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Land Use Tracker

A quarterly publication of the Center for Land Use Education

PLANNING FOR AIRPORTS: THE ROLE OF LOCAL GOVERNMENT

By Rebecca Roberts, Land Use Specialist, Center for Land Use Education

Wisconsin has a diverse aviation system of more than 130 public use airports (see map on page 2). With the growth of the global market, transportation of goods and passengers is increasingly becoming a key element of Wisconsin's economy. The aviation system provides a variety of services for state residents and plays an important role in attracting business and industry to the state. To ensure that the aviation system is preserved to meet future needs, airport owners and their host communities need to maintain and develop the existing aviation infrastructure.

One of the primary concerns facing the aviation industry today is the increasing pressure of incompatible land use near airports. Incompatible land uses are those that constrain safe and efficient operation or expose people living or working nearby to noise or other aviation hazards. In recent years, Wisconsin's airports have felt the increasing demand for developable space adjacent to airports, both in the air and on the ground. Without proper planning, incompatibilities are likely to increase as the demand for developable land and air travel grows.

Airport compatible land use planning is essential for a number of reasons. First, it enhances the safety of those in the aircraft and on the ground by mitigating factors that may contribute to aircraft accidents. Second, compatible land use planning protects airport viability and development potential by correcting and restricting land uses that could limit the airport's growth. Third, compatible land use planning increases the quality of life for airport neighbors and surrounding communities by alleviating the negative impacts of aircraft and airport operations.

Local Government Tools

Local governments are on the front line in planning for airport compatible land uses. While federal and state agencies create guidelines and enabling regulations related to land use, local units of government are charged with implementing and enforcing these measures at the local level. Local planning and regulatory tools such as comprehensive plans, zoning ordinances, and subdivision regulations provide a critical framework for preserving airport environs and protecting surrounding properties. Local government tools for airport compatible planning are described below:

► Comprehensive Plan (Wis. Stat. §66.1001)

Wisconsin's comprehensive planning law authorizes towns, villages, cities, and counties to prepare, adopt, and amend a comprehensive plan. Once adopted, zoning, subdivision and official mapping ordinances must be consistent with the comprehensive plan. The comprehensive plan must address nine different elements or topics. The land use element should identify land needed for airport purposes and designate surrounding land uses that are compatible with the airport. The transportation element must incorporate airport master plans and identify goals, objectives, policies and programs to support air transportation. Lastly, the intergovernmental cooperation element provides an opportunity for coordination among the airport, airport managers, boards/commissions, and host communities.

► General Zoning (Wis. Stats. §59.69, 60.61, 60.62, 61.35, 62.23)

Zoning is a tool used by local governments to regulate land uses within a community. It is most effective when implemented early in the development of an airport and its environs. The zoning ordinance can control on-site uses at an airport including airport hangars, parking areas, vehicle and pedestrian accessibility, building height and use. It is also effective for reducing incompatible land uses in the surrounding area. Uses that may be incompatible include

structures with large densities of people, streetlamps and buildings that emit bright light, dust-producing smokestacks that cause visual and physical obstructions, and ponds and large wetlands that attract wildlife hazards. Uses that are often compatible include farmland, low density residential development, and small office buildings. Local zoning authorities are required to notify publicly owned airports of proposed zoning changes within an airport affected area (3 miles around the airport boundary). Publicly owned airports may protest proposed zoning changes within this area either verbally or in writing to the zoning authority. Thereafter, the proposed change requires approval by two-thirds of the members of the governing body.

► Airport Approach Protection Zoning (Wis. Stats. §114.136 and 66.1009)

In addition to general zoning, any county, city, village or town that is the owner of an airport may protect the aerial approach to the site by an ordinance regulating the use, location, height, number of stories, and size of buildings,

Figure 1: Wisconsin State Airport System, 2010



structures, and objects of natural growth in the vicinity of the airport. Governments may also divide the territory to be protected into several areas and impose different regulations and restrictions with respect to each area. Common regulations include height limitations (which are required as a condition of accepting airport improvement grants) and airport overlay zones (which apply in addition to any underlying base zoning). The local government may exercise these types of controls in an extraterritorial area up to 3 miles outside the boundaries of the airport.

► Subdivision Regulations

(Wis. Stat. §236)

Land division and subdivision regulations provide standards and procedures for dividing and recording individual parcels of land within a community. Local governments have a responsibility to review subdivision plats to ensure compatibility with land uses around airports. As part of the plat review process, local commissions have an opportunity to examine population and development density for airport compatibility and ensure that developments of higher density are not allowed in or near an airport approach zone. The layout of property boundaries should also be reviewed to preserve aircraft safety when adjacent to or within one mile of an airport. This review guarantees that local officials and developers discuss land use decisions before the development takes place. If a subdivision plat does not comply with provisions of a local land division ordinance, zoning ordinance, or other locally adopted plan or ordinance, the local government may withhold approval.

► Official Map

(Wis. Stats. §60.61(2)(e) and 62.23(6)(am)2)

An official map is legally adopted document that shows and reserves the location and width of existing and proposed streets, public facilities, parks, open space, and drainage rights-of-way. When a publicly owned airport or airport affected area is located in a city, village or town, it must be shown on the municipality's official map.

Summary

Local government officials, planners, airport owners, and residents are all stakeholders in the airport land use compatibility planning process. These groups should work together to limit tall structures, visual obstructions, electronic interference, wildlife attractants, large densities of people, and residential development near airports. Early coordination with relevant state and federal agencies is also advisable when dealing with aviation planning issues. The Wisconsin Department of Transportation, Bureau of Aeronautics has prepared a guide to assist in this process. Contact information for the Bureau and the Guide are provided below.

Portions of this article were reprinted from the Wisconsin Airport Land Use Guidebook published in June 2011 by the Wisconsin Department of Transportation, Bureau of Aeronautics. Cover photo: New Richmond Regional Airport courtesy Gary Dikkers. Map courtesy Wisconsin DOT.

FOR MORE INFORMATION

Wisconsin Department of Transportation
Bureau of Aeronautics
P.O. Box 7914, Madison, WI 53707
(608) 266-3351
www.dot.wisconsin.gov/modes/air.htm

► Wisconsin Airport Land Use Guidebook WisDOT Bureau of Aeronautics (June 2011)

This guidebook describes tools available for airport compatible land use planning and the roles and authority of various stakeholders.
www.dot.state.wi.us/library/publications/topic/air/airportlanduseguide2011.pdf

► Transportation Planning Resource Guide WisDOT Bureau of Planning (March 2001)

This guide provides information on preparing the transportation element of a local comprehensive plan.
www.dot.wisconsin.gov/localgov/docs/planningguide.pdf

WORKING WITH THE NEW IMPERVIOUS SURFACE STANDARD

By Lynn Markham, Land Use Specialist, Center for Land Use Education

Why do we have shoreland zoning?

The Wisconsin legislature adopted shoreland zoning in 1966. Purposes of shoreland zoning include:

- ▶ Maintaining healthy fisheries, including natural reproduction
- ▶ Limiting water pollution so that it's safe and enjoyable to play and swim in our lakes and rivers
- ▶ Keeping shore cover and natural scenic beauty¹

A new version of the shoreland zoning rule called NR 115 was adopted in 2010 following an eight year public participation process that included 19 public hearings and over 50,000 public comments. While many standards stayed the same, others were changed or added. One example is a new impervious surface limit for properties within 300 feet of a lake or stream. This standard was added based on years of experience of county zoning staff, plus relevant scientific and economic research.

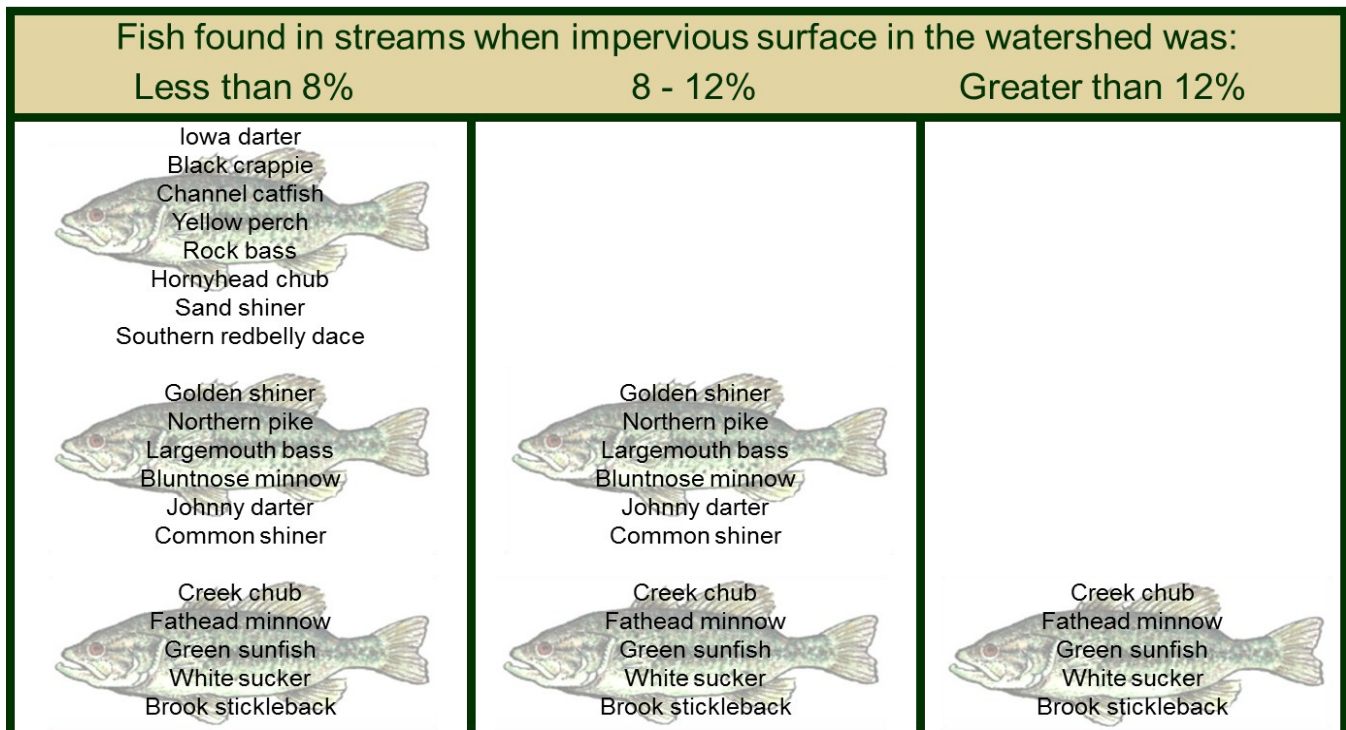
Why do we have impervious surface limits?

In the 40 plus years since the original shoreland zoning rule was created, many scientific studies from around the U.S. have shown that hard or impervious surfaces like rooftops and driveways make a big difference in the quality of lakes and rivers. Impervious surfaces prevent water from soaking into the ground, thereby increasing runoff that carries fertilizers, pesticides and other pollutants to lakes and streams. For instance, a parking lot produces 16 times more runoff during a one-inch rainstorm than a meadow of the same size.²

Studies of 47 Wisconsin streams found that fish populations decline dramatically when more than 8-12% of the watershed is covered with hard surfaces such as rooftops, roads and driveways. Streams with more than 12% hard surfaces have consistently poor fish

¹ Chapter NR 115: Wisconsin's Shoreland Protection Program. <http://legis.wisconsin.gov/rsb/code/nr/nr115.pdf>
² Schueler, T. 1994. The Importance of Imperviousness. *Watershed Protection Techniques*, 1(3):100-111.

Figure 1: Impact of Impervious Surface on Fish



communities.³ The same trend of poor fisheries with increased impervious surfaces was found in a 2008 study of 164 Wisconsin lakes.⁴ Hard surfaces harm fisheries because:

- ▶ Warm runoff from roads and other hard surfaces raise water temperatures and decrease oxygen levels, eliminating some fish species
- ▶ Sediment carried in the runoff creates cloudy water, so fish that hunt by sight have a hard time finding food
- ▶ Sediment covers spawning areas and clogs the gills of some fish

Economic studies during the same timeframe found that to protect waterfront property investments, we need to protect water quality. Not surprisingly, people prefer clean water and will pay more to live on lakes with better water quality. A study of over 1,200 waterfront properties in Minnesota found that when water clarity changed by three feet, property values changed by tens of thousands to millions of dollars.⁵

Since learning about the effects of impervious surfaces, 21 counties in Wisconsin have included impervious surface standards in their shoreland ordinances. Some of these counties have over 10 years of experience working with these standards. When the new state impervious surface standard was being crafted, these counties provided invaluable insight.

³ Wang, L., J. Lyons, P. Kanehl, R. Bannerman, and E. Emmons 2000. Watershed Urbanization and Changes in Fish Communities in Southeastern Wisconsin Streams. *Journal of the American Water Resources Association*. 36:5(1173-1187); Wang, L., J. Lyons, and P. Kanehl 2001. Impacts of Urbanization on Stream Habitat and Fish Across Multiple Spatial Scales. *Environmental Management*. 28(2):255-266.

⁴ Garrison, Paul et al. Implementation and interpretation of lakes assessment data for the Upper Midwest. Final report to the U.S. EPA. Grant No. X7-83254601. November 2008. pp.47-48

⁵ Krysel, Charles et al. June 2003. Lakeshore property values and water quality: Evidence from property sales in the Mississippi headwaters region. www.friendscvsf.org/bsu_study.pdf

⁶ Chapter NR 115: Wisconsin's Shoreland Protection Program. <http://legis.wisconsin.gov/rsb/code/nr/nr115.pdf>

What does the 2010 shoreland zoning rule say about impervious surfaces?

When properties are located within 300 feet of a lake or stream, landowners may:

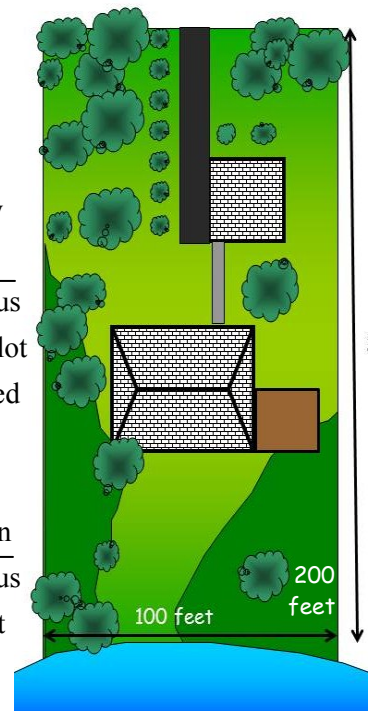
- ▶ Keep existing impervious surfaces.
- ▶ Expand impervious surfaces to cover up to 15% of the portion of the lot within 300 feet of the lake or stream *without a permit*.
- ▶ Expand impervious surfaces to cover 15% to 30% of the portion of the lot within 300 feet of the lake or stream *with a permit and mitigation*.

An impervious surface is defined in the rule as “an area that releases as runoff all or a majority of the precipitation that falls on it. Impervious surface excludes frozen soil but includes rooftops, sidewalks, driveways, parking lots, and streets unless specifically designed, constructed and maintained to be pervious.”⁶

Counties have some flexibility in how they apply the impervious surface standard, particularly in whether they count decks, gravel or pervious pavers as impervious. While pervious pavers can reduce runoff to lakes and

Figure 2: Expansion to More Than 15 Percent Impervious Surface

Existing Development	
2,000 sq. ft. House	
+740 sq. ft. Garage	
+660 sq. ft. Driveway	
+100 sq. ft. Sidewalk	
<hr/>	
3,500 sq. ft. Impervious	
17.5% of 20,000 sq. ft. lot	
▶ No mitigation required	
Proposed Development	
+500 sq. ft. Expansion	
<hr/>	
4,000 sq. ft. Impervious	
20% of 20,000 sq. ft. lot	
▶ Mitigation required	



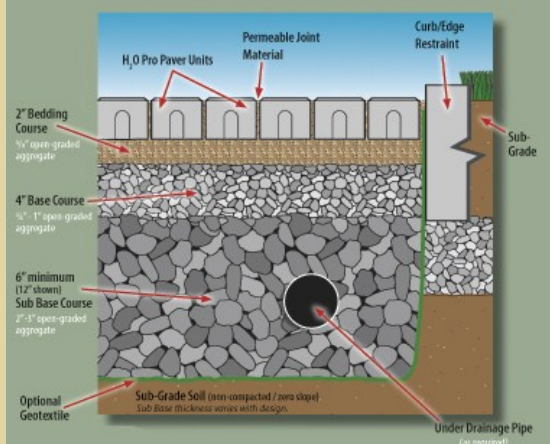
streams, they do not provide wildlife habitat. Similarly, gravel areas can become compacted and result in nearly as much runoff as paved surfaces. Counties also have flexibility in defining what mitigation is. It may include not mowing near the water's edge, planting a buffer of trees and shrubs near the shore,⁷ installing a rain garden where runoff can soak in,⁸ or other practices.

The Wisconsin County Code Administrators developed a Shoreland Zoning Revision Guidebook to comply with changes to NR 115. Chapter two of the Guidebook describes options for writing the impervious surface section of county shoreland ordinances, and ways to administer those options. The Guidebook can be accessed at www.ncwrpc.org/NR115.

⁷ UW-Extension shoreland management publications <http://learningstore.uwex.edu/Shoreland-Management-C122.aspx>

⁸ Rain Gardens: A How-To Manual for Homeowners <http://learningstore.uwex.edu/Rain-Gardens-A-How-to-Manual-for-Homeowners-P372.aspx>

Figure 3: Pervious Paver System



Images courtesy County Materials Corporation

What are some options for landowners to work with the impervious surface limit?

There are multiple ways that lakefront property owners can work with the impervious surface standard. The first is to limit the amount of hard surfaces and covered areas that prevent water from seeping into the ground. When considering additions, decide whether the extra space is really needed. Consider building up instead of out or remove unused impervious surfaces in wide driveways or extra parking areas to balance the amount of new impervious surface.

Another approach is to consider pervious paving materials when designing or redesigning driveways, parking areas, patios, walkways, and other areas that do not have heavy traffic. Pervious paver systems, like the one shown in Figure 4, allow runoff to seep through or between the surface level pavers and enter a subsurface water storage area where it can slowly soak into the underlying soil. Some systems also include a drainage pipe. Maintenance includes periodic inspection and street sweeping and vacuuming. Pervious paver systems need to be sized to handle the runoff that drains to it. In Polk County many patios and walkways have been built with pervious paver systems. Check with your county zoning office to see if they count pervious paver systems toward the impervious surface limit.

While the impervious surface standard is new in some parts of Wisconsin, we also have lakefront property owners, landscapers and zoning staff in 21 counties with years of experience working with impervious surface standards. Let's tap into their knowledge and experience to protect our lakes statewide.

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NATURAL RESOURCES BOARD GIVES COUNTIES MORE TIME TO COMPLY WITH 2010 SHORELAND ZONING RULE

On August 10, 2011 the Wisconsin Natural Resources Board voted to delay the date by which counties need to comply with the 2010 shoreland zoning administrative rule (NR 115) for two years. The rule approved in 2010 required counties to adopt ordinances in compliance with the 2010 rule by February 1, 2012. The Natural Resources Board approved the DNR’s request to delay the deadline to February 1, 2014 to give counties more time to write and adopt zoning rules in compliance with NR 115. As shown below, a number of counties have already adopted ordinances in compliance with the 2010 shoreland zoning rule or submitted draft ordinances to DNR for review.

Draft ordinances submitted to DNR for review:

- Brown
- Dunn
- Fond du Lac
- Green Lake
- Jackson
- Jefferson
- Oconto
- Pepin
- Richland
- Sawyer
- Waushara

Adopted ordinances:

- Adams
- Buffalo
- Dodge
- Monroe

COMPARING ZONING SYSTEMS THROUGH SPATIAL MODELING

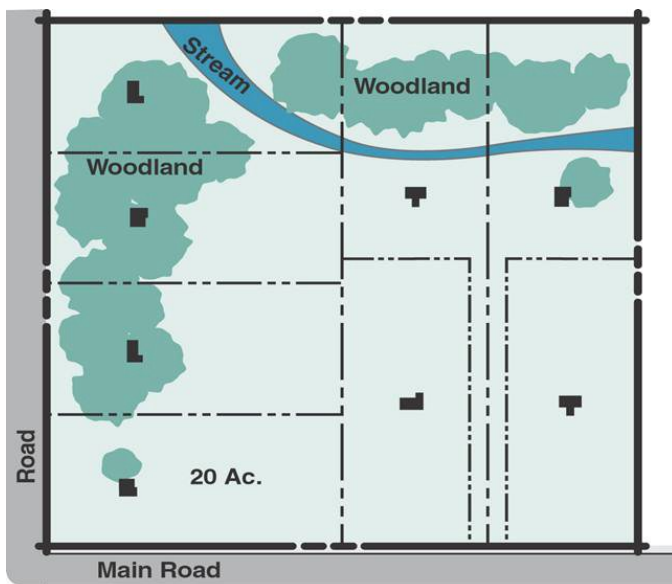
By Luke Olson, University of Wisconsin-Stevens Point

Wisconsin has been relatively progressive as a state in protecting its natural resources and rural character through various land use practices. In fact, Wisconsin was among the first states to adopt a rural zoning ordinance in 1933. Waupaca County jumped on the zoning bandwagon in 1967 when the county board adopted a system based on minimum lot size

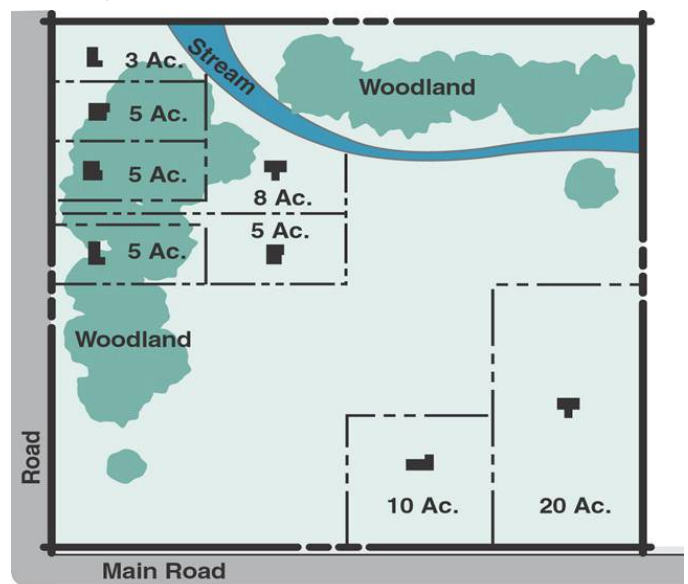
restrictions. This is a common form of zoning in Wisconsin that requires exactly what the name implies—lots must meet a minimum size to comply with the regulations imposed for each district. While effective in ensuring that certain uses are restricted, minimum lot size zoning has its flaws. Waupaca County started to recognize these flaws as large parcels of rural land were subdivided and subsequently developed.

Figure 1: Comparison of Zoning Systems

Minimum Lot Size



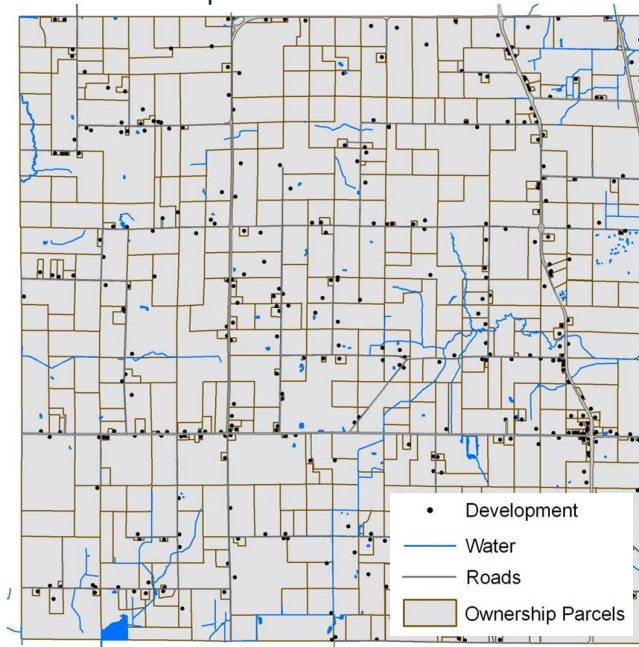
Density-Based



Images courtesy Foth

Figure 2: Build-Out Analysis, Bear Creek, WI

Current Development



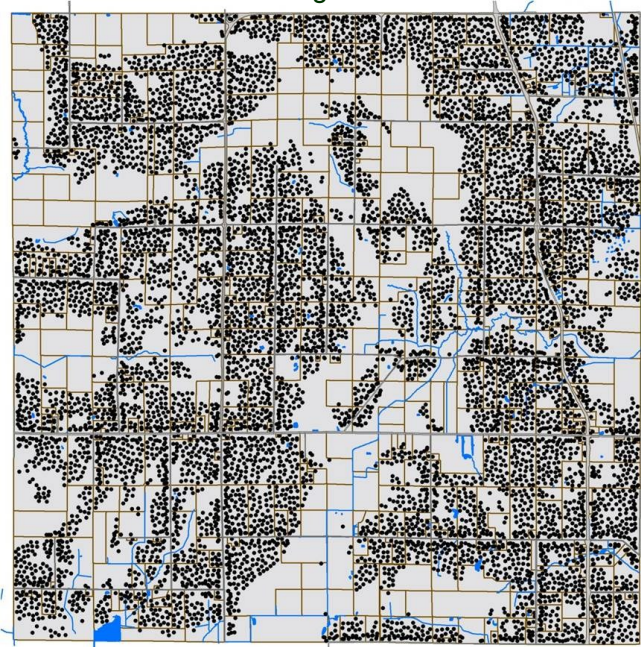
In response, the county board decided to move towards a density-based zoning system with a focus on protecting productive farm and forest land by clustering residential development. The density-based system allocates development rights based on the amount of land one owns.

Build-Out Analysis

Local officials questioned whether the new standards would be adequate to protect natural resources and open space. Researchers at the University of Wisconsin-Stevens Point provided assistance by conducting a build-out analysis for the Town of Bear Creek in Waupaca County. A build-out analysis is a scenario based tool that is used to visually depict potential development within a given area. The Town of Bear Creek contains a mixture of productive farmland, forests, and rural development pressure, so it is fairly representative of the county as a whole.

The model was constructed using ESRI ArcMap 9.3.1 and Scenario 360-Community Viz, a GIS application for this type of modeling. The model was run under maximum build-out conditions using regulatory constraints

Minimum Lot Size Zoning Scenario



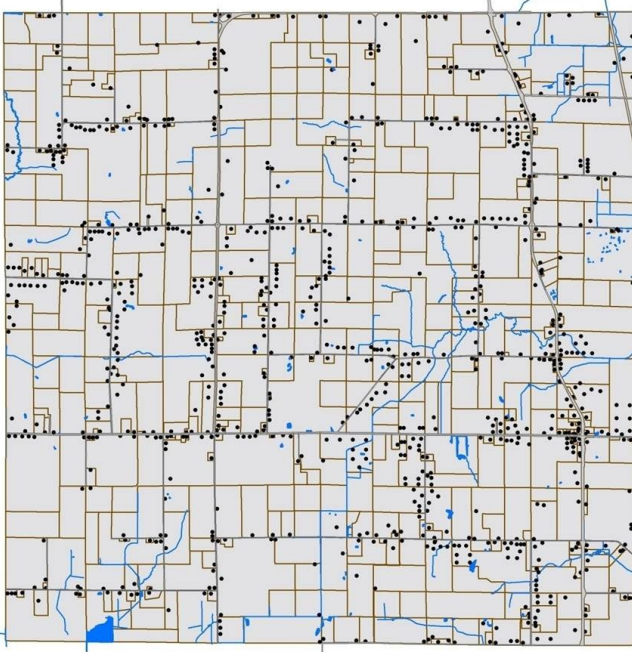
contained in the zoning ordinance and physical and environmental constraints such as wetlands and undevelopable slopes. Figure 2 on shows the results of this analysis.

The minimum lot size and density-based models resulted in drastically different outcomes. Under the minimum lot size zoning system, there is potential for 9,151 building units which translates to a potential population increase of 23,703 (based on 2.59 people per household). Under the density-based zoning system there is potential for 530 building units, or a population increase of 1,373 persons. Although residential development is unlikely to occur at this intensity, it is helpful for recognizing what is permitted under each system and identifying ways to modify regulations to achieve desired outcomes.

Constructing Parcel Lines

The research team took the analysis one step further by constructing realistic parcel lines for each residential unit simulated in the density-based build-out scenario. The constructed parcel lines reflect the allowable lot sizes defined in the ordinance and were placed using clustering and

Density-Based Zoning Scenario

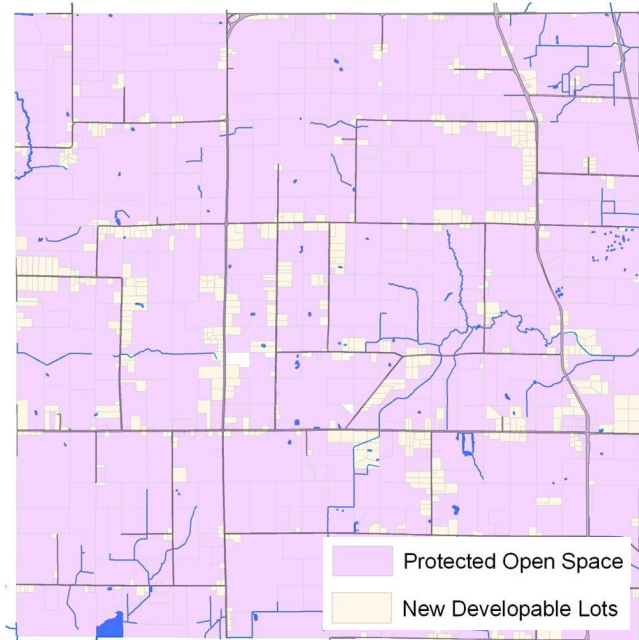


conservation design principles. Under the density-based system, once development rights are utilized the remaining area is permanently protected. At maximum build-out, this system results in the permanent protection of 20,341 acres, a change of only 8.27 percent from current conditions. Similar statistical data can be used to identify planning objectives and to select conservation programs to preserve local resources.

Conclusion

This research concludes that density-based zoning has greater potential to protect open space and natural resources than traditional minimum lot size zoning. A residential build-out model provides local officials and the public with a concrete understanding of how policy changes affect the landscape over time. Simulating future parcel lines creates a visual for planners to hone in on areas with high potential development pressure that may otherwise go unnoticed. Helpful statistical data can also be derived from this type of analysis, including the amount of productive agricultural or forest land lost. Lastly, the model can be used to test the policy effects of programs designed to protect natural resources, such as a

Parcel Lines for Density-Based Zoning Scenario



conservation easement program. Given knowledge of the software and zoning system, a model like this is relatively easy to construct with only marginal costs attached.

Luke Olson is a May 2011 graduate of the University of Wisconsin-Stevens Point with a major in Land Use Planning. Professional assistance for this project was provided by Dan McFarlane, Center for Land Use Education, and Mike Koles, University of Wisconsin-Extension, Waupaca County.

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HELPING WISCONSIN RESIDENTS SAVE MONEY THROUGH WATER EFFICIENCY

By Kevin Masarik, UW-Extension Groundwater Education Specialist

A new tool has been developed to help Wisconsin residents calculate how much they spend showering and flushing the toilet. Many people are literally throwing money down the drain by using older less-efficient showerheads or toilets fixtures. The calculator, which was developed by the UW-Stevens Point and UW-Extension's Center for Watershed Science and Education, imports water and sewer rates from over 400 different water utilities in the state and quantifies how much households could save through increased water use efficiency.

# of people	If Your Combined Water and Sewer Rate in Cost per 100 Cubic Feet ¹ is...							
	\$3	\$4	\$5	\$6	\$7	\$8	\$9	\$10
...Then Your Yearly Total Savings from installing a 1.25 gpm showerhead ² (Gas/Electric Hot Water Heater) ³								
1	\$47/84	\$55/90	\$61/97	\$68/104	\$75/111	\$82/118	\$89/125	\$96/131
2	\$96/167	\$109/181	\$123/194	\$137/208	\$150/222	\$164/235	\$178/249	\$191/262
3	\$143/250	\$164/271	\$184/292	\$205/312	\$225/333	\$246/353	\$266/374	\$287/394
4	\$191/334	\$218/362	\$246/389	\$273/416	\$301/446	\$328/471	\$355/498	\$383/525
5	\$239/417	\$307/486	\$307/486	\$342/520	\$376/554	\$410/589	\$444/623	\$478/657

Something many people don't realize, is that in addition to a standard service connection fee, there is often a water and a sewer fee that is associated with every drop of water used. Add in energy costs associated with hot water for showering and people may be surprised how much some of these everyday activities actually cost. When you divide these services into monthly or quarterly statements, these costs and savings may seem small but add up over the course of the year.

Water and sewer fees are variable from community to community. Therefore it has been difficult to communicate with homeowners regarding how much they could save by installing more efficient water fixtures. This new tool allows homeowners to easily see how much money could be saved over the course of a year through increased efficiency. The median combined water and sewer rate in Wisconsin is almost \$5.50 per 748 gallons of water, however values range anywhere from less than \$1 to \$12 per 748 gallons of water depending on who the provider is. The average Wisconsin family is going to save between \$200 and \$300 just by installing a more efficient showerhead. For many families, the extra money can go a long way towards paying bills or putting food on the table.

The more people living under the same roof, the more a household stands to gain. Households with electric hot water heaters will see more savings than someone with a gas hot water heater since it is generally more expensive to heat water with electricity than natural gas. Replacing an inefficient showerhead (typical cost ~ \$10-20) offers quicker monetary savings than replacing an old toilet.

Populations that may be good to target with this information include neighborhoods with older homes that are more likely to have outdated or inefficient fixtures, college or student housing with large numbers of people living under the same roof, and low-income houses where the extra money can go a long way. This information may also be useful for communities to include with public service announcements regarding water conservation to their customers. The calculator will be periodically updated to reflect current water, sewer and energy rates.

Visit the Center for Watershed Science and Education's website to download the Residential Water Saving Calculator and see how much you could save through improved water use efficiency. <http://www.uwsp.edu/cnr/watersheds>

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 (CM) - Certification
Maintenance credit
granted or applied for

CALENDAR OF EVENTS

Wisconsin Healthy Communities Conference
October 4, 2011 – Holiday Inn Conference Center, Stevens Point, WI
<http://blogs.ces.uwex.edu/healthywicomunities>

Lean Government Conference
October 10 – Monona Terrace, Madison, WI
www.wisquality.org/1925-2/

Wisconsin County Code Administrators Fall Conference
October 12-14, 2011 – Devil's Head Resort, Merrimac, WI
www.wccadm.com

ESRI Seminar - Extend the Reach of Your GIS
October 13, 2011 – Madison Marriott West, Middleton, WI
www.esri.com/events/seminars/extend-your-reach/index.html

Rally 2011: The National Land Conservation Conference
October 13-16 – Frontier Airlines Center, Milwaukee, WI
www.landtrustalliance.org/training/rally/rally

Wisconsin Conference on Downtown Revitalization
October 19-20 – Ramada Plaza Hotel, Fond du Lac, WI
<http://wisconsinowntown.org>

League of Wisconsin Municipalities Annual Conference
October 19-21, 2011 – Wyndham Airport Hotel, Milwaukee, WI
www.lwm-info.org

Using GIS to Benefit Economic Development
October 27-28, 2011 – Bridgewood Resort, Neenah, WI
www.wlia.org

Upper Midwest American Planning Association Conference (CM)
October 19-21, 2011 – Davenport, IA
www.iowa-apa.org/index.php?id=93

Capital Area Planning Conference / Sustainable Communities Conference
October 27-28, 2011 – Alliant Energy Center Exhibition Hall, Madison, WI
www.capitalarearpc.org/2011_planning_conference.html

Badger Bioneers Conference
November 11-12, 2011 – Edgewood College, Madison, WI
<http://sustaindane.org/events/conferences/bioneers>

ESRI Wisconsin User Group Conference
November 9-10, 2011 – Lambeau Field, Green Bay, WI
www.ewug.org

Wisconsin Land & Water Conservation Association Conference
December 8, 2011 – Chula Vista Resort, Wisconsin Dells, WI
www.wlwca.org

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Submit an Article!

If you would like to submit an article, please contact the managing editor, Rebecca Roberts. Your article should be 1,000 words or less, of statewide concern, and address a land use or community planning issue.

Public Records and Open Meetings Law Seminars

October 3, 2011 – Waukesha County Technical College, Pewaukee, WI
October 10, 2011 – Warner Park Recreation Center, Madison, WI
October 20, 2011 – webinar
http://www.doj.state.wi.us/dls/OMPR/PROM-2011/OMPRreg_.asp

Wisconsin Rural Summit and Regional Forums

October 4, 2011 – Northern Great Lakes Visitor Center, Ashland, WI
October 7, 2011 – Ed's Tee Pee Supper Club, Tomah, WI
October 21, 2011 – Osthoff Resort, Elkhart Lake, WI
December 2, 2011 – Stoney Creek Inn Mosinee, WI
<http://wirural.org/ruralsummit2011>

American Planning Association Monthly Webcasts (1.5 CM/session)

October 7, 2011 – Build-out Scenarios: Conventional vs. Density Based Zoning
October 14, 2011 – Mobile Technology, Distracted Attention, Pedestrian Safety
October 21, 2011 – Community Communications 201
October 28, 2011 – Menu for a Healthy Food System
November 4, 2011 – Design Guidelines for Small Towns and Rural Places
November 10, 2011 – New Energy Economy
November 18, 2011 – Development and Siting of Freight Facilities
December 1, 2011 – Community Development in a Global Context
December 2, 2011 – Regional Food Waste Planning
December 9, 2011 – Blue Urbanism: Planning for Marine Environments
www.utah-apa.org/webcasts

For additional dates and information visit the online calendar of events

www.uwsp.edu/cnr/landcenter/events.html

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