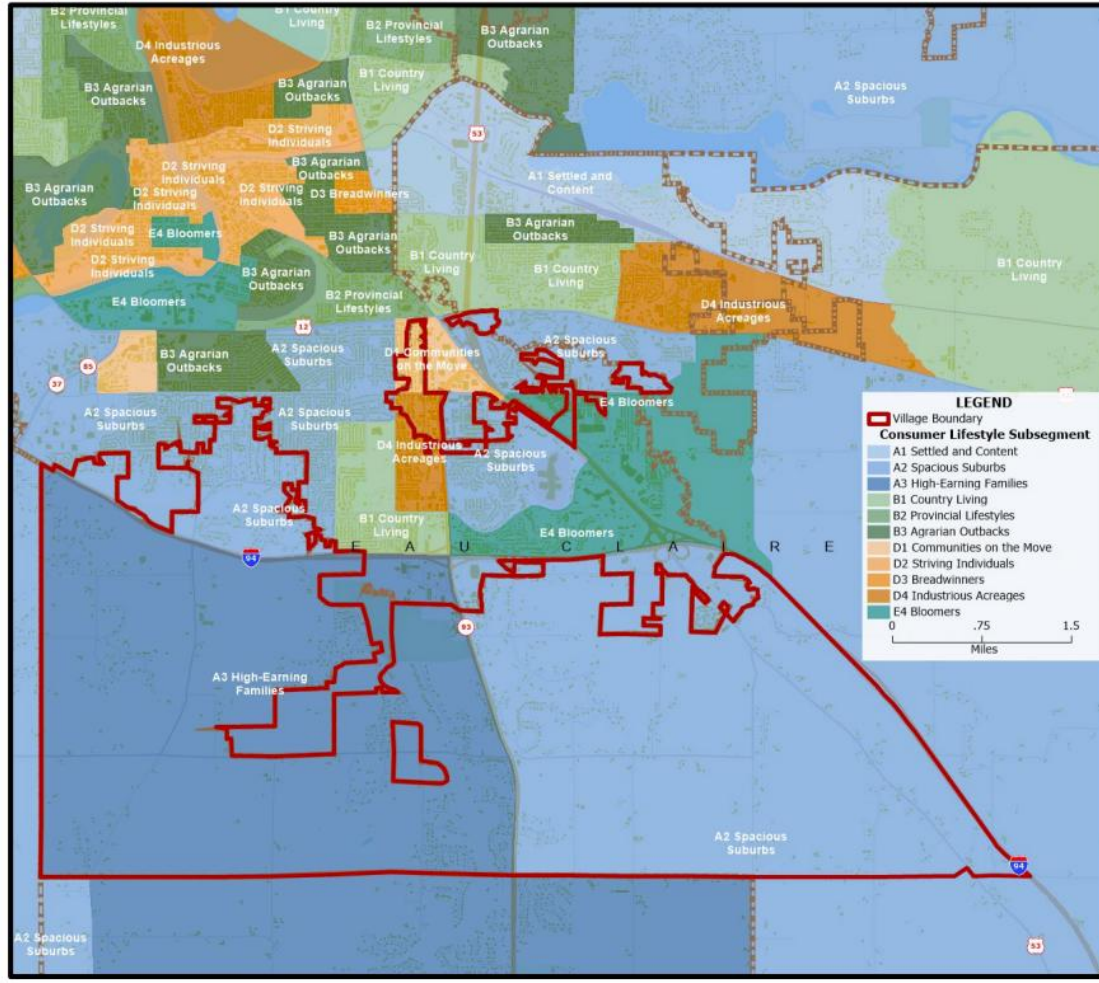


Figure 5: Spacious Suburbs & High Earning Families

A2 Spacious Suburbs Part of Comfortable Living

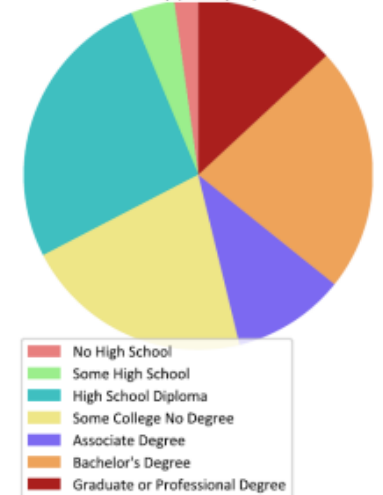
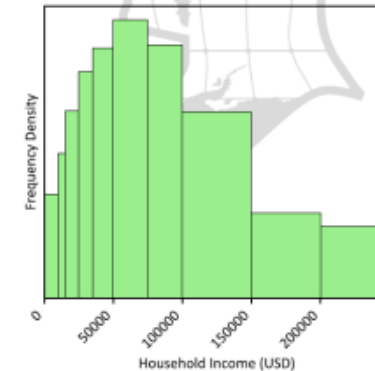
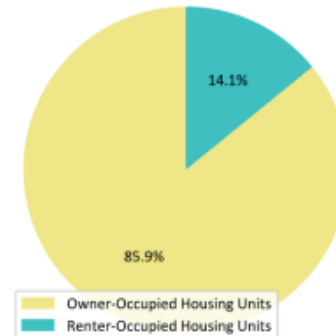


Consisting primarily of white families with income above the national average, these suburbs are considerably less populated than the rest of Comfortable Living. These areas are usually found between 30 minutes and an hour outside of cities in the Eastern United States.

Likely due to their sparse nature and relatively high income, car ownership is very high, with just over 91% of households owning vehicles and 81.1% of individuals driving to work. Despite their proximity to cities, most of the population maintains a shorter commute, with only 6.7% reporting commutes of over an hour.

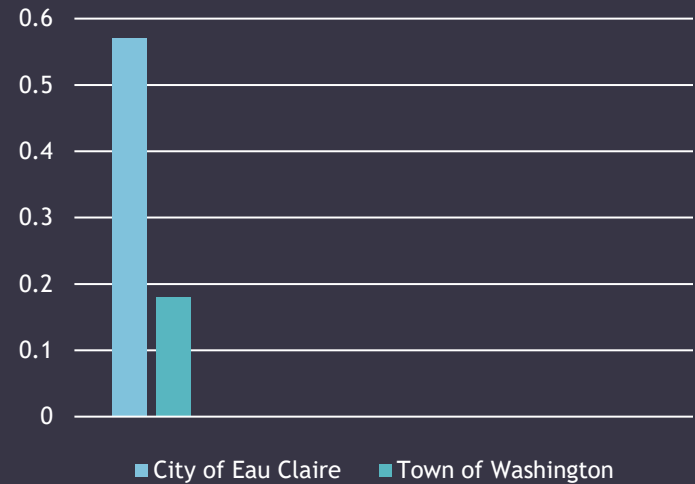
Home ownership is high, with a vacancy rate of only 5.8%. Over 84.4% of these homes are single detached housing units. Diversity in Spacious Suburbs is quite low, with 90.9% of the population speaking English only and 83.9% identifying as white. These neighborhoods are similar to Agrarian Outbacks with regard to their population density, location, and demographics, but tend to consist of individuals with higher income.

Demographic	Value
Estimated Median Age	41
Estimated Median Home Value	\$242,912
Estimated Median Monthly Rent	\$944
Estimated Median HH Income	\$87,932
Mean HH Income	\$106,379
Total Population	25,006,654
Population Density (Per Sq mi)	1,718
Total Households	9,173,293
Household Density (Per Sq mi)	629

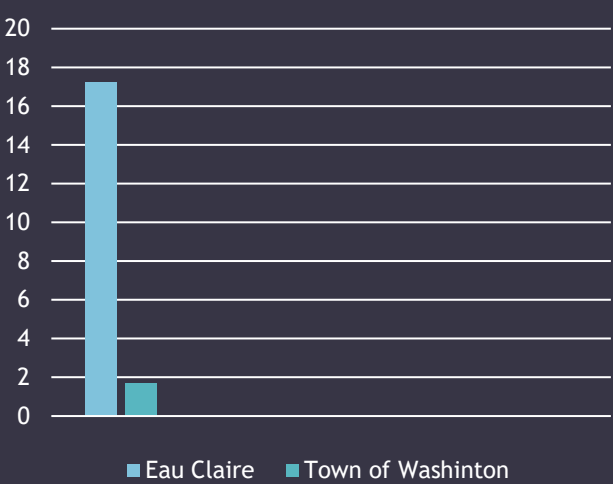


Comparison of Economic Impacts

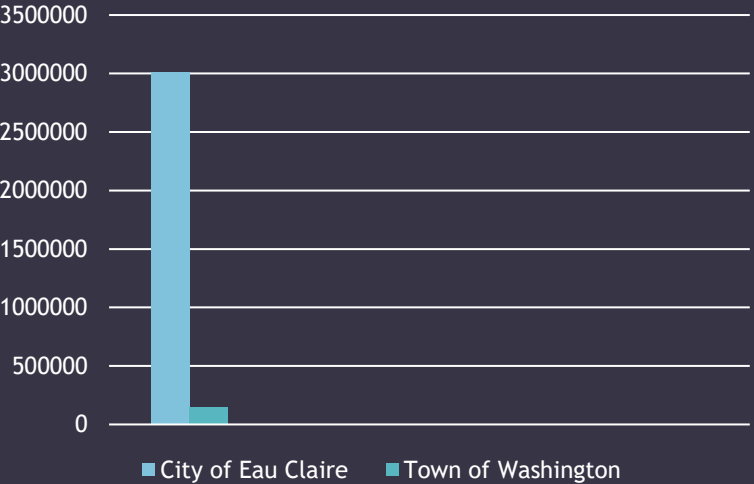
STH 93--Businesses per acre



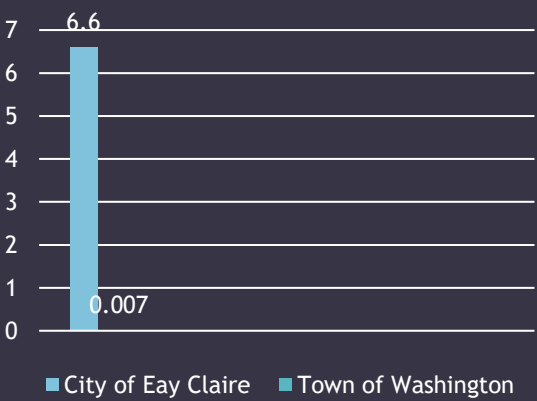
STH 93--Job Creation per acre



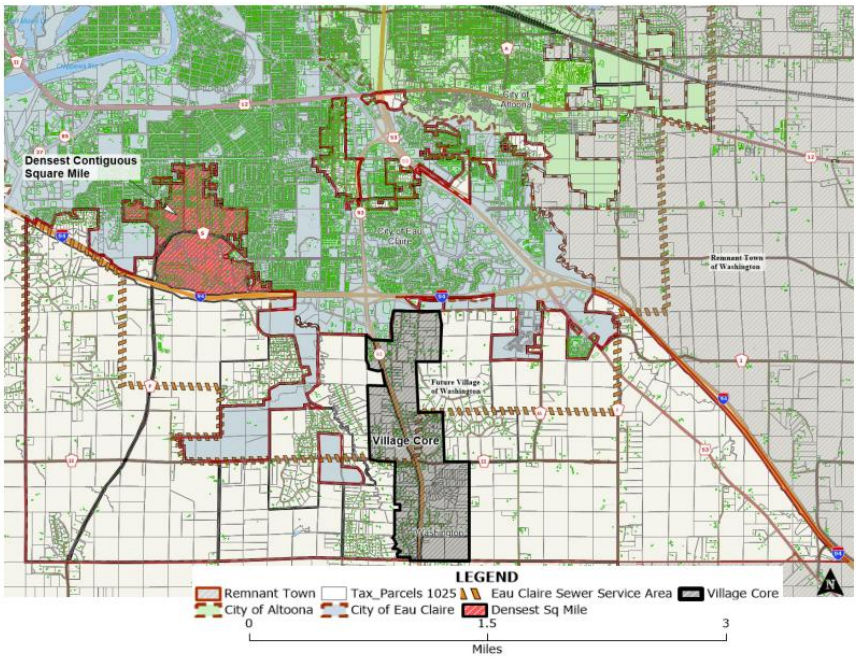
STH 93--Sales Revenue per acre



Hwy 53/Old Town Hall
Road units per acre
comparison



Map 52: Densest Contiguous Square Mile and Village Core



Leah Ness,
Director of Engineering

City of Eau Claire Community Services & Engineering



Water, Sanitary & Street Safety

MINUTES OF THE TOWN OF WASHINGTON MONTHLY TOWN BOARD MEETING
May 20, 2021

Public Hearing & Board Consideration for Rezone Request to Rezone 215 +/- Acres from A1 Exclusive Agricultural District to RH Rural Homes District. Owner(s) - LaVern Stewart and Applicant - Craig Wurzer:

Michael O'Meara, 5115 Mischler Drive - spoke in opposition; concerned about the wastewater system.

Brian Binczak, 1815 Susan Drive - spokesman for the neighborhood shared a 15 minute presentation. Indicated over 300 people have signed a petition opposing the development. Main concerns: safety, incomplete proposal, high density development, and environmental impacts.

Marc Hagel, 1129 Rainetta Drive - spoke in opposition stating water concerns.

Douglas Radke, 1118 Kathryn Drive - spoke in opposition; ground water concerns.

Leslie Duffy, 5440 Woodcrest Highlands - spoke in opposition; concerns regarding community septic system.

Matthew O'Meara, 1121 Kathryn Drive - spoke in opposition; safety, water, and septic concerns.

Thomas Hunt, 2125 Andrew Drive - spoke in opposition; wants a fiscal impact analysis done and concerned with policing and fire

MINUTES OF THE TOWN OF WASHINGTON MONTHLY TOWN BOARD MEETING
February 17, 2022

Public Hearing & Board Consideration for a Rezone Request from Laverne Stewart, Owner and Craig Wurzer, Applicant to Rezone 215.2 acres +/- from A1 Exclusive Agricultural District to RH Rural Homes District at the Northwest Corner of Mischler Road and Deerfield Road, Town of Washington:

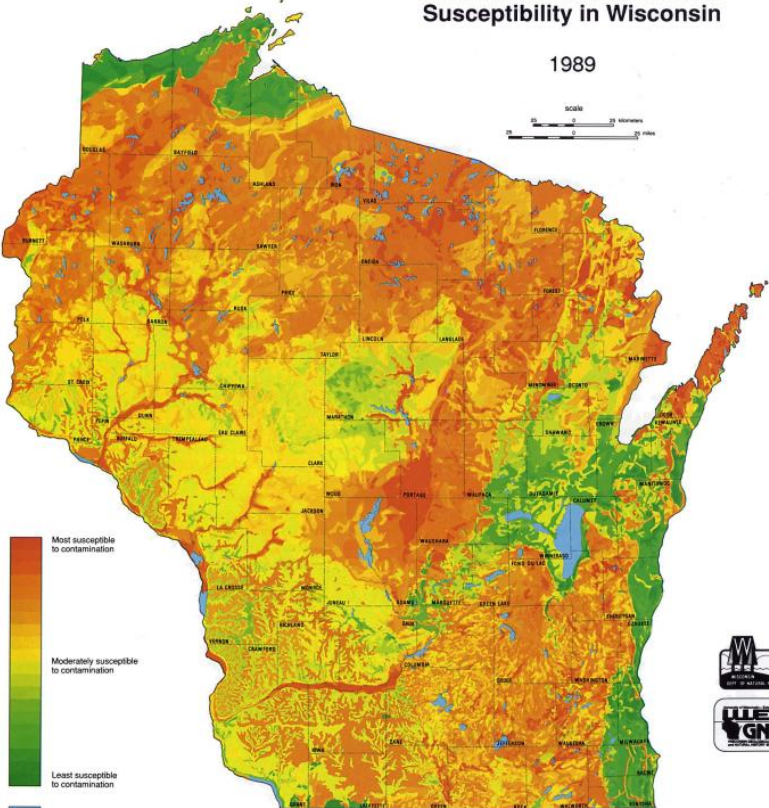
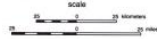
Brian Binczak 1815 Susan Drive - presented for the neighbors. The opposition is mainly to the concept of the rezoning request. Over 300 people signed a petition in opposition to the development. He summarized their opposition with safety due to increased traffic, only one major collector road coming out of the development, environmental concerns with individual wells and septic systems and its impact on the aquifer, poor site distances, blind intersections, narrow roads, density of the proposal and the topography of the land.

Glenn Reynolds, 5335 Mischler Road spoke in opposition. The proposal has very non-rural lots with 100 ft. width. Drainage is an issue
Cynthia Hunt, 2125 Andrew Drive spoke in opposition. Lived in the Town for 20 years. Spoke of only one incident in the past three years where the Town Board tabled a request and the need for firefighters. Indicated the impact on water, septic systems, safety, and our rural infrastructure. Stated that Chrm. Peterson indicated at the last Board meeting that he would not support a large development with individual septic systems.

Water, Sanitary & Street Safety

Groundwater Contamination Susceptibility in Wisconsin

1989



Map 8 Eau Claire Bicycle & Pedestrian Plan Major Sidewalk/Pathway Gap Map - South

- Major Sidewalk/Pathway Gaps
- Existing Sidewalks
- Existing Trail System
- Proposed Trails

Study Areas

Note: Some gaps are shown that are outside the City limits and represent possible connections to complete the area-wide pedestrian network. Coordination with adjoining jurisdictions is required.

Current and Future Service Area Population

The WWTF was designed for a 2030 population of 92,675. The current sewer service area (SSA) includes the cities of Eau Claire and Altoona. Figure 16 shows the historical and projected populations for the SSA. Wisconsin Department of Administration (WDOA) population data was used to develop the historical population data. The population projections were based on a combination of WDOA projections and the 2022 City of Altoona Comprehensive Plan. The design year is 2045. The present-day SSA population is 77,714. The design 2045 SSA population is projected to be 86,700.

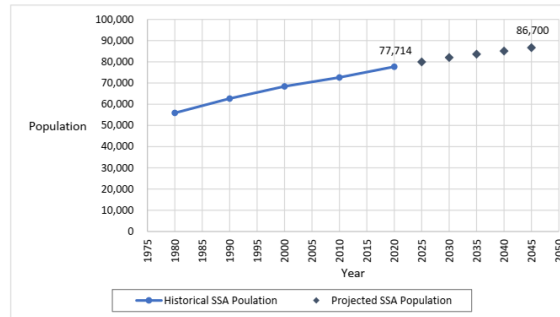
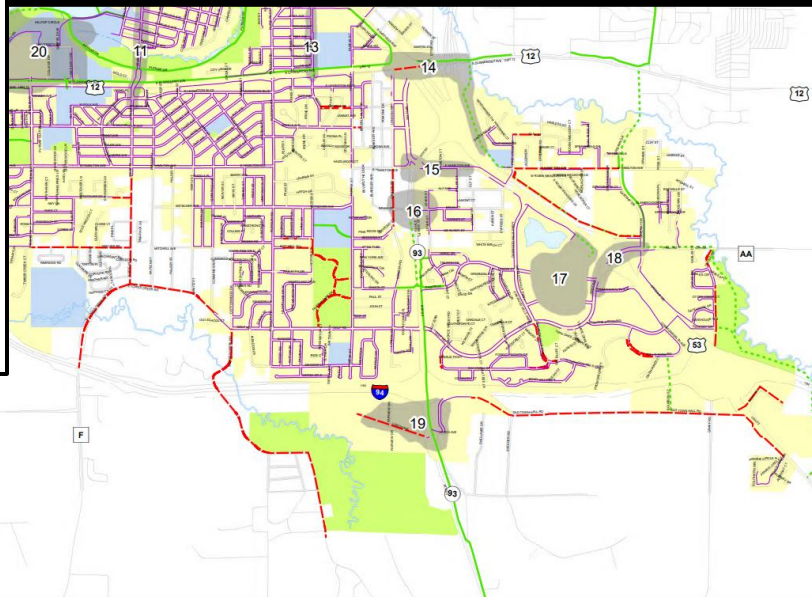


Figure 16 – Historical and Project SSA Populations



WISCONSIN DEPARTMENT OF TRANSPORTATION

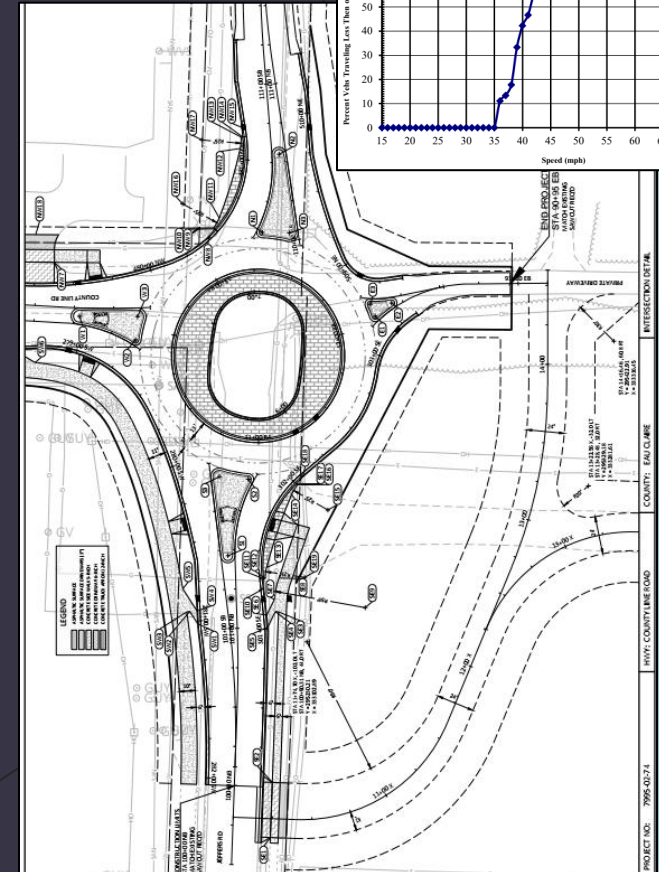
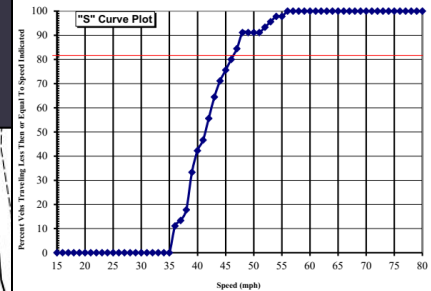
SPOT-SPEED FIELD STUDY

Direction:	Northbound	SUMMARY OF VEHICLES	
		BY TYPE:	
Posted Speed:	35 mph	Passenger =	86.7%
Weather:	sunny/hazy	Trucks =	13.3%
Pav't Condition:	dry	Buses =	0.0%

STUDY RESULTS

AVERAGE SPEED	50th PERCENTILE	85th PERCENTILE	PACE SPEED RANGE
42.6	41.4	47.1	36.0 to 45.0

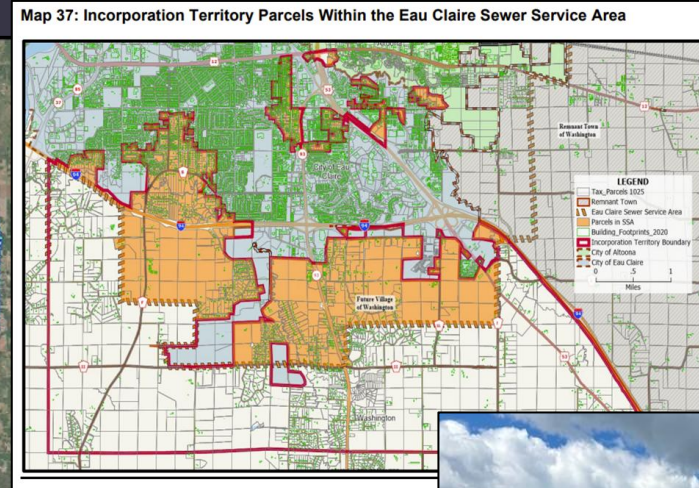
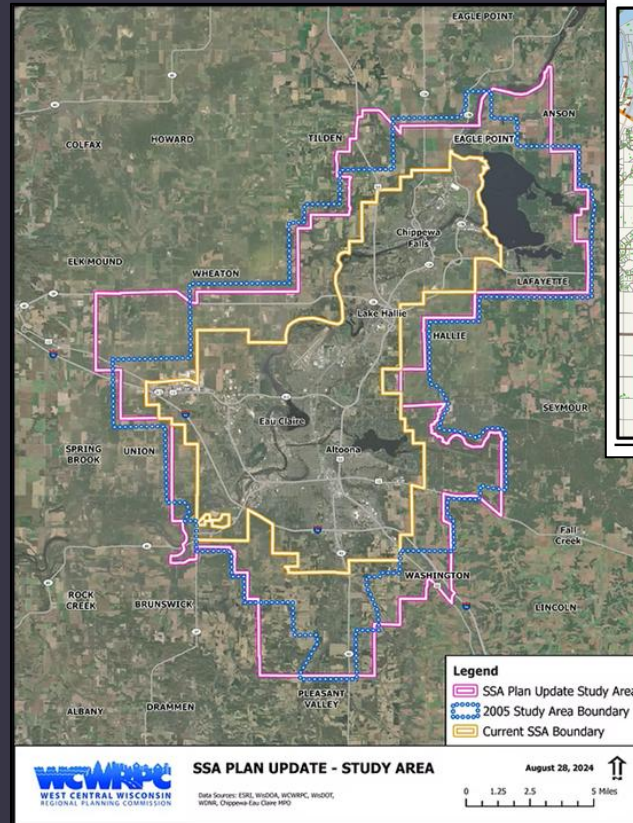
% In Pace = 75.6%
% Over Pace = 24.4%
% Under Pace = 0.0%



CEC Future Planning and Active Investment

Planning Documents for Reference:

- 2025 WWTP Facility Plan
 - Previous
- 2014 WTP Facility Plan
 - currently updating
- Land Development Ordinances (LDO)
- Comprehensive Plan
- Capital Improvement Plan
- Urban Sewer Service Area Plan for 2025
 - WCWRPC currently updating
- Safe Routes to School Plan
- Safe Routes to Parks Plan
- Bicycle and Pedestrian Plan
- Park, Open Space & Recreations Facilities Plan (2018-2022)
- Transit Development Plan

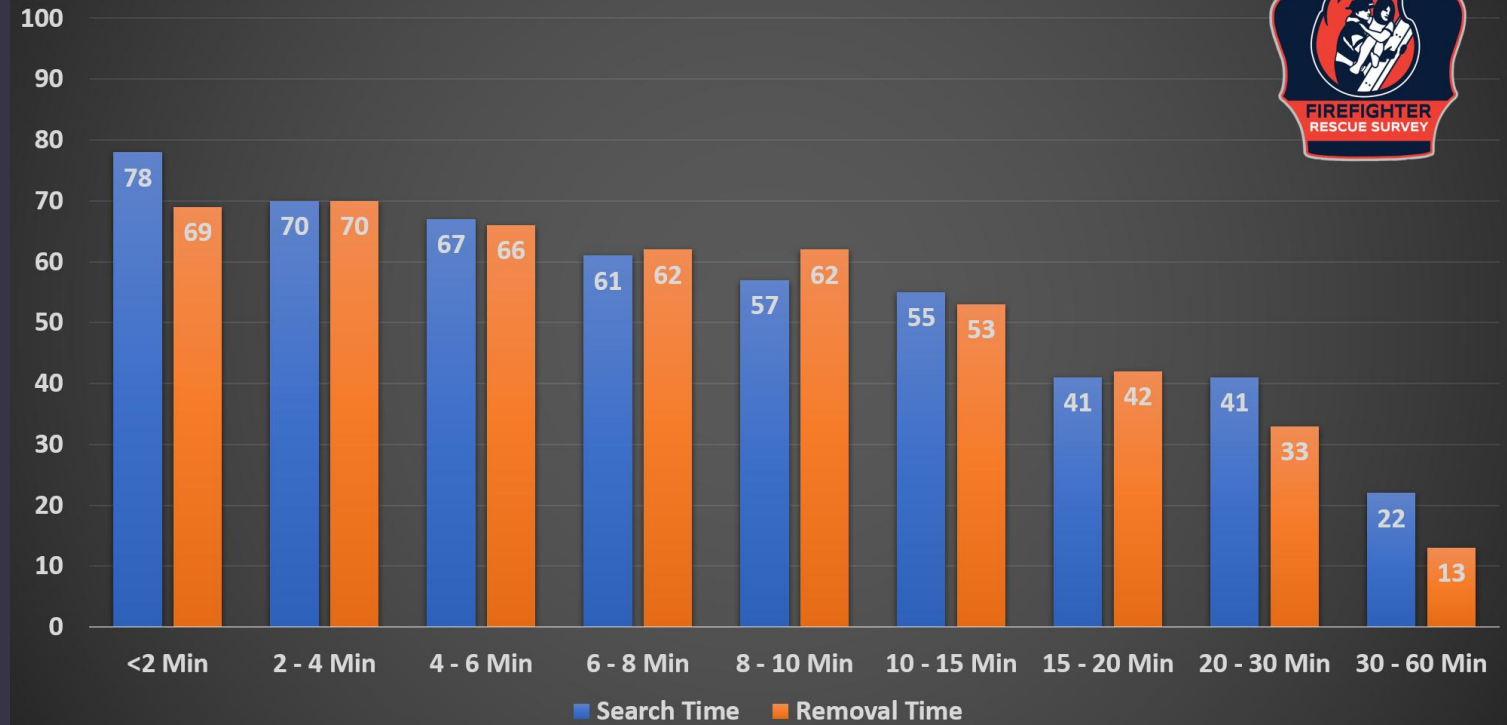


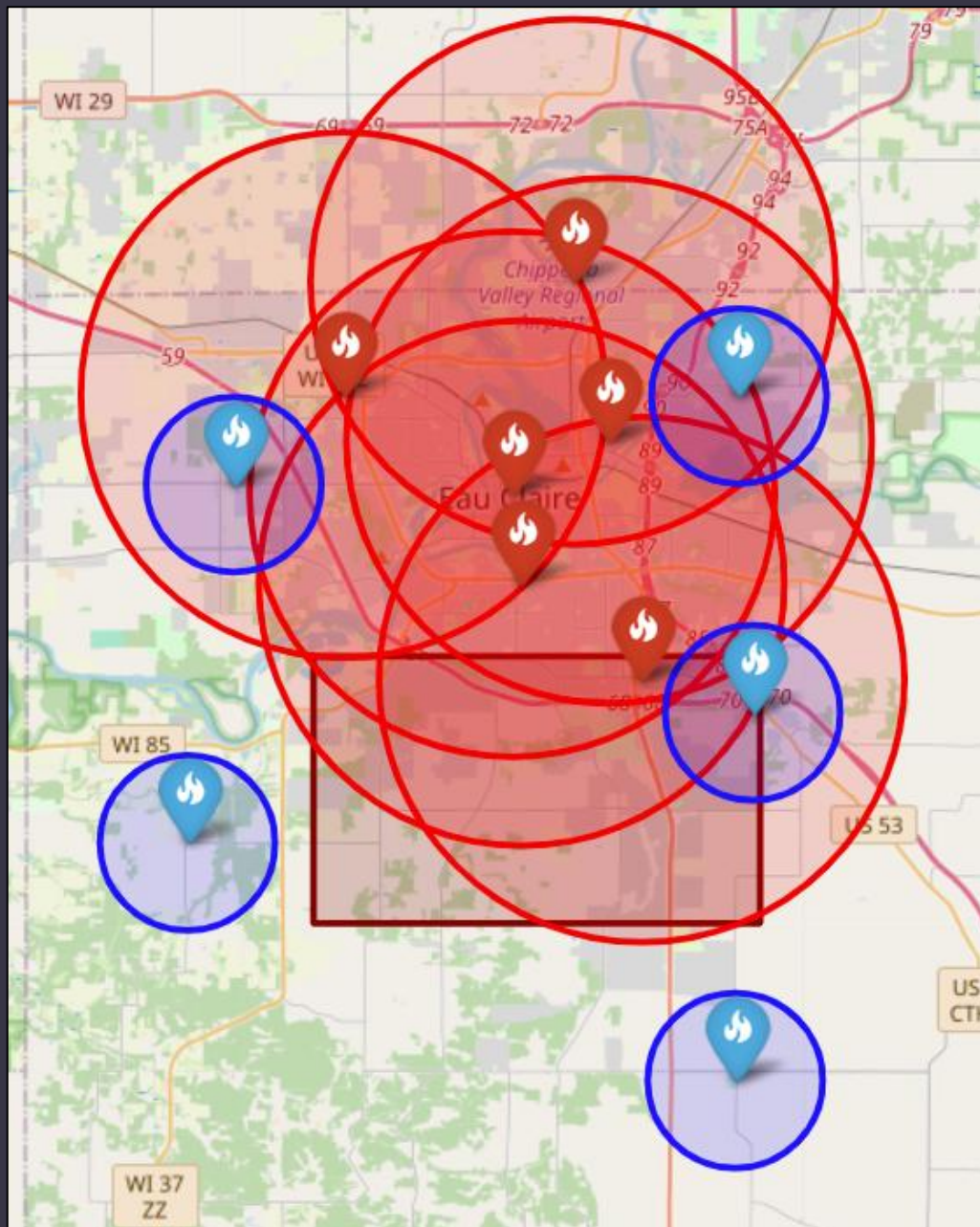


Matt Jaggar,
Fire Chief



Time v Survival Percentage



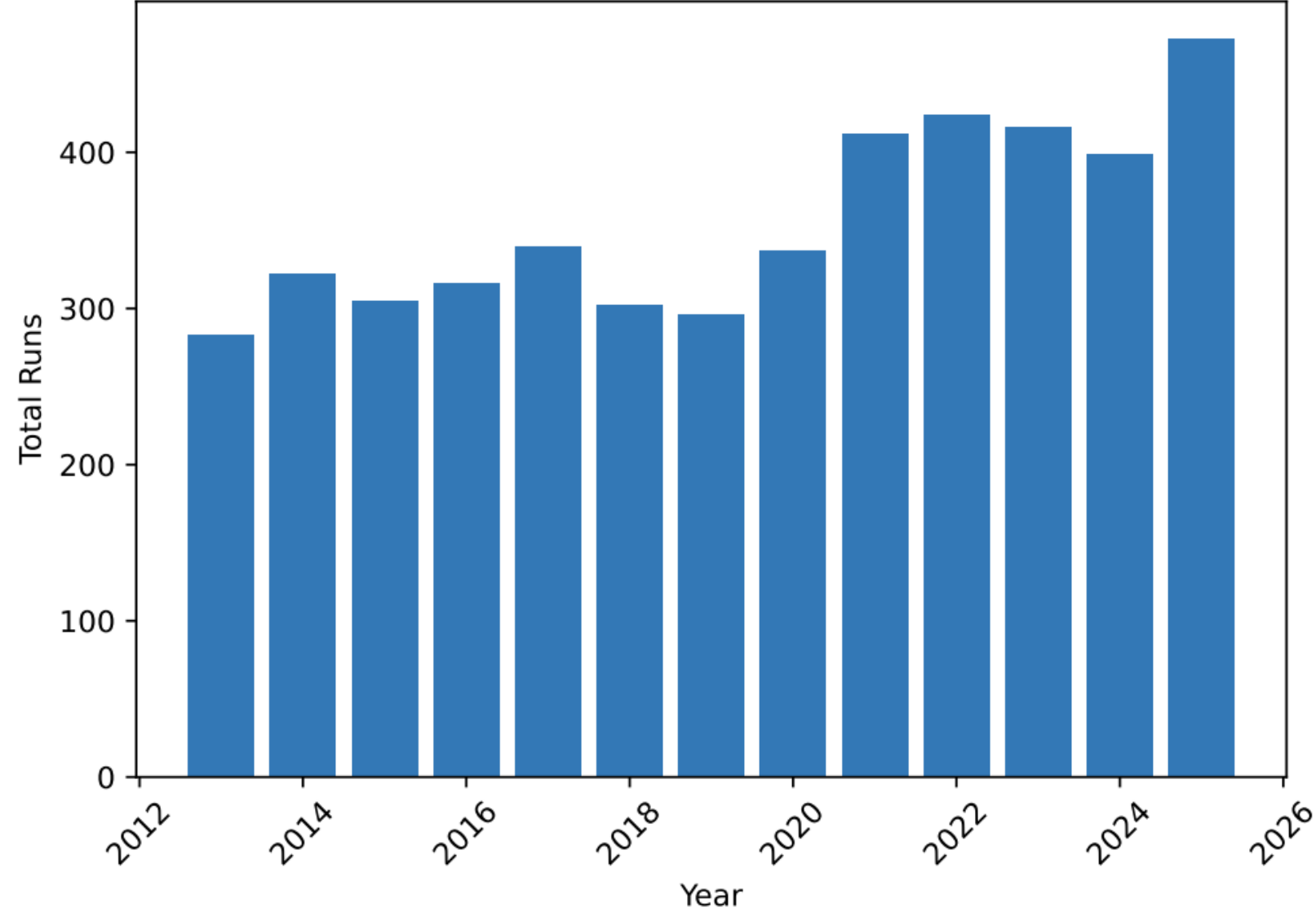


Response Difference – Proposed Town of Washington Incorporation

- Incorporation Area
- ECDF Career Stations
- ⊙ ECDF ≈8-min arrival (2 min turnout + 6 min drive)
- TFD Volunteer Stations
- ⊙ TFD ≈8-min arrival (6 min turnout + 2 min drive)

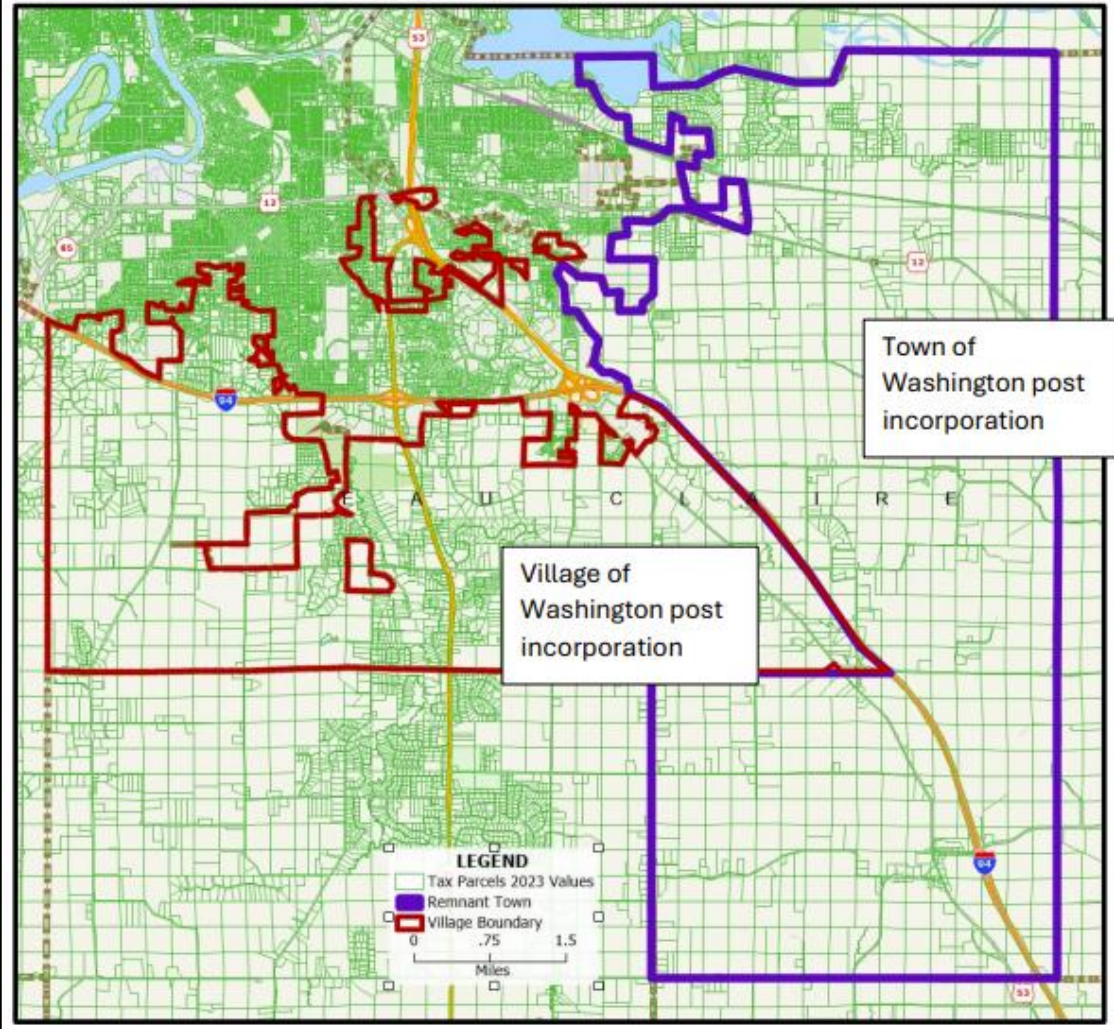
This map uses your provided coordinates and a conceptual arrival model to show how ECDF's larger arrival zones cover more of the incorporation area than TFD's, due to faster full-time turnout.

Town of Washington – Annual Run Totals by Year

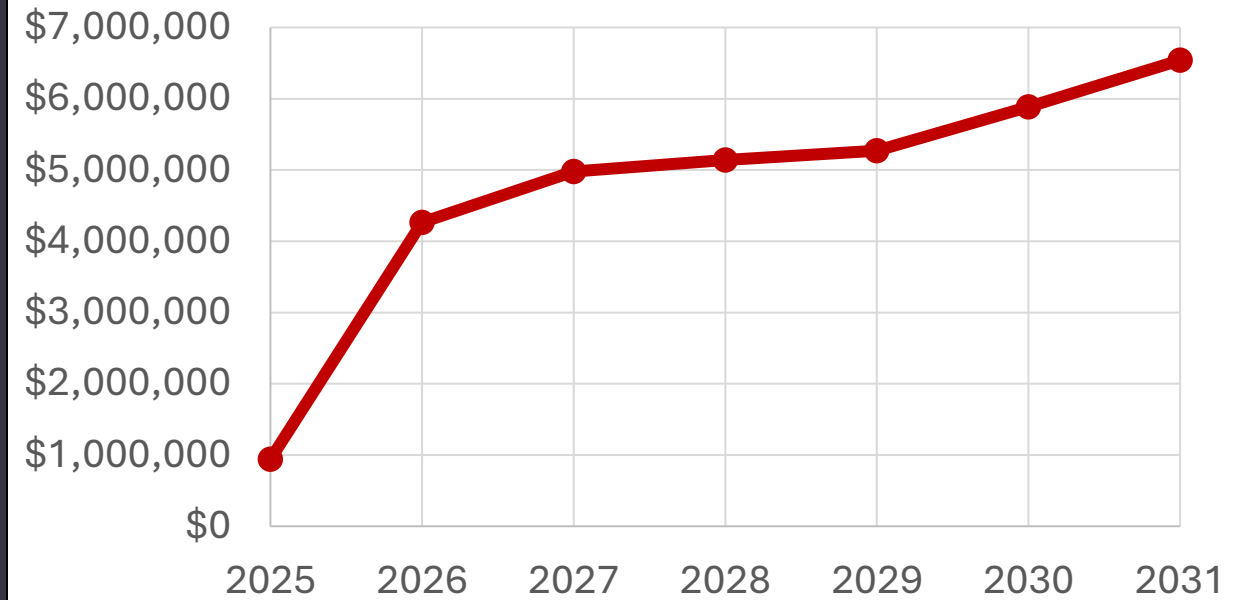


Kitzie Winters,
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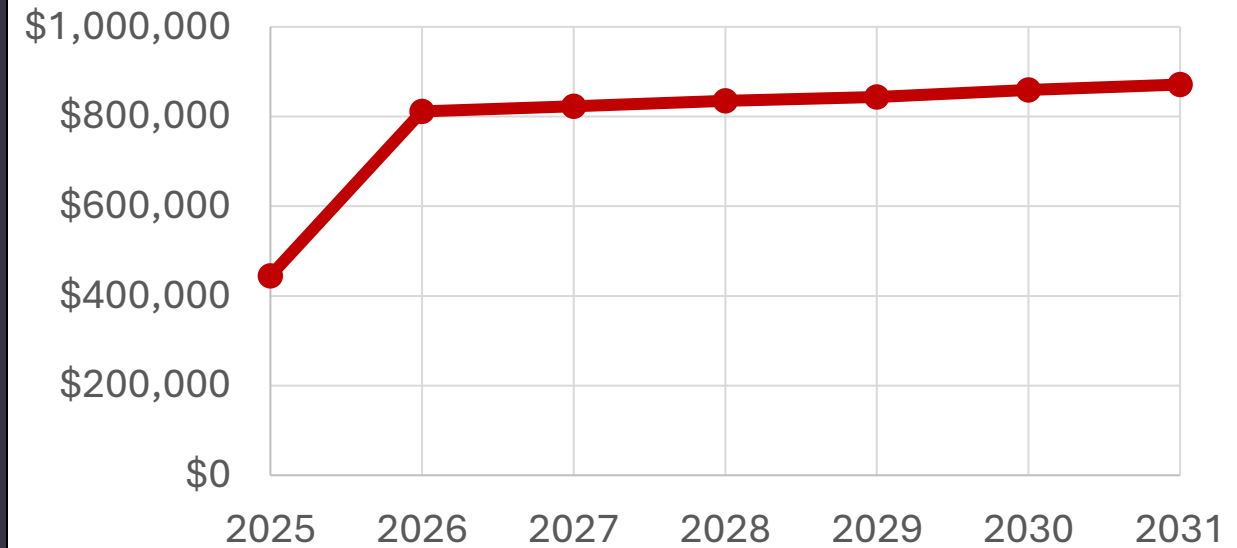
Map 58: Remnant Town of Washington.



Annual Tax Levy Collection - Proposed Village



Annual Tax Levy Collection - Proposed Town Remnant



TOW 2025 levy prorated by proposed values within report

IN CONCLUSION

THANK YOU