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Issue 108

February 2021

The grand scheme of things



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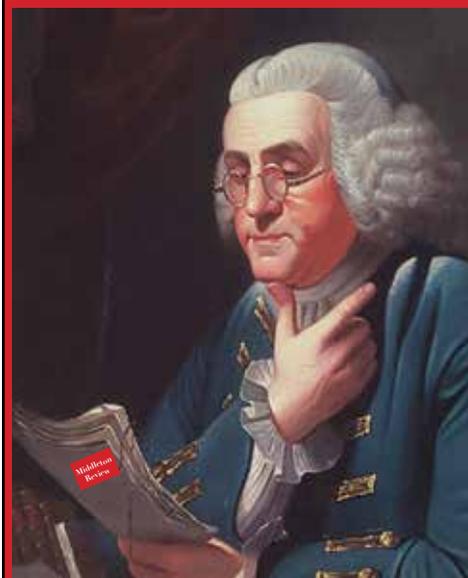
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CONTENTS

- * Zensible Observations p. 7
- * Community review p. 9
- * School District review p. 9 - 16
- * City review p. 16
- * 2020 Comprehensive Plan:
The grand scheme of things p. 22 - 35

Middleton Review

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Journeyman Co. p. 18

Arborists & Landscapers

Dennis Harrington Arborist p. 38

Art & Framing

Gary's Art & Frame p. 3

Middleton Art & Framing p. 17

Attorneys

Ersland Law Offices p. 12

Fuhrman & Dodge p. 6

Automotive

Dunn's Import p. 28

Interstate Batteries p. 36

TNT Window Tinting p.18

Wrench Auto p. 12

Bars & Restaurants

Amber Indian Cuisine p. 11

Camino Real p. 10

Craftsman Table & Tap p. 28

Free House Pub p. 25

Grape Water Wine Bar p. 37

Hody Bar & Grill p. 39

Hubbard Avenue Diner p. 30

Longtable Beer Cafe p. 30

Louisianne's etc. p. 3

My Sister's Kitchen p. 24

Paul's Neighborhood Bar p. 25

Sofra Family Bistro p. 14

Sport Bowl p. 24

Villa Dolce p. 29

Village Green p. 2

Batteries & Accessories

Interstate Batteries p. 36

Beauty & Hair Care

DG Hair & Beauty Salon p. 19

Consignment & Resale

Simply Savvy p. 3

University Coin & Jewelry p. 3 & 15

Co-working Spaces

Community CoWorks p. 8

Design Services

Camelot Interiors p. 3

Financial Services

Point B Wealth Advisors p. 10

Food Retail

Knoche's Food Center p. 4

Gardening supplies

Wolff-Kubly p. 8

Gifts

(The) Regal Find p. 10

Hardware

Wolff Kubly p. 8

Insurance

Greene-Niesen Insurance p. 12

Jewelry & Watches

University Coin & Jewelry p. 3 & 15

Wolff Kubly p. 8

Mailing & Printing Services

UPS Store p. 28

Pet Care

Lori's Pet-Agree Salon p. 19

Real Estate

Com. of Bishops Bay p. 23 & 31

Faith Morledge p. 19

First Weber/Simon p. 2

Middleton Center p. 20 & 21

Spencer Real Estate p. 19

Shoe Shine Services

Tosh Washington Shoe Shine p. 12

Travel

Middleton Travel p. 38

Upholstery

Papendieck's Upholstery p. 38

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by **GEORGE ZENS**

The coronavirus pandemic is requiring many businesses to make changes to their business models, and the *Middleton Review* is no exception. Thus, for the time being at least, it has changed to a monthly publication scheduled.

More significant, however, is that the early covid-induced shutdown forced me to stop procrastinating and add a digital dimension to the *Middleton Review* that I had been considering for a while, but somehow never got around to putting in place.

ZENSIBLE OBSERVATIONS

Local journalism needs your support

The result is three-fold: a Middleton Review Facebook page, a website (www.middletonreview.com) and a digital newsletter, *Middleton e-View*.

Since the beginning of July I have been publishing the newsletter twice a week (Wednesdays and Saturdays), with coverage of Middleton's local government and reporting of other news, as well as the accompanying analyses and commentaries.

The steadily rising number of readers and the positive feedback have been encouraging, and I will do my best to keep improving the *Middleton e-View*, and to increase the breadth and the depth of its coverage of what goes on the city of Middleton.

As opposed to its sister (print) publication, the *Middleton Review*, the *Middleton e-View* is not financed

by advertising, but needs to rely on reader support if it is to be sustainable.

I don't want to sound pompous or melodramatic here, but independent journalism is a cornerstone of our democracy.

On the one hand it is the most effective, and sometimes the only, way to hold governments on all levels accountable to the people, and on the other hand it is a necessary check on the rumors, misinformation and other falsehoods spread via gossip, social media and fringe media outlets of all political persuasions.

Independent journalism, however, cannot fulfill its mission without financial resources, and local independent journalism in particular has been in an alarming decline for too many years now.

That is why I appeal to you to help

support independent journalism in Middleton by subscribing to the *Middleton e-View*.

For the modest amount of \$6/month (or \$48/year) you will receive the *Middleton e-View* delivered to your email inbox twice a week (104 issues per year), with news coverage of the city of Middleton, as well as analysis and original content that is exclusively available to subscribers.

The *Middleton Review*, meanwhile, is not going to go away, but the two publications, print and digital, will be complementing each other.

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COMMUNITY REVIEW

MIDDLETON OPTIMIST CLUB New Oratorical Contest

The Middleton Optimist Club is encouraging area students to speak their minds about the topic Healing the World with Optimism as part of the Optimist International Oratorical Contest for the 2020-21 school year.

The Optimist Club will judge the local students' speeches based on content and presentation to determine the top winners. Winners will receive a medallion, certificate, and \$50 gift certificate, which can be used at Middleton-area businesses.

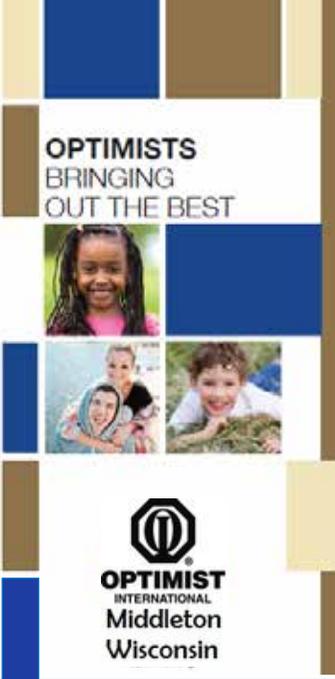
Winners of the Zone and then the District level will be eligible to compete in a regional competition in St. Louis, Missouri, at Saint Louis University. Winners of the regional contests will compete in the World Championship also held at Saint Louis University. Students could possibly win up to \$22,500 in scholarships. The contest is open to students under the age of 18 as of October 1, 2021.

"As they prepare for their future, many of our local students need experience expressing their thoughts and opinions to an audience," Middleton Optimist Club president Steve Britt said. "The Oratorical Contest challenges them to do just that and also offers an opportunity for scholarships. In this way, our club hopes to bring out the best in each of them and help them achieve their goals for the future."

The deadline to hand in speeches is March 15, 2021. Students wishing to participate in the oratorical contest can contact David O'Keefe at middletonoptimist@gmail.com for more information.

The Middleton Optimist Club has been participating in the Optimist Oratorical Contest for many years and has been active in the community since over 50 years.

Optimist International is one of the world's largest service club organizations with over 80,000 adult and youth members in almost 3,000 clubs in the United States, Canada, the Caribbean and Mexico and throughout the world. The Optimist Oratorical Contest is one of the organization's most popular programs, with more than 2,000 clubs participating annually. Carrying the Mission Statement, "By providing hope and positive vision, Optimists bring out the best in youth, our communities, and ourselves. Optimists conduct positive service projects that reach more than six million young people each year.



Why the Middleton Optimist Club?
What differentiates Optimist Clubs from any other volunteer opportunity is simple - Optimism. Optimists take their upbeat approach and work every day to make a difference for themselves and for the people around them. Optimists are people who believe that through positive action in their communities they can create a better tomorrow.

The Middleton Optimist Club is dedicated to serving the youth of Middleton and the surrounding area. Our many programs not only assist local youth but also give our members a great sense of accomplishment.

**Time to prepare for the
2021 Optimist International
Oratorical Contest**

**This year's Topic:
"Healing the World with
Optimism"**

Middleton Optimist Club Contest: Tuesday March 23rd
Cross Plains Optimist Contest – Saturday March 20th
Zone Contest: Mid April
District Contest: Saturday May 1st

District winners are awarded scholarships of \$2,500, \$1,500 and \$1,000 respectively for 1st, 2nd and 3rd place.

Youth under the age of 19 as of October 1, 2019 (and is not enrolled as a degree seeking student of a post-secondary institution) in the United States, Canada or the Caribbean. There is no minimum age.

You can find an application at
www.middletonoptimists.org/youth-events---programs

**This is not a school-sponsored activity and the Middleton-Cross Plains Area School District does not provide support or endorsement off this program/activity. It has neither reviewed nor approved the program, personnel, or activities announced in this brochure/flyer. Permission to distribute this material must not be considered a recommendation or endorsement by the school district.

Contact Information

Come to a meeting: Now on ZOOM but usually our club meets every 2nd, 3rd & 4th Wednesday of the month at 7:00 a.m. at the SOFRA Restaurant at 7457 Elmwood Ave, Middleton, WI 53562 in

Contact the president: The 2020-21 president is Steve Britt. You can email him at middletonoptimists@gmail.com

Face book:
<https://www.facebook.com/Middleton-Optimist-Club-295105390031/>

Website:
<http://www.middletonoptimists.org>

For more information, including rules and participation form, please visit the website www.middletonoptimists.org

SCHOOL DISTRICT REVIEW

BOARD OF EDUCATION

In-person meetings will resume in February

The Board of Education unanimously approved returning to in-person meetings starting on February 8 at its regular meeting on Monday, January 25.

Board president Annette Ashley presided over the January 25 meeting at the District Services Center, while other Board members participated remotely. The School Board has been meeting virtually since mid-March.

The February 8 meeting will be held at Kromrey Middle School in Community Room 510. Masks would be required and those members who don't attend can still participate virtually based on PHMDC's current order. Members did want to make sure that if they were participating virtually that

they could still vote. Cheryl Janssen said that a WASB attorney indicated that is allowed, and only wasn't acceptable for the Annual Meeting in September 2020.

She also noted Board members can't participate remotely if a hearing was held. If PHMDC health orders change, it is also possible that virtual attendance would no longer be allowed.

Members also had a lengthy discussion about citizen comments and preferred that residents have the option of doing them in-person or virtually.

In other news from the January 25 meeting:

* The Board briefly discussed the Wisconsin Association of School Boards State Education Convention, which was held virtually this year. Director of



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CONTINUED FROM PAGE 9

Student Services Barb Buffington was part of a presentation on Title IX and was commended for participating.

*The Board approved the 2021-22 open enrollment plan. MCPASD is closed to open enrollment next year with the exception of five slots at Clark Street Community School. MCPASD will also maintain its current policy as it relates to preference and reapplication. The District's recommendation was discussed at the regular meeting on January 11

*The Board approved the capital maintenance projects for 2021-22. The projects were discussed at the Finance Committee meeting on January 11.

Assistant Superintendent of Operations Lori Ames briefly reviewed the projects the School Board approved for 2020-21. She noted the projects at Sunset Ridge and Elm Lawn went very well and that funds from the successful 2018 referendum have helped free up money to do projects at other schools in the District.

*The Board approved a three-year contract with Wipfli to serve as the District's audit firm. Assistant Superintendent of Operations Lori Ames noted four bids were submitted and two firms interviewed.

* Board president Annette Ashley noted members received three letters from residents since the last meeting on January 11. She briefly who sent each communication and the topic of each email. Each communication will be added to the District website once personally identifiable information is redacted. The communications are available on the District website's Community Announcements page.

Paul Kinne also provided a legislative update, noting a bill that would impact public education was passed by the Wisconsin Assembly but likely won't go further as it is opposed by the State Senate and governor Tony Evers.

* As part of her superintendent's report, Dana Monogue said the District plans to open buildings in the fall, but will also need to consider guidance from Public Health Madison Dane County. She noted other Dane county superintendents support the same goal.

"We want to see our students in our school full-time, five days a week, next fall," she said.

She reminded members that elementary students in the Universal instructional model would begin returning to school buildings with kindergarten orientation taking place January 28-29. She also thanked staff and administrators for their efforts to make this happen. She noted class schedules changes last week for Universal and Fully Virtual students at the secondary level, while elementary class rosters change this week. She also thanked the technology department for their collective efforts.

Dana Monogue reminded the Board that more than 700 students moved to Fully Virtual after the last instructional model change opportunity and noted there is some angst, especially at the elementary level, where changes at semester aren't the norm. She noted that has resulted in adjustments to staffing, which is another example of the challenges the pandemic has presented. Monogue also noted the District doesn't have additional resources to add teachers and keep staff where they were previously.

(MCPASD)

BOARD OF EDUCATION**Blended-instruction model update**

Superintendent Dana Monogue, deputy superintendent Sherri Cyra, and Assistant Superintendent of Operations Lori Ames provided their regular update on the blended instructional model plan.

Board president Annette Ashley presided over the meeting at the District Services Center, while other Board members participated remotely. The

School Board has been meeting virtually since mid-March.

Monogue noted the presentation can be found in the January 25 expanded agenda on the District website. The presentation will also be available on the Meeting Presentations page later this week.

Sherri Cyra reviewed the number of students in the Universal and Fully Virtual models. She said that because enrollment is down across the District, class size averages are also lower in each model.

She said the Fully Virtual numbers are also slightly lower than what was in the Board packet because the Two-Way Immersion students were removed and added to the Sauk Trail Universal section. She reminded members that the Universal model is split into two cohorts so the average class size for in-person instruction will be between 6 and 12 students per cohort.

Lori Ames reviewed the staffing adjustments that needed to be made with 707 students switching to the Fully Virtual model. In all, 64 certified staff changed assignments, with some moving to Fully Virtual, partially virtual or changing positions. In all, 41 certified staff were approved for accommodations, while four staff were approved to take leaves, which has created three vacancies to fill. Among support staff, 13 changed assignments and three have been approved for a leave or accommodation.

Dana Monogue noted all MCPASD staff members will be included in Group 1B, which is the next group expected to be vaccinated. The staff who were part of Group 1A have already been offered their first vaccination dosage. The District is also participating in a Rapid Antigen test pilot through UW-Madison with Northside as the pilot site. In all, 40 test kits will be available to test symptomatic students and staff.

Dana Monogue reviewed the work that has been done to prepare buildings for the return of students. She noted all buildings have completed a planning guide checklist. Verification walk-throughs have been completed at the elementary schools and will take place in the next week-plus at the secondary schools.

Lori Ames noted elementary bus routes are being finalized this week. Families will receive information about how to find their child's bus route on Tuesday. Buildings will receive information about routes and seat assignments by Wednesday, she said. Drivers will do test runs this week, with kindergarten students being picked up on Thursday or Friday for orientation, Ames added. All buses will have seat assignments and the plan is for students who get on the bus first to be assigned to the back of the bus.

Monogue noted the consulting firm the District has been using to help review efforts has been working at the middle and high schools and will provide written recommendations in the next week or two. The company will be available to staff once students return to buildings.

(MCPASD)

MLK AWARDS**MCPASD students recognized**

More than 15 District students received Urban League of Greater Madison 2021 MLK Outstanding Young Person Awards last month.

Clark Street Community School (CSCS) students recognized included Diana Song, Isabella Hansen, Aaliyah Espinoza, Jasmine Shoates, Raquel Conley, Sheo Torvik and Zoe Tedesco. MHS students recognized included Mukhtarullah Kamal-Muili, Aziyah Baker, Sonya Taylor, Jakailah Suggs, Sterling Wodzro, Zaki Siraj, Mawuenam Dossa, and Leaura Manuel.

Kromrey Middle School (KMS) eighth-grader Arya Sengelmann was also recognized.

The students were among approximately 250 from other Dane County middle and high schools who were recognized during a virtual ceremony on



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CONTINUED FROM PAGE 13

Sunday afternoon. The Stand for Justice: Urban Cabaret featuring the MLK Youth Awards was streamed live. The 51-minute program can also be viewed on the ULGM's Facebook page.

This was the 37th year the Youth Awards have been presented.

The Urban Cabaret was hosted by Rob Dz and Danielle Crim. The online program featured singers, dancers and a musician.

The National Urban League was established in the early 1900s. The Friends of the Urban League in Madison was formed in 1968. The mission of the Urban League of Greater Madison is to ensure that African-Americans and other community members are educated, employed, and empowered to live well, advance professionally, and contribute to the common good in the 21st century.

(MCPASD)

BOARD OF EDUCATION**Teachers recognized**

The Board of Education recognized Kromrey Middle School's Sonja Hungness, Darlayne Coughlin and Kimberly Reynolds, along with Daria Borokhim of MHS at their regular meeting on Monday, January 25.

Sonja Hungness is a finalist for the 2020 Presidential Awards for Excellence in Mathematics and Science Teaching, while Darlayne Coughlin, Kimberly Reynolds, and Daria Borokhim have been nominated for Kohl Educational Foundation teacher fellowship awards. Glacier Creek Middle School eighth-grade math teacher Jennifer Lohr is also a Kohl nominee and will be recognized at an upcoming School Board meeting.

Daria Borokhim has worked as a bilingual resource teacher in math and science classes at MHS for 10 years. She helped to launch the Latino Student Union and is an adviser for the Jewish Student Union. She helped create the Student Equity Institute and serves on the School Improvement Team. She also was awarded an Education Foundation grant as part of Respect Week in 2016.

Darlayne Coughlin has taught band in the District for 15 years. She has been instrumental in Kromrey's band vision to 'move beyond the notes to cultivate a life-long passion and drive for creativity, curiosity, and community through a vision of students as accomplished learners and evolving musicians in pursuit of artistry'. She works to make sure students are actively engaged in their learning by providing authentic opportunities. She also has been

(MCPASD)

CITY REVIEW**CITY OF MIDDLETON****February 16 spring primary voting information**

In-Person Voting: There will be NO regular hours for in-person voting. Requests can be made by:

1. Online at myvote.wi.gov and uploading Photo ID

2. Emailing the city clerk at lburns@cityofmiddleton.us and attaching Photo ID

3. Mailing a request to the city clerk with a copy of your Photo ID

4. Filling out a request form at the entrance of city hall with a copy of your Photo ID

a. Forms can be mailed or dropped in city's drop box in the library parking lot

Photo ID is required with your ballot request:

instrumental in getting instruments in the hands of any student who wants to participate in band and ensuring that the literature studied is diverse enough to appeal to all students.

Kimberly Reynolds has taught band for 15 years and been in the District since 2012. She and Darlayne Coughlin were presenters at the 2020 Wisconsin Music Teacher Convention. Kimberly Reynolds was selected as a member of the Wisconsin Comprehensive Musicianship through Performance committee early this January. She is currently working with composer Darryl Johnson on a band commission - an original work for band that the Kromrey students will be able to premiere.

Jennifer Lohr is in her fourth year at Glacier Creek and 11th year teaching overall. She is a member of the school's PBIS Tier 2 team. He has a bachelor's degree from UW-Eau Claire and a master's from Viterbo. Her goal as an educator is to help all students grow academically, behaviorally and socially-emotionally.

Sonja Hungness started at Sauk Trail in 1991 and moved to Kromrey in 1996. She received National Board Certification in 2006 and 2016. She was also a PAEMST finalist in 2017. She noted during the recognition ceremony that she had Daria Borokhim as a student at Sauk Trail. She was particularly grateful for the support of the late Gene Gray, former principal at Sauk Trail, retired sixth-grade teacher Jyl Molle, Shelley Festge, and former team member Eric Engel, who is now an associate principal at Kromrey.

Established by Congress in 1983, the PAEMST program recognizes teachers who develop and implement a high-quality instructional program that is informed by content knowledge and enhances student learning. Since the program's inception, nearly 5,000 teachers have been recognized for their contributions in the classroom and to their profession. A panel may select one teacher of mathematics and one of science to receive a Presidential Teaching Award from each state and four U.S. jurisdictions, with up to 108 awards given each year. In addition to recognition and professional development opportunities, award recipients receive \$10,000 from the National Science Foundation.

The Kohl Foundation Scholarship and Fellowship program was established in 1990. The program has handed out more than \$21.2 million to Wisconsin educators, students and schools. Fellowship recipients are educators who have been chosen for their superior ability to inspire a love of learning in their students, their ability to motivate others, and their leadership and service within and outside the classroom.

The 2021 Kohl recipients are expected to be announced in February or March.

(MCPASD)

The following photo IDs are acceptable for voting purposes, and can be unexpired or expired after, November 3, 2020:

- A Wisconsin DOT-issued driver license, even if driving privileges are revoked or suspended. Your Wisconsin DOT-issued driver license does not need to be a "REAL ID".
- A Wisconsin DOT-issued identification card. Your Wisconsin DOT-issued ID card does not need to be a "REAL ID".
- Military ID card issued by the U.S. Uniformed Services.
- A U.S. passport book or card.
- For a full list of acceptable ID, please visit bringit.wi.gov

(City of Middleton)



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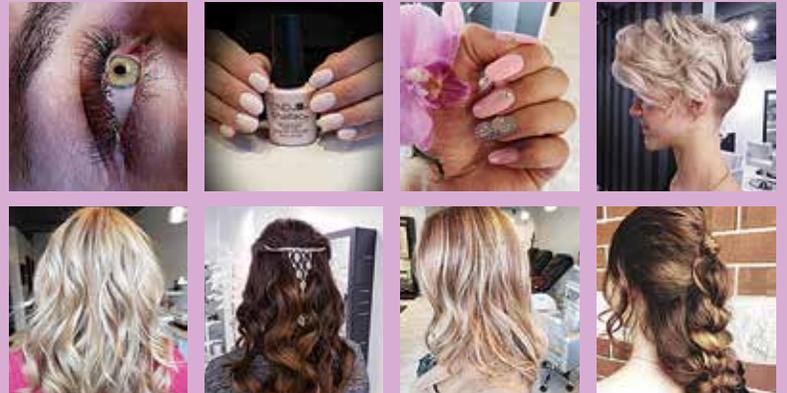
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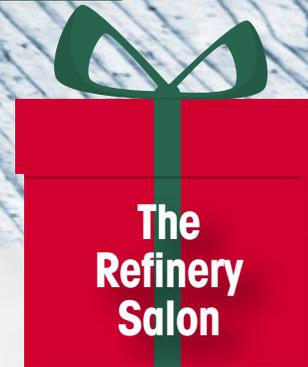
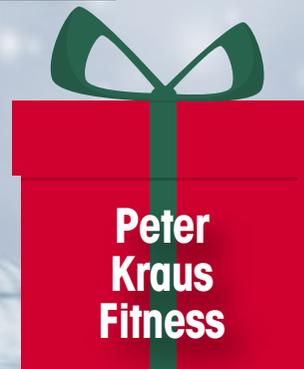


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2020 (DRAFT) COMPREHENSIVE PLAN

The grand scheme of things

After many years of intense work by City officials, and a long run through City committees and the Council, the new Comprehensive Plan is about to be finalized and approved in its end form. It is, as the name implies, a planning document that is designed to guide the City's development efforts for the next twenty years (the full document is available on the City's website: <https://www.city-ofmiddleton.us/366/2020-Comprehensive-Plan-Update>).

The City's reasons for creating the Comprehensive Plan in an open public process are not completely altruistic: It is required by State law. As is stated in the Plan's introduction, 'the law requires communities to engage residents in a transparent planning process to guide future growth and development as related to land use, housing, transportation, utilities, economic development, agriculture, and intergovernmental relationships'. How much residents actually become engaged apart from opposing new construction in their neighborhoods is another matter.

The Comprehensive Plan is further supposed to 'allow local jurisdictions flexibility to address state-wide requirements, such as regional transportation and preservation of agricultural lands, while taking into consideration unique issues and opportunities of each community'.

The State requires the Plan to include certain development aspects, which dictate the Plan's main chapters: land use, transportation, housing, economic development, character, green city, and governance and partnerships.

The 'vision' and 'community values' parts of the Plan are an amalgam of feel-good platitudes, obvious to the point of being meaningless. One could make it a bit more entertaining maybe by turning the different points into their opposites. Thus the vision about 'community', which reads 'we are a welcoming, inclusive city with a distinct identity, anchored in a vibrant downtown, unique neighbor-

hoods, and our people', could become much more attention-grabbing and discussion-friendly as 'we are an unwelcoming, exclusive city with no identity, anchored by a dead downtown, cookie-cutter neighborhoods, and our taxpayers'. Try it, and those long winter evenings will just fly.

The Plan includes more than twenty maps, from future land use to floodplains, the brief result of a community survey and a business survey, according to which everything is for the best in the best of all Middletons, or at least excellent or good for the most part, as well as general socio-economic information about the city's population.

Overall, the Plan's goals are to be achieved through the short-, medium- and long-term implementation of singular measures, as well as on-going ones. As government plans tend to beget more plans, many of the more short-term measures include, not surprisingly, the creation of more paperwork (and wishful thinking).

The following is a selection of 'action items' from the different chapters as listed in the introduction:

SHORT-TERM (TO BE DONE IN UNDER THREE YEARS):

Update Zoning and Land Division Ordinances to reflect adopted land use strategies, ensure a greater diversity and mix of land uses, and modernize the business and industrial zoning categories.

Update the Bicycle & Pedestrian Plan to increase linkages between existing and new neighborhoods to encourage walking and biking throughout the community.

Create and adopt a University Avenue Corridor Plan to encourage increased densities, cross-access and parking easements to bring the corridor to a more human scale, increase walkability and establish a less auto-centric focus along the thoroughfare.

Reduce, and in some cases eliminate, minimum parking standards.

Amend the Floodplain Overlay Zoning district to better protect

properties in flood-fringe areas.

Adopt and implement a 'complete streets' policy so that the design and operations of the entire right-of-way balance the safety and convenience of all road users regardless of age, ability, or mode of transportation.

Adopt and actively refer to an updated Bicycle and Pedestrian Plan for additional policy and action statements.

Adopt bicycle parking standards by ordinance.

Revise the Zoning Ordinance to allow an increase in density by encouraging accessory dwelling units (ADUs), 'missing middle' housing, and multi-family housing that make efficient use of land.

Maintain a listing of affordable and income-restricted developments, along with the affordability period expiration date. Explore options to maintain affordability within these developments.

Establish the Community Campus Plan to improve the public infrastructure in the downtown.

Establish a 'one percent for the arts' in conjunction with Middleton's tax incremental financing (TIF) districts to pay for public art.

Middleton will create a 20-year city fleet-replacement schedule that incorporates zero-emissions vehicles.

Use racial equity and social justice assessment tools and a 'health in all policies' frame work to assess policy decisions and to make sure no one group of people or neighborhood carries the burden more greatly than others because of a particular City policy decision or lack of one.

Create a bird-friendly building ordinance that reduces bird collision mortality in all new developments.

Promote green building and renewable energy job-training programs for recent school district graduates, Black, Indigenous, and People of Color, individuals with low incomes, workers in fossil fuel industries, and released prisoners.

Establish a Diversity, Equity, and Inclusion (DEI) team.

Update ordinances and policies

to promote electrification and alternative-fuel usage for vehicles and expand the supply of electric vehicle-charging stations in the city.

Implement the most effective flood-control alternative(s) to mitigate future flood hazards.

MEDIUM-TERM (TO BE DONE IN THREE TO SEVEN YEARS)

Prepare a 'Vision Zero Action Plan.

Establish or welcome shared micro-mobility systems in Middleton, particularly a bike-sharing system that can integrate with Madison's B-Cycle.

Restructure Middleton's transit service to integrate with Bus Rapid Transit.

Support the use of programs that provide energy-efficiency upgrades and assistance with home repairs, which will assist low-income seniors to stay in their homes longer.

Re-establish a down-payment assistance loan program(DPAP).

Implement a total waiver, or a waiver of a substantial portion of, City fees to encourage homeownership opportunities for families earning 60% or less than the area median income (Habitat for Humanity or Movin' Out homes).

Extend Belle Fontaine Boulevard to Parmenter Street to connect the North Technology Park to the residential street network to the east.

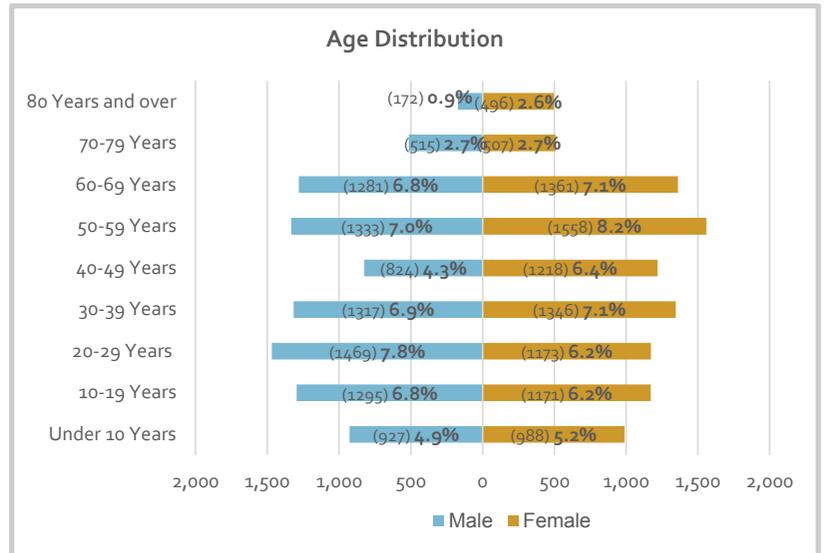
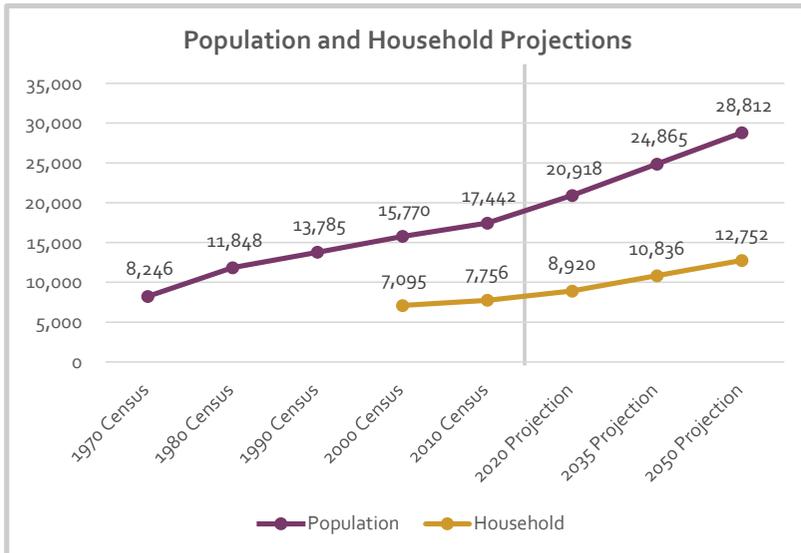
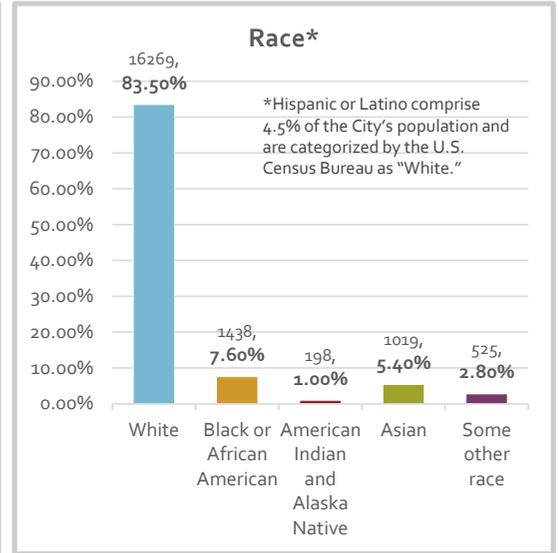
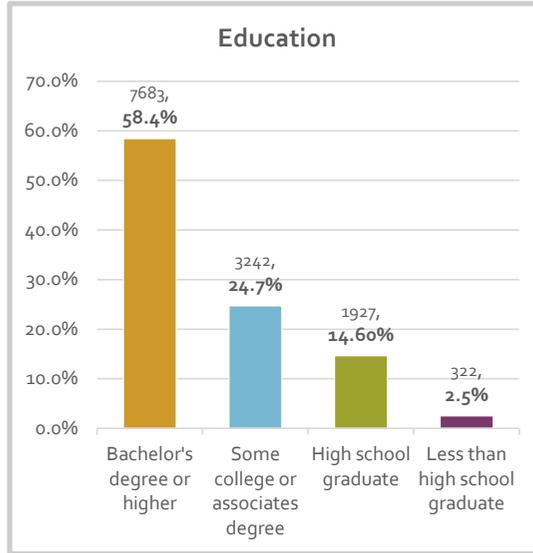
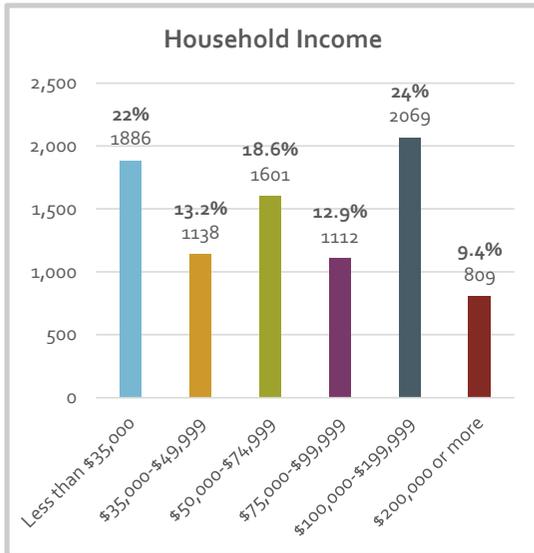
Develop an inventory of designated and eligible historic structures and sites and review the Landmark Commission's policy for alteration of any historic building or a contributing building in a historic district.

The Sustainability Committee along with stakeholders and City elected officials will develop and adopt 'net-zero building guidelines' for new construction.

The City will write and maintain a Resiliency Plan which includes risk, vulnerability, and capacity assessments; energy security; hazard-mitigation; emergency response; and recovery plans.

Establish a food-composting pilot city-wide.

Middleton Data Snapshot (2019)



United States Census American Community Survey 2013-2017 5-year estimates, population from 2020-2040 is taken from the 2019 Wisconsin Department of Administration population estimates for the City.

CITY OF MIDDLETON COMPREHENSIVE PLAN 2020

Identify gaps in the community where there is little access to healthy food or adequate, affordable, reliable transportation to grocery stores, and work to bridge this gap.

Demonstrate that appointments to local advisory boards and the city's workforce reflect the gender, racial, and ethnic diversity of the city.

LONG-TERM (TO BE DONE IN MORE THAN SEVEN YEARS)

Complete a network of bicycle lanes and paths linking all city neighborhoods to accommodate all types of bicyclists.

Partner with Habitat for Humanity, Movin' Out, and other organizations to help people with low-incomes and/or people with disabilities purchase homes in Middleton.

Form a Community Land Trust to steward long-term affordable hous-

ing in our community.

Utilize the 'Affordable Housing Extension' that allows the City to extend the life of a tax increment financing (TIF) district by one year to 'benefit affordable housing'.

Extend Downtown District northward along Parmenter Street and southward along Terrace Avenue, to enhance the city core.

Incentivize building design towards a stricter commercial-building code and require buildings over 10,000 square feet to report energy use to the City and public on an annual basis.

Middleton will partner with MG&E to pilot and plan for future micro-grid networks that can connect to one another to reduce risk, increase resiliency, and optimize energy distribution.

Consider establishing a Business Recovery Center (BRC) to help local companies get the assistance they need to re-open or stay open after an event like covid-19 or a natural disaster.

Collaborate with Dane County to establish a community and/or regional anaerobic biodigester that serves the city of Middleton.

Establish a Communications position.

Collaborate with the Middleton and Waunakee school districts to ensure that new school facilities or building-expansions are planned to serve Middleton's northern growth area in a timely fashion and scaled appropriately to help achieve more compact, pedestrian-oriented development patterns in new neighborhoods.

Design and construct net-zero-energy/carbon buildings that emphasize conservation of energy.

If this reads like a wish list compiled by well-intentioned City- and committee-officials with strong personal beliefs about what kind of society we all should live in, then that's because, one: it is; two: this is only a selection, with the context for these measures being provided in the individual chapters; and, three: it is.

A BRIEF OVERVIEW

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The Comprehensive Plan's introduction to the chapter on land use

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CONTINUED FROM PAGE 23

is one of many grand statements in that document, promising everything to everybody, setting out a vision of a suburban paradise, the city planner's equivalent of a motivational speech, unfazed by its inherent contradictions, unburdened by the economic and political realities of local government: 'Middleton will establish a land-use pattern that promotes compact development, protection of natural resources, a range of housing options, mobility, and economic growth in order to maintain an exceptional quality of life.'

The difficulties arise from the conflicts between the wish to promote a range of housing options (code for affordable housing), compact development (code for infill), and the protection of natural resources, and the need for economic growth to pay for it all. The only way to solve the overall contradiction is suburban sprawl, and while City officials pay lip service to the idea of limiting it, the reality is different.

It is true that there is limited land left for development within the current city limits (one reason why housing is expensive). The city also cannot expand to the south. But it can to the north, and a look at the maps shows that the City has big plans to spread out into the town of Springfield, turning hundreds of acres of agricultural and other open land into residential areas.

How exactly this large-scale paving plan is to be squared with the need for the protection of natural resources, water management and flood prevention will be an issue for future officials to deal with.

But on paper the future will be very harmonious if the four land-use strategies are implemented:

Support diverse land uses for a complete community.

Promote compact-growth strategies to preserve farmland and natural resources and encourage transportation alternatives.

Strive to maintain 25% permanent public open space to promote the health and well-being of people and the natural environment.

Ensure that all land-use decisions incorporate resiliency and adaptation.

The Plan defines 'complete neighborhoods' as 'those where residents can find all their daily needs within a safe walking distance. Having amenities like grocery stores, schools, parks and clinics within a 20-minute walk not only allows people to walk or bike instead of using cars, but also encourages neighborhood community.'

This actually runs counter to decades of City planning and zoning ordinances, which still rely on a Soviet-style division of the city into 'residential', 'commercial', 'industrial', and similar districts. And while the City has in recent years focused largely on the use of planned development districts (PDD) for development, thus allowing greater flexibility in accommodating mixed uses, the segregation by zoning is deeply ingrained in many people's minds and not easily overcome, as numerous development controversies have shown. In spite of, or maybe because of, its liberal political tendencies overall, Middleton is a deeply NIMBY-minded city when it comes to land-use changes.

As the strategies, and especially the actions proposed to implement them, show, the City and committee officials who worked on the Comprehensive Plan seem to be well aware of the contradictions in their ambitions. One way for instance to resolve the contradiction between the need for greater mobility due to economic growth, and the wish for greater use of 'alternative' mobility in 'complete neighborhoods' is to try to accommodate both in separate parts of the city. The assumption here being that most economic growth will take place in the current business areas west of Highway 12, and that many workers will still commute to and from Middleton every day.

While compartmentalization might run counter to the idea of a 'comprehensive' plan, when it comes to land use, it will probably be unavoidable for the foreseeable future. And although squaring the circle doesn't work in an uncompromising environment, a flexible approach allows one to get pretty close.

TRANSPORTATION

The transportation chapter is one of the longest in the City's new Comprehensive Plan, and probably the one with the least chance of be-

ing implemented in any substantial way, or at least, in any way that would make a noticeable difference in people's lives.

Transportation does not only include car traffic, bicycles and pedestrians, but also public transit, the railroad and the airport.

While what the railroad does is mostly out of the City's hands, the Comprehensive Plan does wish for the return of passenger rail.

Future development of the airport is treated in a suitably vague manner, considering that the Airport Master Plan is not finalized yet, and that any reference anytime by anyone remotely connected to City Hall to any airport improvement, no matter how minor, makes hysterical airport opponents hyperventilate and reach for their pitchforks.

Improving public transportation is a noble goal, but probably out of reach politically and, especially, financially, at least as long as Middleton is tied at the hip to Madison Metro. It would take some major legislative changes and considerable inter-governmental cooperation across Dane county, not to mention an unrealistic financial commitment, to make public transit a serious transportation option for anyone who does not work regular office hours downtown Madison.

Just as utopian, at least under the current circumstances and current mindsets, is the idea of elevating walking and bicycling to equal status with the automobile, and of transforming our streets into safe spaces for all traffic participants. But the goal sounds lovely when expressed in that inimitable bureaucratise - let it melt on your tongue: 'Reclaim public streets so that they safely accommodate the most vulnerable roadway user, increase transportation choices, promote active lifestyles, improve health, and beautify the city.'

HOUSING

Housing is of permanent concern to City officials because of high demand, low supply, and increasing renting and buying costs, which leave many would-be renters or buyers priced out of Middleton.

City officials refer to the 'housing gap', the discrepancy between the number of people working in Middleton and the number of these

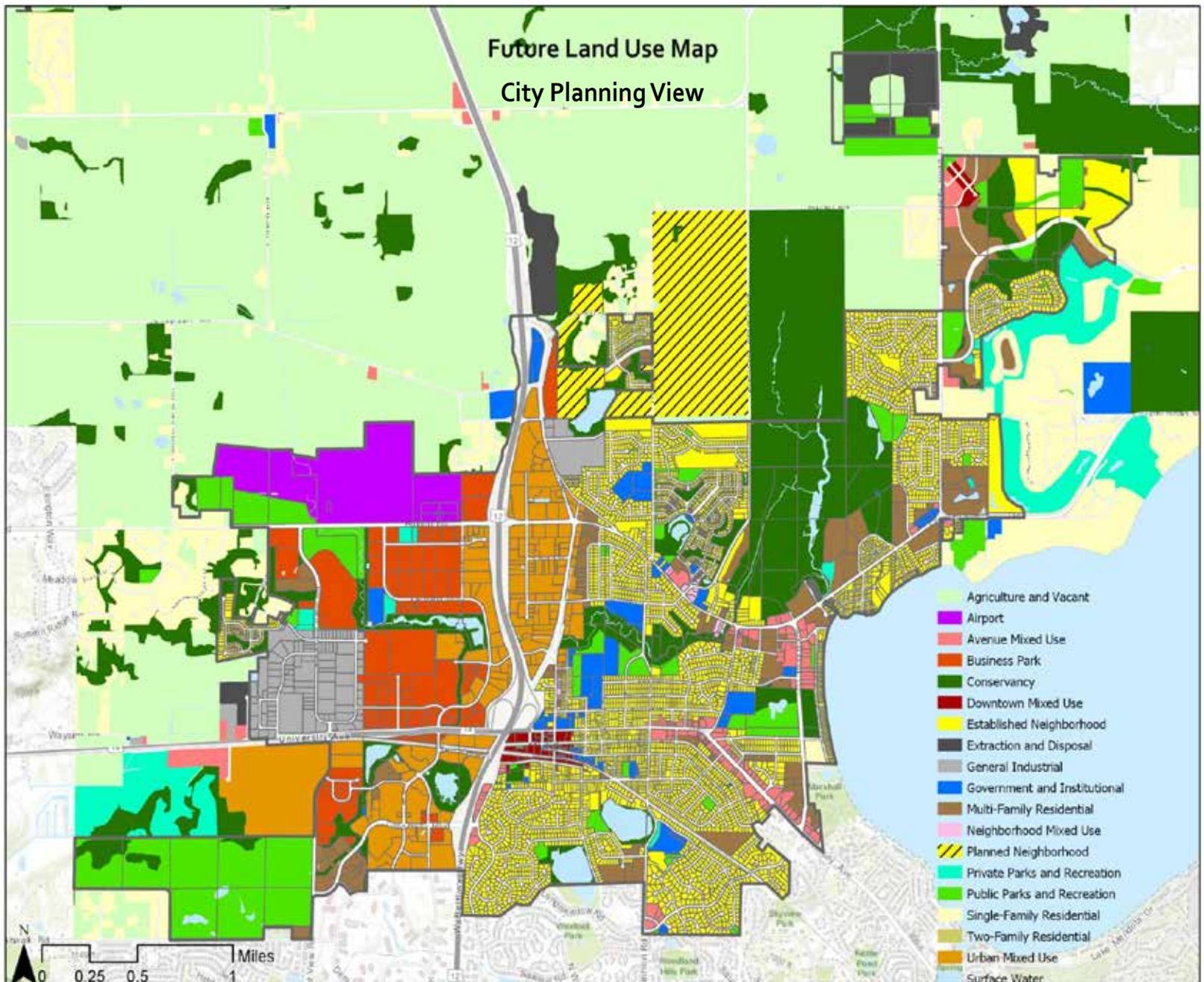
people who can actually to afford to live in Middleton. According to data from the Dane County Housing Needs Assessment, almost 500 low-income households living in Middleton spend more than 50% of their income on housing: 'Affordable' housing means not having to spend more than 30% on rent or mortgage, insurance and taxes. This, by the way, not only concerns people with low incomes, i.e. people who earn less than 60 or 80% than the median county income, but also many middle-income private- and public-sector employees who earn too much to qualify for subsidized housing, but not enough to afford to rent or buy without hardship.

Many factors contribute to the lack of affordable housing, or, from a different angle, the increasing price of housing, including high and rising construction costs, limited amount of land available for development, onerous local and state regulations, and property taxes, to name but these.

The vacancy rates of all types of housing in Middleton are too low to achieve a healthy equilibrium between supply and demand. In other words, Middleton experiences a housing shortage, and it is a seller's market. While this imbalance, plus the factors mentioned previously, have led to a sustained increase in property values (and rents), the City has been reluctant to take bold steps to fundamentally change the situation, or at least do what it can to change it.

It is a fine line to tread. Rising property values are generally considered a good thing by property owners. Property taxes are unavoidable, and will continue to be so, unless Wisconsin enacts bold funding reforms for public services like schools for instance, a prospect that is highly unlikely, given the dysfunctionality of our State-level politics (not to mention the fact that any proposal to do with taxes, other than lowering them, is political suicide).

While the City's zoning rules are antiquated and should ideally be scrapped to allow for greater flexibility in developing and redeveloping neighborhoods, including through mixed-use, higher density and more diversity in housing types in any one area, efforts in that direction are



CITY OF MIDDLETON COMPREHENSIVE PLAN 2020

fraught with adversity, not least in the form of neighborhood opposition to change. Even the most timid attempts in the past at changing the housing culture, i.e. the status quo, in the ‘good neighbor city’ have inevitably led to howls of protest from NIMBYists, and there are no indications that this mentality is changing fast.

The City’s parking requirements, i.e. the number of parking spaces a developer has to provide on-site for residential (and commercial) new construction, is another obstacle to affordable housing that until recently has gone quite unnoticed. If parking is built under-ground, it is very ex-

pensive; if it is built above-ground, it uses valuable real estate that can’t be developed into housing, thus increasing the cost of the housing that actually can be built on the remaining land. While the parking requirements could, theoretically, be abolished at the stroke of a pen, the implications of such a stroke would most likely be very controversial. Since the cars wouldn’t go away, people would park them somewhere else: on the street.

And this is where it gets dicey. Many residents, especially those who live in single-family homes, are convinced that the part of the street fronting their property is in fact part of their property, if not in legal ac-

tuality, then certainly in custom, and that the only people who should be allowed to park there are they and their guests (never mind covid-19). Alternate-side parking in winter is bad enough without adding complete strangers’ cars to the mix. Also, people around here are not used to having to walk from their cars to their homes, and vice versa, more than the length of a driveway. Having to park a block away from one’s home? It’s un-American! It is understandable that after decades of enforcing zoning codes and parking requirements, and thus creating and cementing legitimate expectations among the citizenry, the City is finding it difficult

to change attitudes, including among many of its own officials, elected and appointed.

While the City’s own regulatory requirements have thus driven up the cost (and price) of market-based housing, the City has at the same time promoted the creation of subsidized housing through the liberal use of TIF (tax increment financing). This approach is beginning to show some results in creating more housing for low-income people (as defined by the federal government), but it leaves out, hurts in fact, the middle-income private- and public-sector employees

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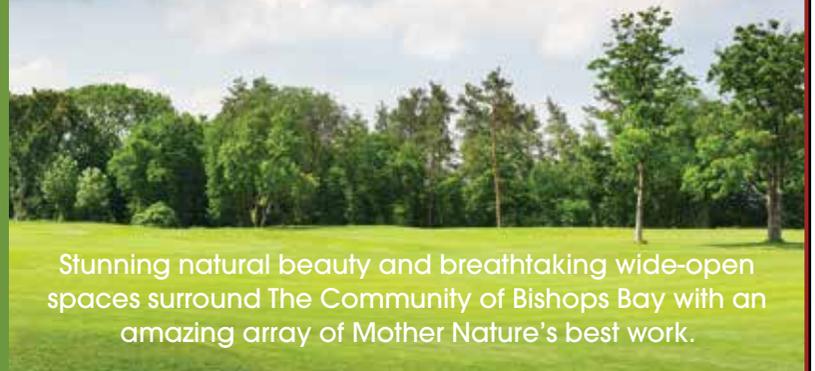
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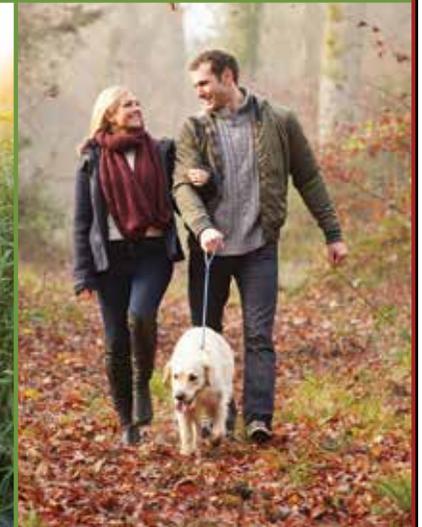
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CONTINUED FROM PAGE 27

mentioned above: those who don't earn enough to be able to afford the market-rate housing, but who earn too much to qualify for the subsidized housing.

Stated another way, the City promotes high-end housing through regulation, and low-end housing through subsidization, leaving no room for middle-income housing - literally: Every parcel of land occupied by City-promoted or City-subsidized housing is unavailable for middle-income housing. And since the supply of developable land in the city is limited, the housing polarization trend is set to continue, unless the City changes its policies.

The Comprehensive Plan's chapter on housing contains some hints in that direction, although it does not go very far in trying to remove market distortions. In fact, it seems that its authors think they can do a better job of distorting the market than their predecessors. And some of the proposals in the Comprehensive Plan might make the situation for middle-income earners even worse, like the suggestion to remove on-site parking requirements only for low-income housing.

The City intends to pursue its overall goal of encouraging the construction of 'a wide range of housing types, sizes, and costs throughout the City, including quality affordable housing, in order to meet the projected housing needs' through six strategies:

1. Increase the amount of housing units available in the City, while ensuring that the overall density of housing is either maintained or increased with growth. (This will require loosening zoning restrictions to allow construction of more and smaller dwellings per acre, including in existing neighborhoods, and will almost certainly provoke NIMBY push-back. Equally ambitious, and potentially controversial, is the idea of increasing mixed development along major transit corridors, like University Avenue, Parmenter Street and Allen Boulevard, to name but these.)

2. Ensure that all land annexed to the City for housing is planned as a complete neighborhood that includes

a range of housing types, a range of costs, and access to services, transit and open space.

3. Preserve and support rehabilitation of the housing stock in existing residential neighborhoods. (Maintain and fix older houses.)

4. Support, and where possible incentivize, housing that meets the highest standards for energy efficiency, water-stewardship, and renewable-energy generation.

5. Promote home-ownership opportunities for first-time buyers (by re-establishing a down-payment assistance loan program, for instance).

6. Provide incentives for the creation and preservation of affordable and income-restricted housing (more TIF incentives).

ECONOMIC DEVELOPMENT

When it comes to economic development, the first duty of government should surely be to do no harm. The role of government in the economy has been the subject of endless debate, and will continue to be so for as long as there is government, or an economy.

Without wanting to go into the wisdom or foolishness of government involvement in the economy, the fact is that the two are, for better or for worse, intertwined in so many ways that whole sectors of the economy could not survive, or would not exist, without government, while on the other hand government would not be able to function without the generation of taxable wealth by private businesses. And of course, millions of bureaucrats, accountants, auditors, inspectors and other officials, elected and appointed, would be out of a job if it weren't for government regulations - the need for their enforcement and the seemingly irrepressible urge to create new ones, from the federal level all the way down to the local one.

This is also not a matter of a rigid dichotomy between the public sector and the private sector. Many government rules are supported, if not outright demanded, by businesses for a variety of reasons. Private corporations lobby Congress and state legislatures as much to get regulations in their favor approved, as they do to prevent regulations they don't like from taking effect.

That is also true on the local level. Middleton's infamous 'mobile food establishment' ordinance was originally requested by some brick-and-mortar restaurants to prevent food carts from setting up shop too close. The idea was enthusiastically taken up by the then-members of the License and Ordinance Committee (L&O), who made a complete pig's breakfast of it. The resulting piece of regulation was indeed so ill-conceived that it not only made it practically impossible for any food carts to do business in Middleton, but also for local brick-and-mortar restaurants to set up a grill off-premise, or for non-profits to sell ice cream at a fundraiser. L&O has been tinkering with the ordinance ever since, trying to correct its unintended consequences as they have become apparent.

One conclusion to be drawn from this fiasco is that government action can do a lot of damage, even when it is trying to help.

Parenthesis open: Good intentions don't guarantee positive outcomes, and they are especially fraught with danger when they are rooted in somebody's desire to 'make this world a better place' and that somebody's personal vision of what 'a better place' should be like. One person's paradise is another one's hell, and every dictatorship established and every political atrocity committed throughout history can be traced back to somebody's idea of 'making this world a better place'. People who think they know what's best cannot tolerate dissent. Which is why, as they say, the way to hell is paved with good intentions. Parenthesis closed.

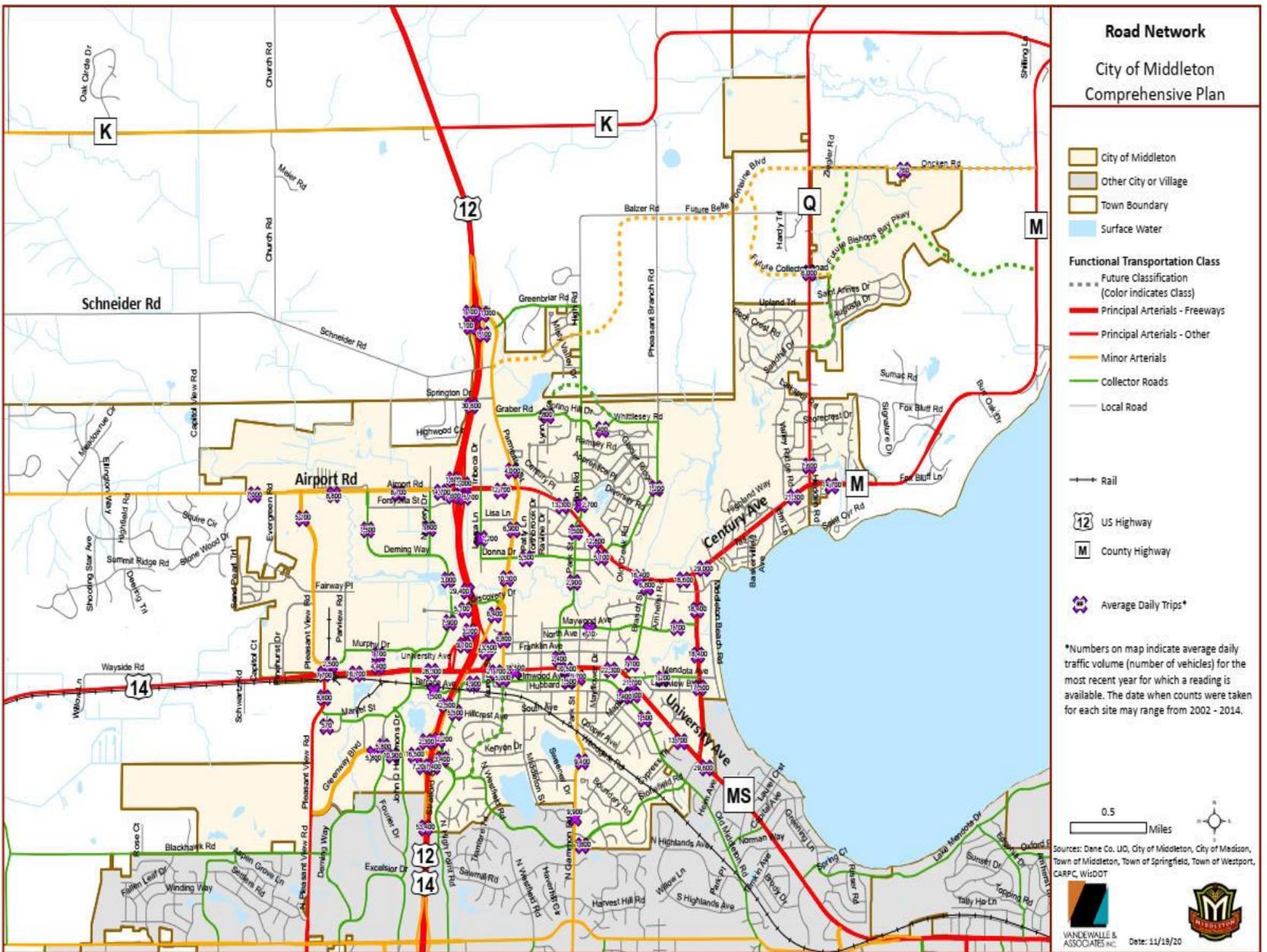
That said, we can be pretty confident that the chapter on economic development in the City's Comprehensive Plan will not result in a bloodthirsty regime, although it has already led to hysterical hyperventilating in some quarters, since the airport is mentioned as an economic asset.

As stated in the chapter's introduction, 'the local economy in Middleton is strong, and that is due in part to a stable relationship between the City of Middleton, the Middleton Chamber of Commerce, and the Middleton-Cross Plains Area School District. Middleton is home to many large employers, including

PPD (1,350 employees), Electronic Theatre Controls (880 employees), and UW Health/Medical Foundation (800 employees). Middleton's primary employment sectors are professional, scientific and technical Services (18%), accommodation and food services (17%), and retail trade (13%). Middleton benefits from its location within the Madison region because of its proximity to the Capitol and State government, and to the University of Wisconsin. The city is not only an attractive place to live for such employees in Madison, but Middleton is also consistently a net provider of jobs to the region. In 2017, Middleton supplied a net of over 10,000 jobs to the region.'

As is further explained, 'the primary tool Middleton uses for economic development is tax increment financing (TIF). Middleton has two active tax increment districts (TID), TID #3 and TID #5. TID 3 was initially established in 1993 with a base value of \$34 million. The TID was expanded in 1996 to encompass an expanded base value of \$65 million. The City has used \$120 million in increment in the TID to leverage nearly \$920 million in value. Significant community improvements have been made within the district, including the Confluence Pond on Deming Way, trail projects, public street projects like Airport Road, Deming Way, Greenway Boulevard and Parmenter Street. The City has subtracted over \$340 million in increment from the district to return the tax base to the underlying jurisdictions. TID #3 will close in 2030. TID #5 was established in 2009 with a base value of \$89 million. Approximately \$70 million in new value has been generated within the District, with the potential for another \$600 million being added before the District is scheduled to close in 2031. Community improvements in TID #5 include the acquisition of a trailhead property for the Pheasant Branch Conservancy as well as a portion of the planned North Mendota Trail project.'

While TID #3 is one of the most successful TIF districts in the state, TID #5 is struggling. It has no cash-flow of its own, but has been supported by donations from TID #3. This does not mean that it is a failure, though. As City Administrator Mike



Davis does not tire of pointing out, TID #3 also struggled before it found its stride. Apart from normal growing pains, TID #5, however, has the additional complication that the original hoped-for cash cow, a large facility by Meriter on Laura Lane that was supposed to become an abundant source of increment and the catalyst for more investment, has not happened (yet). Other projects are meanwhile happening, but the rate of growth is slower than anticipated.

The State's original intent when it created TIF as a municipal mechanism for economic development was to encourage the rehabilitation of blighted (urban) areas. Since then, the uses of TIF as a steering tool have been vastly expanded.

In the customary flourish of feel-good platitudes, the Plan describes

economic development goals that could be, and probably are, standard content in every comprehensive planning document in every municipality in every country: 'Middleton [or your town's name here] should embrace a vision of economic development that can deliver continuous growth, prosperity, and inclusion that can raise the standards of living for all people.'

This is followed by other laudable aspirations, although some of them stray from pure support of economic development in order to pursue other goals. Examples include number 7. and number 9. below. The latter especially conjures up images of eager Plan Commission members nitpicking the design, color, windows, doors, drapes, blinds, patio furniture, type of flowers in the hanging baskets, height off the ground of the hang-

ing baskets, and any other aspects of every building to try to impose their personal tastes even more so than they already do (this list is based on tragicomic precedent from past Plan Commission proceedings).

To achieve its goals, the Comprehensive Plans aims to:

1. Foster entrepreneurship, business retention and growth of Middleton businesses through targeted initiatives, programs and business development support.
2. Harness economic development opportunities and ensure adequate sites are available to meet the needs for job growth.
3. Improve quality of life in Middleton by providing high-quality amenities and public services that make it an attractive and desirable place.

4. Address workforce mobility to ensure that employees in Middleton have a variety of safe, reliable, and affordable transportation alternatives.

5. Continue economic development collaboration with the State agencies, Madison Region Economic Partnership, regional communities, and local economic development organizations.

6. Continue to invest in public infrastructure.

7. Make environmental sustainability a priority in all economic development decisions.

8. Increase tourism in Middleton highlighting its many existing community assets, expanding its presence as a destination for outdoor recreation, and investing in support ame-

CONTINUED FROM PAGE 33

nities.

9. Protect and enhance the historic character of the community.

CHARACTER

The shortest chapter in the Comprehensive Plan (six pages) concerns itself with the vague notion of ‘character’, and an attempt by the City to, at worst, artificially create a sense of community, or, at best, create the conditions so that the people will develop a sense of community. The assumption being that it is necessary. The following text is from the Comprehensive Plan:

‘The character of a place is distinctly tied to its history and its people. A neighborhood with character and vibrancy has a strong sense of community built through its rich history and a deep connection between neighbors. In Middleton, there are many neighborhoods with character that should be preserved, which complement others that are transitioning to evolve with the growing population. The City of Middleton strives to provide the space for character to grow and be maintained in all these different neighborhoods and strives to create an inclusive, cohesive and distinct community. This not only benefits the residents and visitors, but also attracts community involvement, enhances public safety and fosters business development.

This chapter will discuss how Middleton will conserve and promote the effective management of historical and cultural resources, community design, and recreational resources according to Wisconsin Smart Growth Law. The City will use these strategies and actions to create a vibrant place to live that is welcoming to residents and visitors alike. It will build upon previous plans created by the City but requires the active participation by community members in order to see these strategies to fruition.

1. Preserve and honor the historical and cultural assets and heritage in Middleton. (...)

This includes applying (or imposing) design guidelines for buildings in the Pheasant Branch historical area along Century Avenue.

2. Create accessible community

spaces that are open and welcoming to all groups of people throughout the City. (...)

One priority would be to create a community center where residents can gather freely, take classes, and interact with each other.

3. Improve the sense of place and strengthen community identity in Middleton. (...)

One initiative would be establishing a ‘One Percent for the Arts’ program in conjunction with Middleton’s tax incremental financing (TIF) districts to pay for public art.’

GREEN CITY

The ‘Green City’ chapter is the longest one in the draft Comprehensive Plan, which should come as no surprise to anybody following the proceedings of our city government: the Sustainability Committee, which had the main input into the chapter, is the most verbose of all City committees. It has more members than almost any other committee, and they all have a lot to contribute. Its meetings also last the longest.

‘Sustainability’ is a concept whose meaning has expanded over the years as awareness that all things are interconnected has grown. The Green City chapter uses the widely cited definition from ‘Our Common Future’, the 1987 World Commission on Environment and Development’s final report, as a starting point: ‘Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.’ In its narrow interpretation it means the need to reconsider our current practices of how we generate economic development and prosperity, and to stop the exploitation of our finite natural resources. At the core of it is how we produce and use energy. To use an investment analogy: Sustainability means living off the interest while leaving the capital intact.

The Comprehensive Plan adds (racial) ‘equity’ elements to its considerations, a seemingly inevitable component of every modern political document, no matter how tenuous the links between the issues might be.

Buried under a vast amount of platitudes, flourishes and bombast, one can find the Plan’s proposed sustainability goals, and the ways and

means it wants the current and future city governments to employ to reach them.

From the introduction: ‘Middleton will preserve, protect and enhance our unparalleled connections to nature, agriculture, and water resources, and we will continue to lead with a community-wide stewardship ethic that will equitably mitigate climate change and adapt to our changing environment.’ (How our connections are ‘unparalleled’ is a bit of a mystery.)

More than just a set of one-time goals (although there are plenty of those, too), the ideas behind sustainable development include ‘overarching guiding principles which are applied to all strategies within this Comprehensive Plan. These guiding principles are equity, health and wellness, and resiliency. All policy decisions will use these themes as guidance and not as an afterthought. The City of Middleton must regularly assess that we are meeting the needs of everyone and inform staff and elected officials in a timely manner where we can do better. Trust, transparency, and civic empowerment are important components of servant leadership and absolutely necessary to move forward from this moment on.’

It gets more concrete in the following excerpts about the ‘strategies’ and ‘actions’ that ‘will help to ensure that the city of Middleton residents and surrounding communities experience the benefits of a livable and healthy environment as the city continues to grow and change.

‘1. Mitigate climate change by reducing our community-wide energy use and eliminate greenhouse gas emissions by rapidly switching from fossil fuel sources to local, renewable sources of energy.’

‘2. Adapt to climate change effects, community emergencies, economic downturns, and unforeseen events that challenge our city through robust resiliency planning that will reduce risks, mitigate ecological degradation, and provide equitable disaster response for all citizens, businesses, and industry.’

‘3. Protect and enhance our impressive public lands system that makes up 25% of Middleton’s land use (conservancies, parks, forests, and trail system) and provides recreation, beauty, tranquility, and multi-func-

tional, ecological system services.’

‘4. Promote biodiversity and value the many co-benefits provided by species in our ecological biome.’

‘5. Reduce waste with robust policies and resources for reuse, recycling, and community curbside composting programs, and move the narrative away from waste management and instead to resource recovery.’

‘6. Celebrate and protect our shared watersheds and adjacent Yahara lakes system, conserve our water resources, and safeguard the quality of our drinking water that comes from abundant underground aquifers.’

‘7. Develop a more systematic approach to implementing green infrastructure storm water practices and innovate ways to improve our watershed health and community resiliency in the face of ever-increasing extreme weather events due to climate change.’

‘8. Support a local and just food system where everyone has access to healthy, safe, affordable food.’

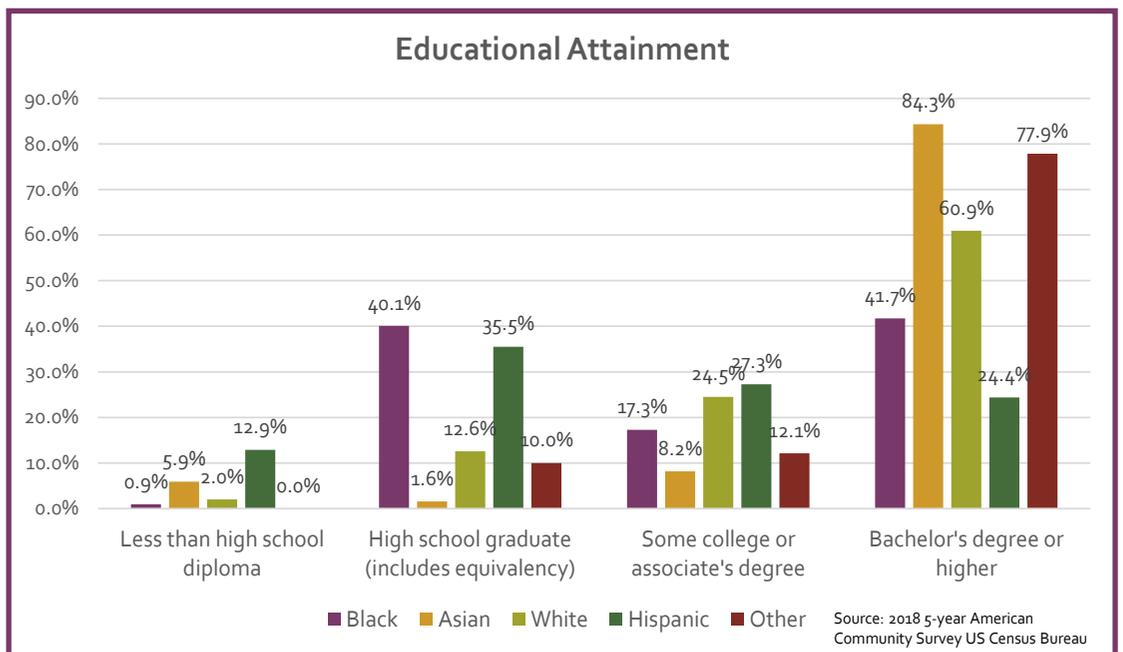
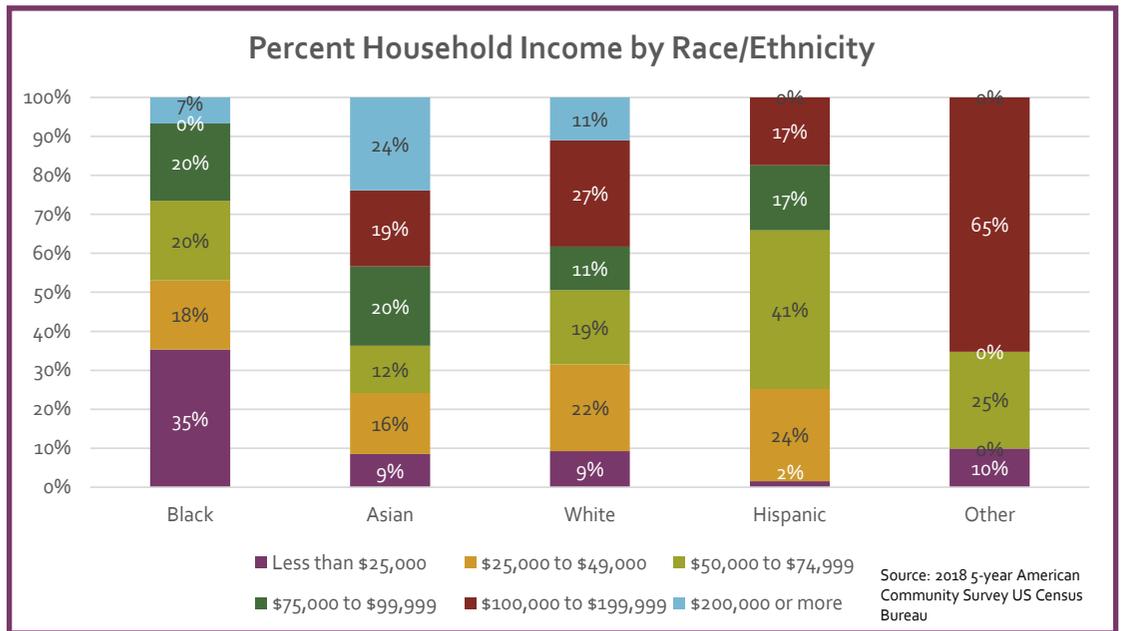
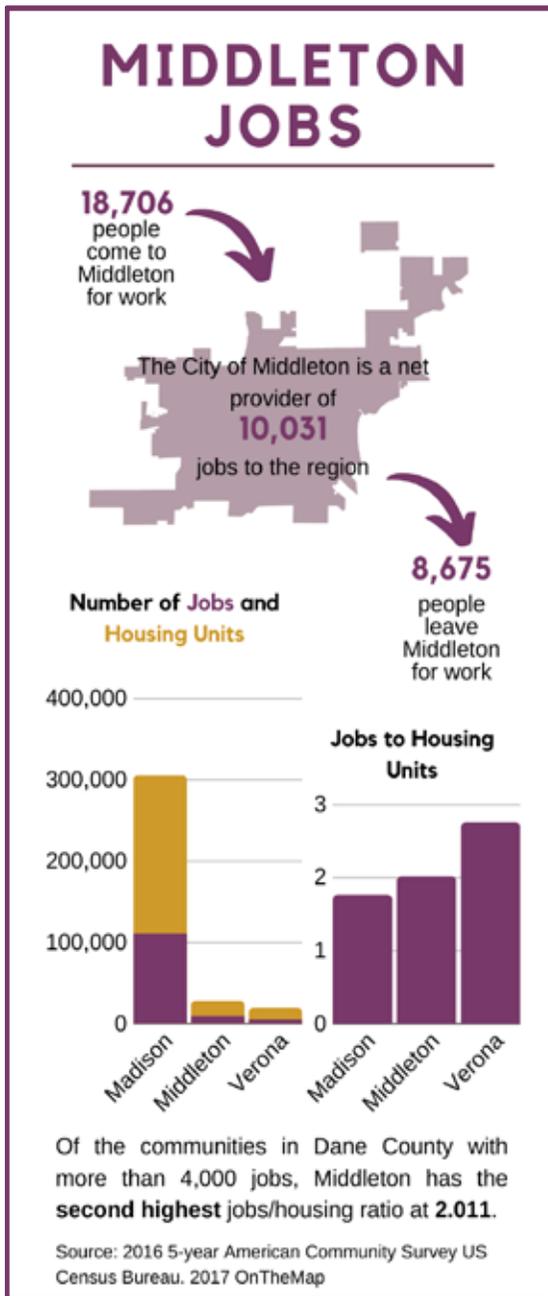
‘9. Provide entry points into the new Green Economy for local citizens and school district graduates through job training, job creation via renewable energy projects, and reduced energy costs that center people historically burdened by unjust systems.’

GOVERNANCE AND PARTNERSHIPS

The State’s requirements for cities’ comprehensive plans includes a chapter on ‘utilities and community facilities’, which in the City of Middleton’s draft version of its Comprehensive Plan becomes ‘governance and partnerships’, and includes reflections not only on how Middleton should govern itself, but also on its relations with outside entities, neighboring communities, intergovernmental agencies, private service providers and the school district.

Middleton does not exist in a vacuum, and a lot of decisions by the City not only influence the quality of life of people in other communities (and vice versa), but many issues can only be dealt with through cooperation across boundaries and among different jurisdictions. (All quotations and excerpts are from the this chapter of the draft Comprehensive Plan.)

‘Like any urban community, the city of Middleton is served by a wide



range of public and private utilities and other service providers, many of which cross municipal boundaries. Middleton functions within a regional framework. Having high-quality, reliable, accessible, and cost-effective services has a direct bearing on the quality of life enjoyed by all residents, workers and visitors. Because most utilities and services cross municipal boundaries, this chapter emphasizes the importance of the City forging partnerships with surrounding municipalities, the school district, non-profit organizations, and the private sector to maximize efficiency and accessibility for facilities and services.'

Many of the goals ('strategies') stated in the chapter are an updated continuation of past practices, and

some echo goals from other chapters, notably the one on sustainability.

1. Continue to actively engage the community by enhancing open and accessible channels of communication between City staff, elected and appointed officials, and all residents and businesses.

2. Foster strong intergovernmental relationships and partnerships with surrounding municipalities and local, regional, and state organizations.

3. Partner with educational institutions to ensure that city residents have lifelong learning opportunities.

4. Coordinate water and wastewater service with development and transportation projects to promote orderly maintenance and extension of services, with installation occurring

in a manner that minimizes physical and negative aesthetic impact, while ensuring efficiency in service provision.

5. Provide services and programs to manage solid waste and promote recycling while encouraging residents and businesses to reduce waste output, and increase their reuse of materials.

6. Work with providers to ensure the reliable supply and transmission of energy throughout the city while working toward achieving 100% renewable energy usage.

7. Support public/private partnerships to co-locate communications facilities, utilize existing structures for site equipment as much as possible, and ensure that technological ad-

vances are accessible to all residents and businesses.

8. Improve storm water management practices so that they adequately mitigate intense rain events, reduce runoff rates and volumes, reduce sediment and pollutant transport, and improve the quality of streams, ponds, and Lake Mendota.'

Point 2. especially looks better on paper than in real life. The 'relationship and partnership' with the Town of Middleton is indeed a bit strained at the moment due to the flak the City is receiving from the Town because the latter's chairwoman's opposition to the airport.



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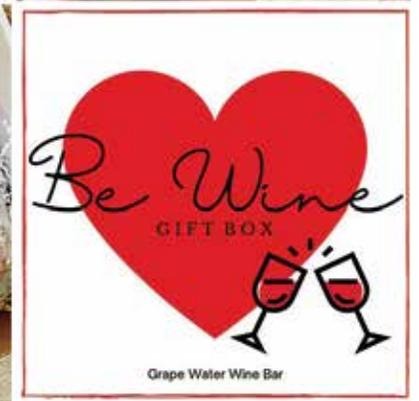
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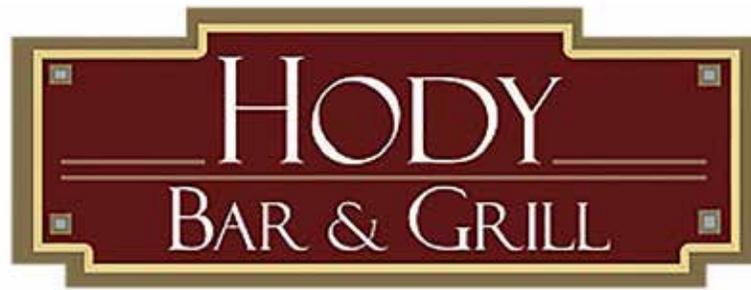
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