

# GREEN TIER LEGACY COMMUNITIES

## ANNUAL REPORT, 2012



In 2011, the City of Middleton adopted a plastic bag recycling ordinance and set up bag recycling bins around the City to be collected by the Public Works Streets Crew. The Streets Crew has also picked up holiday lights for recycling for the past two years, in the 2011-2012 season, over 2,000 pounds of holiday lights were collected.

CITY OF MIDDLETON, WISCONSIN  
 FEBRUARY 19, 2013



### **CITY OF MIDDLETON SUSTAINABILITY GOALS**

Middleton's sustainability goals, policies, and actions are outlined in the November 2010 adopted City of Middleton Sustainable City Plan (<http://www.ci.middleton.wi.us/DocumentCenter/View/48>).

### **GREEN TIER STRATEGY OPTIONS**

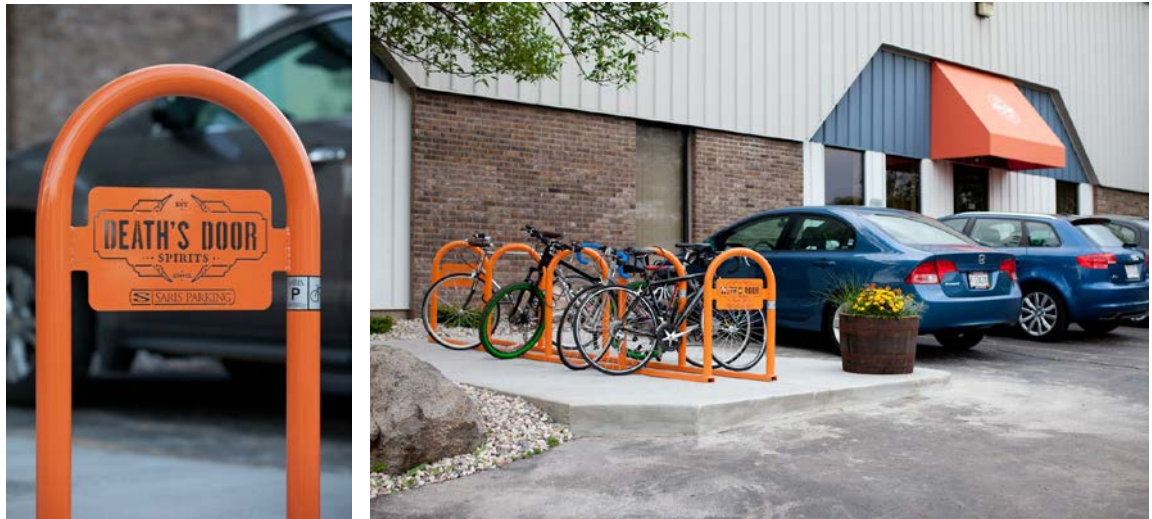
A copy of the Wisconsin Legacy Communities Strategy Options is included as Appendix A in this document. The City of Middleton is currently at 59% of compliance with 189 points. We have gained 44 points since the 2011 annual report was submitted. The goal for 2012 was to reach 60% of compliance with 192 points. Unfortunately we did not meet that goal.

### **SUMMARY OF 2012 ACTIONS**

This section includes an overview of the 2012 actions that have been undertaken as part of the Green Tier Legacy Communities Strategy Options.

#### Require Bike Parking for All New Non-Residential and Multifamily Uses

Planning staff has diligently included bike parking recommendations in all major non-residential and multifamily projects that were approved and/or built in 2012.



(Death's Door Spirits Bike Racks)

#### Set Standards for Placement and Number for Bike Parking Spaces

As part of the design review process, Planning staff recommends that for every ten (10) parking spaces provided on a site, one (1) bicycle parking space be provided. In the Spectrum Brands review process, the approval included a provision of covered bicycle parking within 50 feet of a major building entrance. In addition, the applicant will provide a 10' wide paved bicycle path connection to the nearby commuter bike trail.

Funded and Operating SRTS Program Covering at Least 10 Percent of Students

The City of Middleton completed a Safe Routes to School Air Quality Study project at Northside Elementary where students worked with City staff to collect air quality samples in high-traffic, high-idling areas surrounding the school. The students designed a website about the importance of carpooling and using alternate modes of transportation and wrote letters to the Mayor with recommendations for how to improve bike access to Northside Elementary. A summary of the study is included in Appendix B.

Identify Priority Areas for Infill Development, including Those Eligible for Brownfields Funding

City of Middleton TIF Staff created a document that information related to priority infill sites, including parcel numbers, land area, value, aerial photographs, and whether or not the parcel is included in a TIF district.

Measure Walkscore at 10 Random Residential Addresses Per Census Tract, Compute Averages, and Improve Upon Overall Walk Score

The City completed the Walkscore Analysis, which is attached as Appendix C.

Construction/Deconstruction Waste Recycling Ordinance

The City adopted a C & D recycling ordinance, which requires that 100% of recyclable debris from roofing and siding projects in Middleton be recycled. The C & D ordinance is attached as Appendix D.

Ordinances in Place to Reduce the Usage of Phone Books as Well as Single-Use Shopping Bags, Styrofoam Containers and Other Disposable Packaging

The City became a Catalog Choice Community which allows Middleton residents to easily unsubscribe for unwanted junk mail and phone books at [middleton.catalogchoice.org](http://middleton.catalogchoice.org). Today, there are 286 Middleton households with Catalog Choice accounts and those households are opting out of 1,377 mail subscriptions, which is saving an estimated 49 trees, 20,072 pounds of CO<sub>2</sub>, 48,339 gallons of water, and 7,115 pounds of solid waste.

**CONTACT**

If you have any questions about the information contained in this report, please contact:

**Abby Attoun**

**Assistant Director of Community Development**

[aattoun@ci.middleton.wi.us](mailto:aattoun@ci.middleton.wi.us)

(608) 821-8343



City of Middleton 2011 Baseline*	City of Middleton 2012 Goal*	City of Middleton 2015 Goal*
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**Field Value**

## Wisconsin Legacy Communities Strategy Options

(Last Revised 02-19-2013 by Abby Attoun)

The purpose of the strategy options matrix is to provide a broad list of best management practices that encompass several elements of sustainability including transportation, energy, land use, water, and waste. This list is not inclusive.

Prospective signatories should use the strategy options to gauge environmental performance and then use this baseline to strive for superior results.

Superior environmental performance may be achieved when municipalities use the strategy options to develop a sustainability plan that reduces their overall negative impact on the environment.

**TRANSPORTATION DEMAND MANAGEMENT:**

Transportation demand management strategies aim to reduce GHG emissions and VMT by influencing change in individual behavior. These strategies encourage walking, bicycling, and transit as modes of transportation within a community and seek to curb the number and length of trips by vehicle.

T R A N S P O R T A T I O N	<b><u>Bicycle and Pedestrian Programs/Projects</u></b>				
	2	Require bike parking for all new non-residential and multifamily uses.	1	2	2
	1	Set standards for placement and number (as function of intensity of use) for bike parking spaces.	0	1	1
	3	Commuter bike routes identified and cleared.	2	3	3
	5 to 10	League of American Bicyclists certification. (Bronze 5, Silver 7, Platinum 10)	0	0	7
	3	Funded and operating SRTS program (or functional equivalent) covering at least 10 percent of students.	1	2	3
	1	Conduct annual survey of students' mode of transport to school.	0	1	1
	<b><u>Employer-Based Programs</u></b>				
	5	Require large employers seeking rezoning to set a price signal (cash-out or charge).	0	0	0
	5	Require large employers seeking rezoning to provide subsidized transit.	0	0	0
5	Require large employers seeking rezoning to provide a TDM plan that would reduce trips by 20 percent over business as usual.	0	0	0	
<b><u>Traffic Volume</u></b>					
3	Track VMT or traffic counts and report on efforts at reduction (including those on this list).	1	2	2	
3	Eliminate parking minimums from non-residential districts.	0	0	3	
5	Set parking maximums at X per square feet for office and retail uses.	0	0	3	
5	Scheduled transit service at basic level (hour peak service within half-mile of 50 percent of addresses).	5	5	5	
10	Scheduled transit service at enhanced level (half-hour peak service within 75 percent of addresses).	10	10	10	
<b><u>TRANSPORTATION SYSTEM MANAGEMENT</u></b>					
Transportation system management strategies aim to reduce GHG emissions and VMT by improving the overall performance of a transportation system. These strategies improve existing infrastructure, introduce new technology, and plan for the future of the system.					
<b><u>Preservation and Improvement</u></b>					
3	Develop and fully fund comprehensive maintenance program for existing roads.	1	2	3	
1 to 5	Charge impact fees for new roads.	0	0	0	
5	Calculate lane-miles per capita for arterials and collectors, and show reductions	2	2	3	

\*Please note that these numbers are estimates made by Abby Attoun, Middleton Asst. Director of Community Development, on Sept. 29, 2011 for initial comparisons against other Green Tier Legacy Communities. These numbers have yet been verified by other Middleton staff or an independent third party. Please do not cite these numbers without first consulting Abby Attoun at (608) 821-8343 or aattoun@city.middleton.wi.us.



5	Prepare a plan identifying disconnections in bike and pedestrian networks, prioritizing fixes and identifying potential funding sources for the most important projects.	5	5	5
5	Any proposal to add lanes to a two-lane roadway shall be evaluated for a center turn lane, the preferred option over an expansion to four lanes.	3	5	5
3	Identify four-lane roadways with fewer than 20,000 vehicles per day (AADT) and evaluate them for "road diets" with bike lanes or on-street parking	2	2	3
	<b><u>Electric Vehicles</u></b>			
1	Allow NEVs on appropriate roadways.	1	1	1
2	Provide public charging stations	2	2	2
	<b><u>Vehicle Idling</u></b>			
2	Ban idling (more than 5 minutes) with local government vehicles.	0	1	2
5	Ban idling (more than 5 minutes) community-wide.	0	0	0



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**ZONING AND DEVELOPMENT**

Zoning and development strategies work toward improving the overall environmental, economic, and social health of a community by promoting mixed-use and infill development, walkable neighborhoods, and an overall sustainable lifestyle.

Infill Development

5	Identify priority areas for infill development, including those eligible for brownfields funding.	5	5	5
1	Create land bank to acquire and assemble priority infill sites	0	0	0
1	Develop an inventory of known contaminated properties for reuse planning, with possible GIS application	0	1	1

Walkscore

10	Measure Walkscore at 10 random residential addresses per Census tract, compute average, and improve upon overall score	0	10	10
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Zoning

5	Adopt traditional neighborhood design ordinance (if population is less than 12,500)	5	5	5
5	Zoning for office and retail districts permits floor-area ratio > 1, on average.	2	3	5
8	Zoning for office and retail districts requires floor-area ratio > 1, on average.	0	3	6
5	Zoning code includes mixed use districts	5	5	5
8	Mixed-use language from Smart Code TBA.	0	4	8

**NATURAL RESOURCE MANAGEMENT**

Natural resource management strategies seek to conserve, preserve, protect and promote a community's greenspace, wildlife, wetlands and waterways for this and future generations by promoting pervious surfaces and adequate setbacks.

Canopy

3	Adopt tree preservation ordinance per GTLC standards.	0	1	3
4	Set a tree canopy goal and develop a management plan to achieve it	0	2	4
2	Require trees to be planted in all new developments	2	2	2
2	Certification as Tree City USA	2	2	2

Mowing

2	Local government rights of way mown or cleared only for safe sightlines and/or to remove invasive species.	2	2	2
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Water Protection

10	Establish 75-foot natural vegetation zone by surface water.	10	10	10
5	Inventory wetlands and ensure no net annual loss.	5	5	5

**COMMUNITY ENERGY USE**

Community energy use strategies encourage energy efficiency and the use of renewable fuels to reduce total energy consumption throughout the community

Community Energy Use Policies

6	Use PACE financing	0	0	0
1	Watt meters available to the public	1	1	1
10	Adopt Residential Energy Conservation Ordinance (time-of-sale certification and upgrades).	0	0	0

Measuring Community Energy Use

4	Work with local utilities to calculate total electricity and natural gas consumption annually, beginning with the fifth year before entering the program.	0	3	4
1	State of Wisconsin Energy Independent (EI) Community designation.	1	1	1

**MUNICIPAL ENERGY USE**

Municipal energy use strategies encourage municipal employees to conserve energy, preserve the environment, and decrease greenhouse gas emissions from municipal facilities, services, and vehicle fleets.

Government Energy Use Policies

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5	Include transportation energy/emissions as criterion in RFPs for purchases of goods over \$10,000.	0	1	0
3	Develop list of lighting, HVAC and shell improvements to raise Energy Star Portfolio Manager or LEED EBO&M score	0	0	2
3	Reduce motor fuels use for non-transit activities --	1	2	3
6	Provide transit passes at 50 percent or more off the regular price and/or provide parking cash-out options for local government employees.	0	0	0
5	Streetlights operate at 75 lumens/Watt or higher	5	5	5
3	Stoplights are LED or functional equivalent	3	3	3
5	Municipal electricity purchases are at least 5 percentage points higher in renewable content than the statewide renewable portfolio standard requires. Calculation may include self-generated power and purchased offsets.	0	0	5
	<b><u>Measuring Government Energy Use</u></b>			
5	Complete EPA Energy Star Portfolio Manager spreadsheet for government energy use. Or score existing buildings with LEED EBO&M.	0	0	5
2	Calculate annual government fleet use of motor fuels, in gallons of petroleum and biofuels, beginning with the fifth year before entering the program.	0	1	1
10	All new and renovated municipal buildings must meet LEED Silver or greater.	0	0	0

W A T E R	<b>WATER USE CONSERVATION</b>		
	Water Conservation strategy options set baselines and goals for water and energy performance in municipalities. They measure progress and promote water conservation by the government, business, and the community at-large.		
	<b>Water Conservation</b>		
	5	Track water and sewer use annually, beginning with fifth year before entering program, and develop plan for reductions.	0 2 3
	4	Develop a water loss control plan with targets below the 15% required by the state and include a system-wide water audit implementation and time table	0 0 2
	2	Join EPA's WaterSense Program for water utilities or the Groundwater Guardian Green Sites program and promote them to local business.	0 0 1
	6	Use block rates and flat rates to encourage water conservation among residential, commercial, and industrial users.	3 3 6
	1	Financial assistance for sewer lateral replacements.	0 0 0
	2 to 6	Upgrade water utility equipment (e.g., variable frequency drive motors) to achieve energy efficiency.	4 6 6
	3	Infiltration and inflow reduction by 10%	3 3 3
	5	Wastewater biogas captured and used in operations.	3 3 3
	5	Plan for replacing all toilets using > 1.6 gpf and annual progress sufficient to reach 90 percent replacement in 10 years.	0 0 0
	<b>Local Government Use</b>		
	2	Install waterless urinals in men's restrooms at municipal facilities (city hall, parks, etc.)	0 1 2
	3	All outdoor watering by local government, excluding parks and golf courses, from rain collection.	3 3 3
4	Develop a water efficiency and conservation plan for municipal buildings	0 2 4	
<b>STORMWATER MANAGEMENT</b>			
Stormwater Management strategy options encourage the use of best management practices to achieve a reduction in the amount of harmful pollutants introduced to our streams, rivers, and lakes.			
3	Develop a regular street sweeping program to reduce total suspended solids	3 3 3	
3	Stormwater utility fees offer credits for best management practices such as rain barrels, rain gardens, and pervious paving	3 3 3	
2	Inventory all paved surfaces (e.g., by GIS mapping), and develop a plan for reduction	0 1 2	
2	Work with commercial or light industrial businesses to develop stormwater pollution plans	0 0 0	
<b>WATER AND DEVELOPMENT</b>			
Water and Development strategy options link water conservation and the preservation of land, wetlands, and wildlife habitat while promoting compact development, restoration and rehabilitation efforts, and long-term planning.			
<b>Land Development</b>			
5	Identify key green infrastructure areas during plan development and/or implement a plan to acquire and protect key green infrastructure areas	5 5 5	
<b>Waters, Wetlands, and Wildlife</b>			
1 to 6	Replace concrete channels with re-meandered and naturalized creeks, wetlands, or swales	6 6 6	
3	Develop a system for identifying culverts that obstruct fish migration and install fish friendly culverts where needed	3 3 3	
4	Provide incentives for protection of green infrastructure, sensitive areas, important wildlife habitat, or for the restoration or rehabilitation of wetlands or other degraded habitats such as credit towards open space or set-aside requirements	4 4 4	
<b>WASTE MANAGEMENT AND REDUCTION</b>			
Waste Management and Reduction strategy options encourage municipalities and their citizens to divert organics and recyclables from landfills and properly dispose of hazardous materials in an effort to reduce waste in a community.			
3	Community waste stream monitored at least annually . Waste reduction plan prepared and updated annually	3 3 3	
4	Waste and materials management plan based on "zero-waste" principles, with specific goals, prepared and updated annually	0 2 4	
3	Construction/deconstruction waste recycling ordinance	0 2 3	
3	Mandatory residential curbside recycling pickup that covers paper, metal cans, glass and plastic bottles	3 3 3	
5	Develop a municipal collection program that encourages the diversion of food discards, yard materials, and other organics from landfills to composting or anaerobic digestion with energy recovery	3 3 5	
3	Develop and promote programs that dispose of household hazardous, medical, and electronic waste	3 3 3	
W A S T E			



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4	Use anaerobic digesters to process organic waste and produce energy	0	0	0
3	Implement municipal ordinances requiring manufacturer takeback for fluorescent bulbs, thermostats and other mercury-containing devices	0	0	0
2	Ordinances in place to reduce the usage of phone books as well as single-use shopping bags, styrofoam food containers and other disposable packaging	1	1	2
2	Pay-as-you-throw system implemented by municipality or required of private waste haulers	0	0	2
1	Use public education and outreach to promote recycling, backyard composting, product re-use and waste reduction	1	1	1
		<b>139</b>	<b>189</b>	<b>252</b>
		43%	59%	78%

## SUMMARY

A couple years ago, Middleton's Department of Planning proposed an air quality study to be done at Northside Elementary School. A generous grant was given to the city from Safe Routes to School to support the study and get it off the ground, and in October of 2011, one of the planning department's interns took on the project. Regarding transportation, air quality is a major concern in maintaining a healthy environment, and it is especially vital to proper child development. Primary schools are commonly known for high congestion during drop-off and pick-up times, so an elementary school was an ideal choice for the study's location. Northside Elementary provided the perfect location and enthusiastic participants required to run a successful project.

The first few months of the project were dedicated to the intern researching about air quality, precedent air quality studies, and holding meetings with members of the community. After communicating with the DNR, DOT, school district administrator, principal of Northside Elementary School, and Wisconsin Occupational Health Laboratory, the study's goals and schedule were finalized.

The first phase of the study consisted of twenty-four ambient air samples taken at various locations and times, all done by students from Northside themselves. Twenty-four fifth graders volunteered to participate, allowing each student to do their own sample. The air sampling canisters were obtained from the DNR and were very easy to operate. They only required a small valve to be opened for 30-45 seconds.

The sampling was done in five days over the course of two weeks: on February 17, 22, 24, 27, and 29. Six samples were taken each day, except for the last series, which was split up over two days (the 27th and 29th). The first three of each day were taken right before school, while students were being dropped off, because this is when the highest level of traffic at Northside is. One sample was taken at each of the three predetermined significant locations: right by the school's entryway, where kids congregate the most; in between the car and bus drop-off lanes; and on the street corner of Northside's property. The last three samples each day were taken mid-day, right after recess, when no cars were around. These samples were taken to compare to those during times of congestion and were done at the same locations as those in the morning.

The students recorded the date, time, and location of each air sample, and the intern furthermore recorded the temperature, wind speed, and wind direction. The canisters were taken to the Wisconsin Occupational Health Laboratory in Madison, and the results were in within three weeks. The samples were tested for carbon monoxide, carbon dioxide, nitrous oxide and benzene. These compounds were chosen to be tested, after consulting with air laboratory technicians, due to their potential to be harmful depending on their concentrations.

Once the results were analyzed and determined benign, they were combined into a legible document with the previous recorded information to show and explain to the participatory students of Northside. Each student was given his or her own copy of the documented results, and a presentation was given to them by the intern about air quality, the results of the sampling, and what the next steps to maintaining clean air would be. The students were eager to hear the results and were very engaged and curious throughout the entire process of the air sampling.

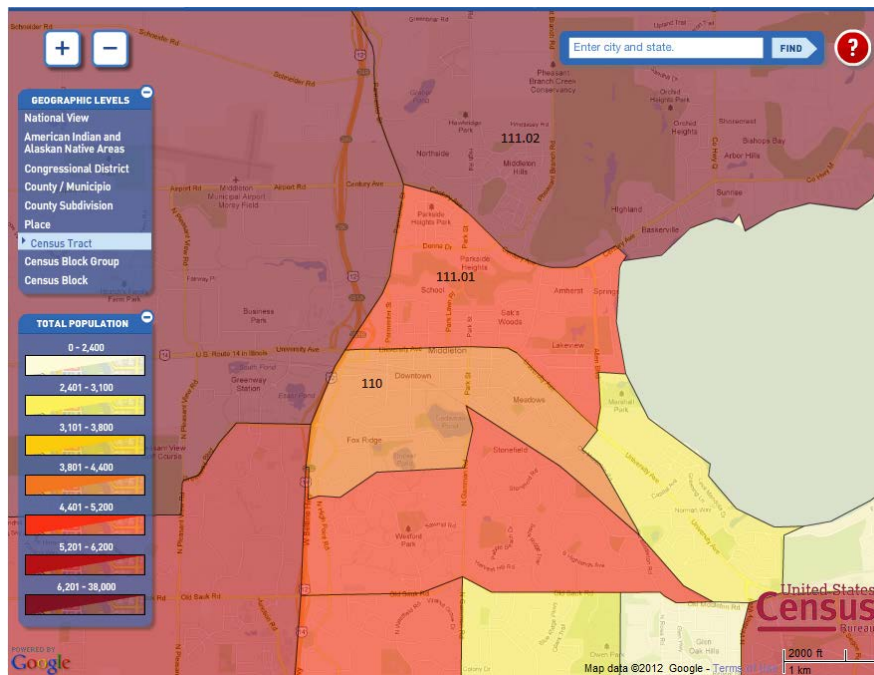
To involve the rest of the community in the study and give the students even more hands-on experience, the kids were given the opportunity to participate in four different follow-up projects: design new bike paths around Northside Elementary; develop a website about carpooling; create posters for the school and local public bulletin boards encouraging support for air quality; and write a letter to the mayor of Middleton about the study and any proposals to enhance bike paths and safety. The students broke up into groups of five for each project, enthusiastically brainstorming, discussing, and drawing up ideas for each solution. Their knowledge and creativity was very impressive; even their teacher was surprised with how excited and involved the kids were with each project.

After three sessions of the intern working with the students on the projects, each group presented their final product in front of the class, with the principal, mayor, and city planner present. A master plan of proposed bike routes was presented on an aerial map of the school district boundaries. A website design about carpooling was drawn up, including information about the results of the air tests, carpooling's advantages towards our health and safety, how to reach out to neighbors and classmates to carpool more, and possibly a blog. Two large, laminated posters were created- one to put in front of the school and the other to put in the back. Smaller-scale copies of the posters were made and distributed by the students to bulletin boards in local coffee shops and other popular facilities. Lastly, a letter to Mayor Sonnentag was written and read aloud to him at the final presentation, asking him to implement the proposed bike paths and speed limits surrounding Northside.

A couple of these projects are still in progress. The proposed bike paths for High Road and elsewhere need to be discussed amongst the planning department and engineered before being implemented. One of them, though, was already in the making and will be open to use starting June 2. The website design has been approved by Northside's website manager, but it will not be up and running until Fall 2012. The creative signs about air quality will be up by June at the latest. Some of the students have asked when the next air quality study will be done, so this could possibly become a reoccurring project.

Walk Score is an online resource for individuals to evaluate the walkability of a given location within an area of interest. Results are computed as a score ranging from 0, least walkable, to 100, highly walkable. Individual scores are determined by evaluating the number, and proximity of amenities, such as grocery stores, shopping centers, coffee shops, and etc. Selecting and evaluating numerous addresses within a city or town helps in determining the overall walkability of the area. Engaging in this process will identify areas needing improvement, as well as strong areas that should be maintained.

In order to determine the relative walkability within the City of Middleton, 10 random residential addresses were selected in each of the census tracts exclusively containing Middleton residents. The particular census tracts of interest were; tract 110, 111.01, and 111.02 which are illustrated in the map below.



As of the 2010 decennial census; tract 110 had a population of 4,013; tract 111.01 had a population of 4,573; and tract 111.02 had a population of 7,056 for a total of 15,642 or 89% of Middleton's total 17,442 residents.

Each of the 4,380 single-family and condominium residences in Middleton were numbered. To make the selection truly random, using Microsoft Excel's random number function, 100 random numbers were generated. The corresponding address to each number was recorded, as well as the census tract it was contained within. The results of the first 10 entries in each of the three census tracts of interest were then placed in a table and averaged. The Walk Score of individual addresses, census tracts, and Middleton as a whole were then categorized into five different levels of walkability based on the table on the following page based on assessment by Walk Score.

Walkscore	Description
<b>90 - 100</b>	<b>Walker's Paradise</b> Daily errands do not require a car.
<b>70 - 89</b>	<b>Very Walkable</b> Most errands can be accomplished on foot.
<b>50 - 69</b>	<b>Somewhat Walkable</b> Some amenities within walking distance.
<b>25 - 49</b>	<b>Car-Dependent</b> A few amenities within walking distance.
<b>0 - 24</b>	<b>Car-Dependent</b> Almost all errands require a car.

The resulting average Walk Score within census tract 110 was 68.6 which equates to somewhat walkable according to Walk Score's assessment. The addresses selected, and their corresponding Walk Score can be seen in the table below.

Census Tract 110	
Address	Walkscore
1 1618 Meadowcrest Ln	65
2 7433 South Ave	69
3 7106 Fortune Dr 19	54
4 7419 University Ave	78
5 6307 Elmwood Ave	72
6 7328 Elmwood Ave	80
7 7508 E Hampstead Ct	46
8 6706 South Ave	71
9 7002 Hubbard Ave	71
10 1722 Aurora St	80
<b>Average:</b>	<b>68.6</b>

Within census tract 111.01 the average Walk Score was 72.5 which equates to very walkable in according to Walk Score's assessment. Selected addresses and their corresponding Walk Score can be seen in the table below.

Census Tract 111.01	
Address	Walkscore
1 7455 Franklin Ave	88
2 2109 Clark St	88
3 2146 Allen Blvd Unit 4	60
4 6241 Charing Cross Ln H-2	66
5 2849 Century Harbor Rd 3	72
6 2145 Middleton Beach Rd	55
7 2807 Century Harbor Rd 3	72
8 2307 Maywood Cir	68
9 7432 Franklin Ave	88
10 2407 Maywood Cir	68
<b>Average:</b>	<b>72.5</b>

The average Walk Score within census tract 111.02 was 44.6 which equates to car-dependent within Walk Score’s assessment. The addresses selected, and their corresponding Walk Score can be seen in the table below.

<b>Census Tract 111.02</b>	
Address	Walkscore
1 6982 Frank Lloyd Wright Ave	55
2 3107 Sunrise Ct	40
3 5308 Heron Trl	20
4 5546 Century Ave 2	40
5 4096 Misty Valley Dr	17
6 7221 Friendship Ln	52
7 5801 Taft St	62
8 3401 Kasten Ct	48
9 6810 Erdman Blvd	57
10 6966 Apprentice Pl	55
<b>Average:</b>	<b>44.6</b>

When the average Walk score from each of the three census tracts of interest are then averaged the resulting score is 61.9 or somewhat walkable according to Walk Score. This score gives a reliable approximation for the City of Middleton as a whole, and is reflected in the table below.

<b>All Census Tracts</b>	
Census Tract 110	68.6
Census Tract 111.01	72.5
Census Tract 111.02	44.6
<b>Average:</b>	<b>61.9</b>

Going forward, the City of Middleton will continue to work to improve upon the walkability within the community. One of the approaches the city will encourage is to increase the overall number and spatial distribution of amenities. This approach will achieve higher Walk Scores by increasing the availability of walkable destinations for surrounding residences. An additional approach the City of Middleton will pursue is to encourage mixed-use and infill development. Mixed-use development, when combining residential and commercial uses, provides an environment where amenities are in very close proximity to residents, thereby making walking to those destinations convenient. Infill development can work in much the same way, in that in most cases, the new development is in close proximity to already existing amenities. A third approach the City of Middleton will pursue is to continue to focus on providing pedestrian infrastructure. This approach will increase the amount of linkages from walking trip origins to destinations, thereby shortening walking distances, and increasing walkability. Finally, it is important to note that the Walk Score is a quantitative analysis that does not take into account qualitative aspects of walking trips such as pleasantness, aesthetic interest, and safety to name a few. Subsequently, the City of Middleton’s efforts to increase the qualitative aspects of walkability within the community should be taken into consideration as well.



## **AN ORDINANCE TO REQUIRE RECYCLING OF CONSTRUCTION DEBRIS FROM ROOFING AND SIDING PROJECTS**

The Common Council of the City of Middleton hereby ordains as follows:

1. Section 6.04(8) of the City of Middleton Code of Ordinances is hereby renumbered as section 6.04(9):

2. Section 6.04(8) of the City of Middleton Code of Ordinances is hereby created to read as follows:

“(8) Construction Debris Recycling. The holder of a building permit for a roofing or siding project in the City of Middleton shall recycle all construction debris generated on site as the result of such project. This subsection applies only to roofing or siding projects that require a building permit. This requirement shall not apply to materials contaminated in any manner as to render recycling illegal or impossible, or to materials that will not be accepted by any recycling facility within a forty (40) mile radius of the project site.

(a) Definitions. For purpose of this subsection, the following definitions apply:

“Construction debris” means materials resulting from the construction, remodeling, repair and demolition of any structure or building.

“Recycle” means to deposit material at a facility where materials are processed and returned to the economic mainstream in the form of raw materials or products.

“Roofing Project” means any construction of a new building or the remodeling or refurbishing of an existing building where roofing materials are removed or applied to the building.

“Siding Project” means any construction of a new building or the remodeling or refurbishing of an existing building where exterior siding materials are removed or applied to the building.

(b) Director of Public Works to Administer. The Director of Public Works shall be responsible for the administration of this subsection and is authorized to promulgate any policies, forms, practices or notices reasonably necessary to carry out this duty.

(c) Records. The holder of any building permit for a roofing or siding project shall retain for no less than two (2) years a weight ticket, receipt or other independent proof demonstrating compliance with this subsection. As a further condition of said building permit, the Director of Public Works or the

Building Inspector shall be permitted to inspect such records upon demand after reasonable notice in order to verify compliance.

- (d) Enforcement. In addition to the penalties set forth in Section 30.04, failure to comply with the recycling or reporting requirements of this subsection may result in the revocation of a building permit or the refusal to issue future building permits.”

The above and foregoing ordinance is duly adopted by the Middleton Common Council at a regular meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 2011.

**APPROVED:**

By: \_\_\_\_\_  
Kurt J. Sonnentag, Mayor

ATTEST:

\_\_\_\_\_  
Lorie Burns, City Clerk

First Reading: \_\_\_\_\_

Vote:

Ayes: \_\_\_\_\_

Noes: \_\_\_\_\_

Adopted: \_\_\_\_\_

Published: \_\_\_\_\_