City of Stoughton, 207 S. Forrest Street, Stoughton WI 53589

RESOLUTION OF THE COMMON COUNCIL

Approval to Initiate Rezoning Process based on General Development Plan submitted for the Riverfront Redevelopment Area Adjacent to S. Fourth Street and E. South Street

Committee Action: Redevelopment Authority – Approved 5-0

Fiscal Impact: NA

File Number:	R-168-2021	**Date Introduced:**	11-9-2021

WHEREAS, the City of Stoughton ("City"), City of Stoughton Redevelopment Authority ("RDA") and Stoughton Riverfront Development Corporation, LLC ("Buyer") entered into a Real Estate Purchase and Sale Agreement ("Agreement") for approximately 10 acres of real estate east of S. Fourth Street and south of E. South Street; and

WHEREAS, the Agreement outlines a process where the Buyer prepares a General Development Plan ("GDP") Application for approval by the City and RDA prior to initiating the zoning process, and

WHEREAS, the Buyer has prepared and presented the Stoughton Riverfront Redevelopment General Development Plan (Dated November 8, 2021) for consideration; and

WHEREAS, the RDA has reviewed and approved the General Development Plan,

NOW THEREFORE BE IT RESOLVED by the Common Council of the City of Stoughton hereby accepts the General Development Plan and approves initiating the zoning process based on the General Development Plan for the Riverfront Redevelopment Area.

Council Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

_____

Tim Swadley, Mayor Date

Council Action: _____ ☐ **Override** **Vote** _____

Potter Lawson
Success by **Design**

Stoughton Riverfront Redevelopment
General Development Plan
November 8, 2021

Submitted by: Stoughton Riverfront Development, LLC - Curt and Matt Brink
Consultants: Potter Lawson Inc., Saiki Design, Onieda Total Integrated Enterprises

We are excited to present our General Development Plans for the redevelopment of the Riverfront District. The project seeks to redevelop the riverfront site along South Street that has long been used for industrial purposes dating back to the era of blacksmiths. The new development will include apartment buildings and a community clubhouse, along with outdoor green space, stormwater management features, a large greenway buffer space near the river and a new River Path and foot bridge. Stoughton has an ideal site for redevelopment, near the historic and pedestrian friendly downtown retail district, as well as adjacent to the Yahara River, the best of both worlds can be had by future residents. Main Street amenities are within walking distance and a direct connection to outdoor amenities can be had along the new river path and foot bridge to Mandt Park. The proposed renovations to Mandt Park as well as the planned Whitewater Park will increase opportunities for recreation and access to outdoor activities.

The site will have 3 lots, one out-lot for stormwater and a public Right of Way.

Unit Mix and Density
The total project area encompasses 9.04 acres and will include approximately 215 apartment units. Buildings will be mostly 3 and 4 story apartment buildings with a mix of 1, 2 and 3-bedroom units. The current planned unit mix for the master plan is: 46.5% 3-bedrooms, 32.1% 2-bedrooms, and 21.4% 1-bedroom units. The unit mix for future phases of the master plan could change as the development progresses based on the feedback from the leasing of Phase One, but the developer intends to utilize a mix of 1, 2 and 3 bedrooms.

Planning and Architecture
The master plan for the Riverfront District is designed to be an integrated part of the city of Stoughton and not a standalone development. The original grid of city streets is extended into the development creating pedestrian and vehicle connections and providing city residents with access through the development to utilize the river, the River Trail and Mandt Park. The plan places buildings more closely together in order to provide shared green spaces for everyone to use. The development focuses on the need for additional housing in the downtown area and does not include retail or commercial space. Retail and commercial space would be difficult to fill and would take away from the existing commercial areas, mainly the Main Street businesses. The current Main Street area is a draw for new residents that desire a small town feel but want amenities that they can walk to. The downtown businesses will benefit from the influx of new residents.

The architecture of the buildings in Phase One are designed to recall the unique historic nature of the previous industrial buildings that inhabited this site, harkening to the heritage of the city. The first building at the corner of South Street and South Fourth Street is designed to recall very specifically the historic Blacksmith Shop which was located further east on the site and demolished in 2019. The Blacksmith apartments will have a red brick façade with a dark metal stepped roof and black steel balconies. The second building to be developed to the south of the Blacksmith Shop Apartments, will also recall the historic industrial area but with a lighter brick that relates to the Powerhouse building along the river. This building will be three stories in height. The Powerhouse building will remain in place with the hope of a future renovation to support the activity on the river especially for the new whitewater park. The buildings in the future phases are anticipated to also be 3 to 4 stories in height with one level of underground parking. A common clubhouse building is to be located on a small site adjacent to the river and common green space. The clubhouse will house all the shared amenity spaces for the community.

Site and Parking

The site is designed with a large green space buffer zone along the river, this allows for the stormwater management for the site to filter the runoff water before it reaches the river. The green space also allows ample room for a public walking path that will be developed by the city and connect via pedestrian bridge with Mandt Park. The closest structure to the river's edge is the proposed pool at the community club house, which is approximately 140 feet from the river's bank. There is a secondary green space that runs north south on the eastern portion of the site, this green space will provide views down to the river from 6th Street, as well as provide connections and pedestrian access to the riverfront and to the pedestrian bridge from 6th Street. Parking is intended to be accommodated in three areas; underground parking of approximately 1 stall per unit, surface parking lots, and parallel parking in the streets, including the existing South Street and South Fourth Street. Underground parking is included under each building to reduce the amount of surface parking and reduce impervious areas. Parking for the future use of the Powerhouse will be provided by street parking stalls on both sides of 4th Street and along the new River Road. The project is requesting an exemption to reduce the required number of parking stalls, but if the street parking stalls are added to the total, the project exceeds the city's requirements for parking by approximately 34 stalls.

Sustainability

Creating a sustainable and resilient community, the Riverfront district redevelopment will transform vacant industrial land into a neighborhood where residents can live safe, healthy lives, connected to the community with easy access to nature and the Yahara River. The compact development will increase density on an underutilized site within the city, reducing the need for greenfield development on the periphery thereby preserving natural areas and valuable farmland. Developing on this infill site reduces the need to extend utilities and infrastructure further from the center of the city. With more people living within walking distance, the economic viability of the existing downtown businesses is strengthened. Buildings are placed closely together with minimal setbacks to make efficient use of the existing land resource. Most of the parking is located under the buildings to reduce the need for surface parking stalls, which helps to reduce stormwater runoff and reduce the heat island effect. On street parking is intended to supply a portion of the parking to reduce the need for additional surface lots and costly structured parking areas. The existing and new roads are sized to handle parallel parking on both sides of the street, this also helps to create a more comfortable pedestrian experience with the parked cars acting as a buffer to moving traffic. The compact development footprint also allows green space to be set aside for communal use, creating a resource that everyone in the city has access to, and helping to build a more social, healthy, and connected community. The walkability of streets is enhanced with pedestrian and residential scale street trees placed 30' on center, the trees will flower in the spring attracting wildlife and provide autumn color accentuating the changing seasons.

Buildings are arranged around The Community Commons, a large green space designed for passive and active recreation for all ages. Aligned with Sixth Street, The Community Commons provides a pedestrian and visual connection to the river, the river trail and to the foot bridge over the river that connects to Mandt Park. Green space is also set aside along the river to detain and filter stormwater from the development. The stormwater ponds will help protect the river by both filtering the urban water runoff and protecting the river during heavy rainstorms leading to increased water quality and the protection of wildlife habitat. The storm water detention out-lot will be planted to create a native habitat restoration attracting a diversity of native plants and wildlife. The Community Commons, River Trail and connections to the city's Main Street amenities encourage residents to get outside and to walk, contributing to the physical and social health and vibrancy of the residents and community.

The redevelopment project aspires to reduce energy use and reduce greenhouse gases by providing well-constructed buildings, utilizing quality insulated windows, harnessing renewable energy with solar photovoltaic roof panels, providing EV charging stations, specifying energy star appliances, and selecting LED lighting throughout the interiors of the buildings and the site. The impact of new construction will be offset by a construction recycling program designed and implemented collaboratively across disciplines and contractors. Landscape plant selection will rely on native and adaptive species that provide food sources for pollinators and birds, are resilient to the specific microclimate of the site and strengthen visual ties to the Yahara River watershed. No irrigation systems are planned for the site.

Enhanced site design, architectural, sustainability and housing type standards

1. Open space.
    A. The North-South open space area which extends from Sixth Street to Outlot 1 is intended to be open and accessible to the public for sidewalk, park and open space uses. At the time an SIP is approved for all or any part of Lot 2 or Lot 3, public access to the North-South open space area shall be secured by providing for the reservation by or the conveyance to the City of an easement over that area.
    B. Outlot 1 shown on the draft CSM shall be dedicated to the City of Stoughton for stormwater management, open space and recreational uses.
2. Consistency with GDP. All development and all SIPs shall conform to any of the following elements of the GDP submittal, unless deviations are approved by the City during the SIP approval process:
    A. Overall Site Plan
    B. General Development Plan Landscape
    C. General Development Plan Site Signage & lighting
    D. Phase 1 Building Perspectives
3. Sustainability Features.
    A. Electric Vehicle Charging Station Infrastructure. All parking facilities shall meet the electric vehicle charging station requirements set forth in Section 28.141(8)(e) of the Municipal Code of the City of Madison, Wisconsin.
    B. Solar power. Buildings A1 (the Blacksmith building) and A2 (the Sawmill building) will be solar "ready" at occupancy. Solar panels will be installed no later than 10 years after occupancy is granted. Subsequent buildings in Lots 2 and 3 will also be solar "ready" at time of occupancy, with solar panels being installed within 10 years of occupancy. The goal of the solar power is to provide at least 50% of the common area electrical usage which would include underground parking lighting, EV charging stations, and interior common area lighting and power.
    C. Indoor as well as exterior bike racks will be provided. Interior bike rack storage will be provided within the basement parking area. 1 internal bike stall per unit will be provided. Exterior bike racks will be provided for visitors of at least 3 per building.

D. Interior materials with Low to no "VOCs will be specified for the interior units contributing to interior air quality.

E. Each unit will have its own dedicated HVAC unit along with exhaust fans for the bathrooms.

4. Unit mix in Phase 1 must include not less than 17 three-bedroom units, 28 two-bedroom units, and 33 one-bedroom units, subject to a 10 % deviation for each unit type (rounded up to next whole number, meaning a minimum of 15 three-bedroom units and 25 two-bedroom units, and 29 one-bedroom units. Unit mix in subsequent phases will be established in the SIP for such phases.
5. The intent of the plantings proposed for Outlot One will include natural and indigenous plantings including a variety of Native Wisconsin dry prairie mix outside of the stormwater ponds and wet prairie mixes within the stormwater pond areas, along with native trees and grasses.
6. General Development Plan Site Signage & Lighting
   A. The Sixth Street Commons area will be designed in future phases and will include a variety of spaces for community use and recreation. The history of the area will be highlighted within the community commons area along with utilizing some of the stockpiled building materials from the original Blacksmith Shop building.
   B. Design team will work with City of Stoughton's Landmarks Commission to develop appropriate signage to commemorate the history of the site and the significance of the Blacksmith building.
   C. Development of ground signs at the entrance to the development at the corner of 4th and South Street, 6th and South Street, and 7th and South Street will utilize some of the stockpiled building materials from the original Blacksmith Shop building (see signage and lighting plan for sign placement).
   D. Design team will work with Stoughton Utilities for suitable light fixtures for street and pedestrian lighting.

<u>Civil Engineering Site Infrastructure Narrative</u>

<u>River Street Phase 1</u>

1. The following public improvements to be constructed for the benefit of the District in accordance with detailed plans and specifications to be prepared by Developer and approved by the City Planning Director:
   a. Utility Relocation:
      i. Sewer main to support the current housing development with stub out to connect future development to it.
      ii. Water main to loop between Fourth Street and South Street through Seventh Street
      iii. Storm sewer to convey water from Fourth Street and from South Street to the Yahara River.
      iv. Storm Sewer to convey current housing development to stormwater management BMPs.
   b. Future River Street running parallel to the Yahara River. Construction 420' of River Street, from approximately the East right-of-way line of existing Fourth Street to a point approximately 420' East of the east line of Fourth Street. Including sanitary sewer, water main, storm sewer, curb and gutter, street, sidewalk, and street lighting.
2. Site Grading. All site grading work the Developer is required to complete in connection with the development of River Street, pursuant to grading plans to be prepared by Developer and approved by the City Planning Director in accordance with applicable site grading, erosion control and stormwater management regulations.

<u>River Street Phase 2</u>

1. The following public improvements to be constructed for the benefit of the District in accordance with detailed plans and specifications to be prepared by Developer and approved by the City Planning Director:

a. Utility Relocation:
    i. Sewer main to support the future housing development.
    ii. Storm Sewer to convey future housing development to stormwater management BMPs.
b. Future River Street running parallel to the Yahara River. River Street, from a point approximately 420' east of the East right-of-way line of existing Fourth Street to the west line of Seventh Street. Including sanitary sewer, water main, storm sewer, curb and gutter, street, sidewalk, and street lighting.
c. Seventh Street from River Street to South Street. Seventh Street, from future River Street to the South right-of-way line of existing South Street. Including sanitary sewer, water main, storm sewer, curb and gutter, street, sidewalk, and street lighting.

2. Site Grading. All site grading work the Developer is required to complete in connection with the development of River Street, pursuant to grading plans to be prepared by Developer and approved by the City Planning Director in accordance with applicable site grading, erosion control and stormwater management regulations.

<u>Outlot 1 Phase 1</u>

1. Site Grading. All site grading work the Developer is required to complete in connection with the current development of Outlot 1, pursuant to grading plans to be prepared by Developer and approved by the City Planning Director in accordance with applicable site grading, erosion control and stormwater management regulations.
2. Stormwater Management Improvements. Regional stormwater management improvements supporting current development including a regional infiltration basin, a regional water quality basin, to be designed by the Developer as part of the stormwater management plan for the Property, and approved by the City Planning Director.

<u>Outlot 1 Phase 2</u>

1. Site Grading. All site grading work the Developer is required to complete in connection with the future development of Outlot 1, pursuant to grading plans to be prepared by Developer and approved by the City Planning Director in accordance with applicable site grading, erosion control and stormwater management regulations.
2. Stormwater Management Improvements. Regional stormwater management improvements supporting future development including a regional infiltration basin, a regional water quality basin, to be designed by the Developer as part of the stormwater management plan for the Property, and approved by the City Planning Director.

<u>Phase 1 Building Sitework</u>

1. The following public improvements to be constructed for the benefit of the District in accordance with detailed plans and specifications to be prepared by Developer and approved by the City Planning Director:
    a. Utility Relocation:
        i. Storm Sewer to convey current housing development to stormwater management BMPs.
2. Site Grading. All site grading work the Developer is required to complete in connection with the development of two buildings adjacent to Fourth Street, pursuant to grading plans to be prepared by Developer and approved by the City Planning Director in accordance with applicable site grading, erosion control and stormwater management regulations.

Future Phase Building Sitework

1. The following public improvements to be constructed for the benefit of the District in accordance with detailed plans and specifications to be prepared by Developer and approved by the City Planning Director:
    a. Utility Relocation:
        i. Sewer main to support the future housing development to connect to phase 1 development.
        ii. Storm Sewer to convey future housing development to stormwater management BMPs.
2. Site Grading. All site grading work the Developer is required to complete in connection with the development of seven buildings adjacent to Seventh Street, South Street, and River Street pursuant to grading plans to be prepared by Developer and approved by the City Planning Director in accordance with applicable site grading, erosion control and stormwater management regulations.

1) Comprehensive Plan

A review of the Stoughton Comprehensive Plan shows many areas where the proposed project aligns with the goals of the city.

a. Chapter 1: Issues and Opportunities
    i. Meets the top priority of redeveloping vacant downtown buildings. (pg. 11)
    ii. Meets the secondary priority of redeveloping the riverfront. (pg. 11)
    iii. Meets the desire of 47% of residents to redevelop the MillFab site into mixed use buildings up to 4 stories. (pg.13)
    iv. The project site is noted as a key redevelopment site for the community. (pg. 14)
    v. Meets the overall project goal of providing safe, affordable, and attractive neighborhoods. (pg. 16)
b. Chapter 3: Land Use
    i. Facilitates in meeting the goal of adding around 100 housing units per year for the next 20 years. (Table 7 pg. 44)
    ii. This project meets the Comprehensive Plan's intent for the site's use to be *Planned Mixed Use*. The Multi-Family Residential Zoning use is an allowable zoning category within the plan. This project also aligns with the *Planned Mixed Use* to create higher-intensity residential areas and community gathering spot. (pg. 51-53, Map 6a pg. 83)
    iii. This project directly addresses the recommendation for an "aggressive approach to redevelop the site" into "a mix or retail, office, and higher density residential development" when speaking of the old MillFab site. (pg. 58)
    iv. This plan aligns with the desired design intent for neighborhood development set forth by the *Plan.* (Figure 4 pg. 64)
    v. In congruence with Wisconsin's Comprehensive Planning Law, this project satisfies the preferred attention to Redevelopment & Rehabilitation Areas of the city. (pg. 74, Map 7)
    vi. Meets the direct desire of the city to clean up the 6-acre riverfront site as part of the 16-acre riverfront redevelopment as laid out in the *Plan.* (pg. 75)
    vii. This project meets and elevates the established character of the city set by the historic downtown. (pg. 78)
c. Chapter 4: Transportation
    i. Engages and expands upon the pedestrian/bike paths of the city along the riverfront, especially as it relates to the proposed pedestrian bridge across the Yahara River. (Map 9, pg. 111)

d. Chapter 6: Housing

i. This development will meet the desire to form groups of smaller buildings with a historically rich material pallet of brick. It also orients buildings to the street, locates parking behind or under the buildings, and provides recreational open spaces, which are all important to the city based on the Plan. (pg. 135

2) Exemptions Requested from Zoning Standards: Based on Multi-family Residential-24 (MR-24)

The following list outlines the proposed written exemptions the plan is proposing. Landscape Exemptions are covered in item 3.

a. Exemptions Proposed:

a. Maximum Gross Density exceeds the maximum 24 dwelling units per acre on lots 1 and 2. We propose an exception to allow 45 units per acre on lot 1 and 32 units per acre on 2. Lot 3 meets the requirements and has 20.3 units per acre.(Sec. 78-105(2)(h)1)

b. Minimum Lot Area: the minimum lot area requirement is 1,815 square feet per dwelling unit. We propose an exception to allow the minimum lot area to be 980 square feet per dwelling unit on Lot 1 and 1,376 square feet on Lot 2, Lot 3 meets the requirements and has 2,149 square feet per dwelling unit. (Sec.78-105(2)(h)76A

c. Exceeds the number of dwelling units allowed per building. 12 per Sec. 78-105(2)(h)2a. We propose an exception to allow up to 50 dwelling units per building. Currently the GDP shows a maximum of 48 dwelling units per building.

d. Exceeds Minimum Setbacks (Sec. 78-105(2)(h)7b)

i. D – Front yard requirement: 25' The setbacks vary, we are proposing to base the exception on the smallest of the front yard setbacks which is 4'-10, this occurs at a balcony on building number 2 along River Road.

ii. F – Side Lot line requirement to apartment building is 20'. We are proposing an exception to allow the side yard to 12'. Currently the smallest side yard in the GDP is 12'-9".

iii. H – Rear yard requirement: 50'. The rear yard setbacks vary. We propose to base the exception on the smallest rear yard currently shown as 8'-4" at the southernmost building next to the storm water out-lot. We would propose for the rear yard to be set at 8 feet.

e. Maximum height 40', currently the first building with its pitched roof and sloping site is 54' tall. (Sec.78-105(2)(h)76N)

f. Minimum number of off-street parking spaces required on the lot by the zoning code is 434. This calculates to approximately 2.02 stalls per unit and .89 stalls per bedroom based on the current mix of units in the GDP which has 484 bedrooms. (Sec. 78-105(2)(h)7b-P) Proposed parking totals in the GDP for dwelling units is 372 stalls or 1.73 stalls per unit or .78 parking stalls per bedroom. We propose an exception that reduces the required parking stalls for the project to the following stalls as shown on the plans.

i.	Lot 1	119 stalls	78 units	1.53 stalls/unit	.85 stalls/bedroom
ii.	Lot 2	189 stalls	98 units	1.93 stalls/unit	.78 stalls/bedroom
iii.	Lot 3	64 stalls	39 units	1.64 stalls/unit	.69 stalls/bedroom
iv.	Total	379 stalls	215 units	1.73 stalls/unit	.77 stalls/bedroom

g. Landscape Surface Ratio requirement is 50% (Sec. 78-105(2)(h)7a). We propose an exemption to reduce the required Landscape Surface Ratio on each lot. The LSR is lower on each

individual lot but the out-lots for the project increase the Landscape Area to approximately meet the requirements. The LSR for each lot:

i. Lot 1 LSR .30
ii. Lot 2 LSR .35
iii. Lot 3 LSR .44
iv. Outlot LSR .90

b. Meeting / Exceeding
   a. Meets the allowable uses within the zoning district. Multiplex or Apartment (Sec. 78-105(2)(h)2a)
   b. Meets and exceed the 50' building setback from high-water mark of Yahara River. (Sec. 32-34(a)(1))
   c. This proposal maintains and improves the 35' vegetative buffer zone along the River. (Sec. 32-41(1-3))

3) Landscape Exemptions

The Riverfront Redevelopment PD is seeking exemptions from some of the current City of Stoughton landscaping and buffer yard regulations. A summary of current codes that apply to this project outlined in this section. Those codes that the project intends to fully comply with are indicated. If the project is requesting a code exemption, a description of the current code, requested exemption, and rationale for the variance request is provided. For the purposes of quantifying landscape points, the City has directed the design team to follow the most comparable zoning district; therefore, the MR-24 (multi-family residential) zoning requirements are assumed to be the zoning type most closely matching the proposed PD development and are used in the baseline calculations and description of current codes below.

a. Section 10-2(d) Terrace Trees

Description of current code: The City requires terrace trees for projects that include new buildings on previously undeveloped lots or parcels and/or where a development does not have terrace trees conforming to the requirements of this Section.

No Exception Taken: While there is no exception taken to this standard, the project's boundary along Fourth Street and South Street and including the extension of 7th Street and creation of a new, public street (currently named "River Street" in plan drawings) will require between 70 – 80 new City terrace trees. Based on the required deposit of $300 per right-of-way tree, this represents an investment of $21,000 - $24,000 by the project in new street trees.

b. Section 78-604(1) Landscaping Requirements for Regular Development: Building Foundations

Description of current code: For each 100 linear feet of building foundation, 60 points of landscape plantings are required. The dripline of those plants must be within 10' of the building foundation. Climax and tall trees cannot be used to meet this requirement.

Requested Exemption: The project is requesting a reduction in points by 25%, resulting in a reduction from 60 points per 100 linear feet of building foundation to 45 points.

Rationale for Exemption Request: The PD Landscape Plan exhibit indicates a building design for Building 1 and Building 2 (both Phase 1 buildings) that provides direct access from ground-floor units to adjacent public sidewalks. Providing these 'front door' access points helps to articulate the historic aesthetic of the

building and enlivens the social space between the building and the public sidewalks; however, it also reduces the amount of foundation available for placing plants and landscape materials.

In addition, the design team would like to craft a planting plan that blends evergreen and deciduous shrub materials and small-statured ornamental trees as the structure of the planting design but also includes accents of ornamental grasses and perennials to provide a layered, textured and seasonally changing overall planting design. Flowering perennials and ornamental grasses are considered non-contributory plants from a points calculation basis and do not provide any point value.

The 25% requested reduction takes into consideration the reduced lineal foot of foundation available for planting and the desire to include appropriately scaled non-contributory planting material to support the overall aesthetic of the project and to blend in with the adjacent Yahara River landscape and proposed Riverwalk area.

c. Section 78-604(2) Landscaping Requirements for Regular Development: Street Frontages

Description of current code: For each 100 linear feet of street frontage, 60 points of landscape plantings are required. The trees must be placed within 10' of the public right-of-way. A minimum of 50% of points shall be devoted to climax/tall trees and 30% to medium trees; shrubs are not allowed.

Requested Exemption: The project is requesting to eliminate this requirement where buildings are placed adjacent to existing or proposed public streets.

Rationale for Exemption Request: The PD Overall Site Plan illustrates building setbacks of as little as 8'-6" to as much as 15'-1". These setbacks facilitate an appropriate building-sidewalk-terrace-roadway relationship that results in higher density development and supports an active, vibrant, and pedestrian-oriented overall development; however, the setbacks do not allow for the physical placement of street frontage trees in addition to building foundation plantings and new street terrace tree plantings.

The GDP Landscape Plan represents a significant investment in The Community Commons, a linear open space that connects the riverfront and future bridge crossing to the downtown; there is no code requirement for plantings within this space and the development team sees this as an opportunity to re-allocate street frontage requirements to this significant open space feature and a highlight of the plan.

d. Section 78-604(3) Landscaping Requirements for Regular Development: Paved Areas

Description of current code: For each 20 parking stalls or 10,000 square feet of parking lot paving (whichever is greater), 100 points of landscape plantings are required. A minimum of 30% of points shall be devoted to climax/tall trees and 40% to shrubs.

No Exemption Taken: The PD landscape plan illustrates the placement of climax/tall trees and shrub plantings in parking lot islands that comply with this code.

e. Section 78-604(3) Landscaping Requirements for Regular Development: Developed Lots

Description of current code: For each 1,000 square feet of building footprint, 25 points of landscape plantings are required. Plantings shall be located away from other areas that meet other landscape requirements (i.e., away from building foundations, street frontages, parking lots, and/or bufferyards). All planting categories can be used.

No Exemption Taken: The PD landscape plan illustrates the placement of additional trees and planting areas within the large pedestrian-oriented open space that connects the Riverwalk to South Street and also within the open space around the stormwater ponds and north of the Riverwalk.

f. Section 78-610 Landscaping Requirements for Buffer yards

Description of current code: Bufferyards are required along the outer perimeter of (but within) lots that abut parcels with a different zoning designation. Adjacent single family home lots are zoned MR24 so the bufferyard is not required. But we plan to keep a fence to screen the development from the single-family homes.

No exemption proposed

The fence will be constructed in phases based on phasing of parking lots and buildings, and fences may be terminated just beyond the point at which building walls do not contain doors or other non-emergency egress openings or may be continued to align with the front yard (South Street) face of Buildings 1 and 3. The proposed location of the fence is indicated in the PD Landscape Plan. Utilizing a 6-foot solid fence provides a high level of visual screening to adjacent properties. A landscaped buffer or "green fence" can be provided in lieu of the wood fence if the neighbors prefer.

4) Site Area, Impervious Surface, Landscape Surface, Parking and Density Calculations

Site Area Information and Calculations

	Building Footprints (SF)	Asphalt (SF)	Sidewalk (SF)	Total Impervious Area	Total Lot Area (SF)	Impervious Ratio	Landscape Surface Ratio(LSR)
Lot 1	34,016	15,994	3,649	53,659	76,874	0.70	0.30
Lot 2	48,055	29,419	10,674	88,148	134,861	0.65	0.35
Lot 3	28,595	15,469	3,076	47,140	83,821	0.56	0.44
Outlot 1	-	-	9,357	9,357	98,017	0.10	0.90
Roadway	-	36,447	9,845	46,292	61,796	0.75	0.25
Total without Roadway	110,666	60,882	26,756	198,304	393,573	0.50	0.50

Site Density Calculations					Parking Summary				
	Number of Units	Lot Acreage	Units per Acre	Lot Area per Unit(SF)	Parking Stalls Provided	Parking Required by Zoning	short	Stalls/Unit provided	Stalls/Unit Required
Lot 1	78	1.76	44.20	986	119	132	13	1.53	1.69
Lot 2	98	3.10	31.65	1,376	189	221	18	2.07	2.26
Lot 3	39	1.92	20.27	2,149	64	81	17	1.64	2.08
Outlot 1	0	2.25	-						
Total	215	9.04	23.80	1,831	372	434	62	1.73	2.02
			Stalls per Bedroom		0.77	0.88			

Legal Description of Lots

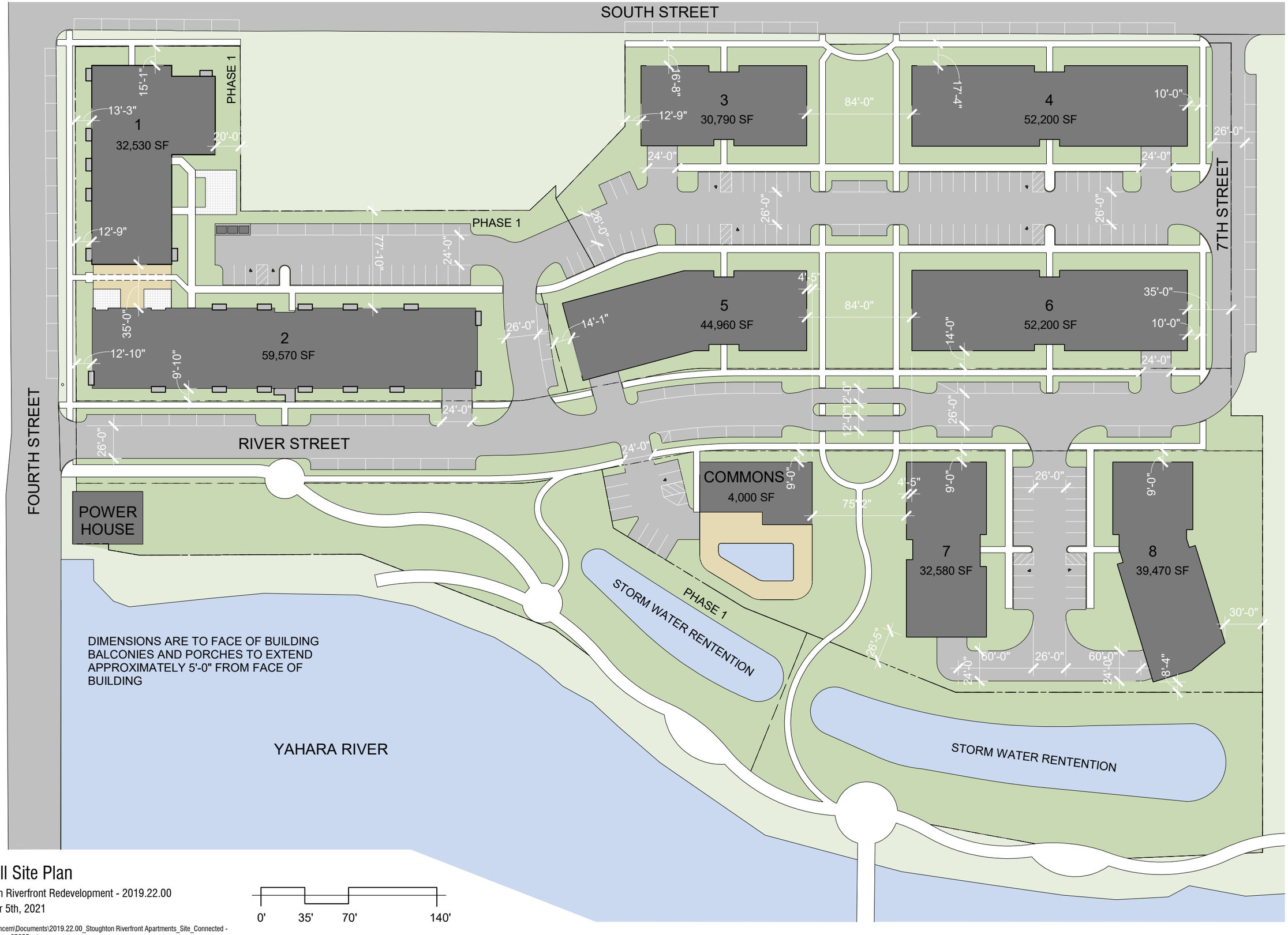
Lot 1 of the future CSM more particularly described as follows:
Beginning at the northwest corner of Block 35 Original Plat of the City of Stoughton thence S89°21'14"E along the south right of way line of South Street to the northwest corner of Lot 13, of the Original Plat of the City of Stoughton, thence along the west thence along the west line of said Lot 13, S00°40'09"W, 132.00 feet; thence S89°21'14"E, 231.00 feet; thence N47°28'00"E, 28.81 feet; thence S00°40'09"W, 10.50 feet; thence S28°38'36"E, 65.98 feet; thence S67°57'32"W, 48.15 feet; thence S14°26'33"E, 81.36 feet; thence S79°54'29"W, 30.83 feet to a point of curvature; thence along a curve to the right with a chord which bears S85° 22' 06"W, and a chord length of 12.75 feet, and a radius of 67.00 feet to a point of tangency; thence N89° 10' 16"W, 350.11 feet to the west right of way line of Fourth Street; thence along said right of way line N00° 40' 09"E, 283.24 feet to the point of beginning.
This parcel contains 76,874 sq.ft. – 1.76 acres more or less.

Lot 2 of the future CSM more particularly described as follows:
Commencing at the northwest corner of Block 35 Original Plat of the City of Stoughton thence S89°21'14"E along the south right of way line of South Street to the northwest corner of Lot 13, of the Original Plat of the City of Stoughton, thence along the west thence along the west line of said Lot 13, S00°40'09"W, 132.00 feet; thence S89°21'14"E, 231.00 feet; thence N47°28'00"E, 28.81 feet; thence S00°40'09"W, 10.50 feet to the point of beginning; thence S28°38'36"E, 65.98 feet; thence S67°57'32"W, 48.15 feet; thence S14°26'33"E, 81.36 feet; thence N79°54'29"E, 87.29 feet to a point of curvature; thence along a curve to the right with a chord which bears N85° 22' 06"E, and a chord length of 25.31 feet, and a radius of 113.00 feet to a point of tangency; thence N89° 10' 16"W, 419.31 feet to the west right of way line of Seventh Street; thence along said right of way line N00° 49' 44"E, 297.29 feet to the south right of way line of South Street thence along said right of way line N89°21'14"W, 484.58 feet; thence S00°40' 09"W 65.04 feet; thence S44°31' 43"W 80.10 feet to the point of beginning.
This parcel contains 134,861 sq.ft. – 3.10 acres more or less.

Lot 3 of the future CSM more particularly described as follows:

Commencing at the northwest corner of Block 35 Original Plat of the City of Stoughton thence S89°21'14"E along the south right of way line of South Street to the northwest corner of Lot 13, of the Original Plat of the City of Stoughton, thence along the west thence along the west line of said Lot 13, S00°40'09"W, 132.00 feet; thence S89°21'14"E, 231.00 feet; thence N47°28'00"E, 28.81 feet; thence S00°40'09"W, 10.50 feet; thence S28°38'36"E, 65.98 feet; thence S67°57'32"W, 48.15 feet; thence S14°26'33"E, 81.36 feet; thence N79°54'29"E, 87.29 feet to a point of curvature; thence along a curve to the right with a chord which bears N85° 22' 06"E, and a chord length of 25.31 feet, and a radius of 113.00 feet to a point of tangency; thence N89° 10' 16"W, 419.31 feet to the west right of way line of Seventh Street; thence along said right of way line S00° 49' 44"W, 37.90 feet; thence S89°16'17"E, 25.16 feet; thence S00°49'44"W, 28.14 feet to the point of beginning; thence continuing S00°49'44"W, 193.00 feet; N89°10' 16"W 245.394 feet; thence N67°21' 44"W 182.04 feet; thence N57°50' 16"W 122.56 feet; thence N10°05' 31"W 47.60 feet; thence N79°54' 29"E 72.25 feet to a point of curvature; thence along a curve to the right with a chord which bears N85°22' 06"E, and a distance of 12.75 feet, and a radius of 67.00 feet to a point of tangency; thence S89°10' 16"E 444.47 feet to the point of beginning.
This parcel contains 83,821 sq.ft. – 1.92 acres more or less.

Outlot 1 of the future CSM more particularly described as follows:
Commencing at the northwest corner of Block 35 Original Plat of the City of Stoughton thence S89°21'14"E along the south right of way line of South Street to the northwest corner of Lot 13, of the Original Plat of the City of Stoughton, thence along the west thence along the west line of said Lot 13, S00°40'09"W, 132.00 feet; thence S89°21'14"E, 231.00 feet; thence N47°28'00"E, 28.81 feet; thence S00°40'09"W, 10.50 feet; thence S28°38'36"E, 65.98 feet; thence S67°57'32"W, 48.15 feet; thence S14°26'33"E, 81.36 feet; thence N79°54'29"E, 87.29 feet to a point of curvature; thence along a curve to the right with a chord which bears N85° 22' 06"E, and a chord length of 25.31 feet, and a radius of 113.00 feet to a point of tangency; thence N89° 10' 16"W, 419.31 feet to the west right of way line of Seventh Street; thence along said right of way line S00° 49' 44"W, 37.90 feet; thence S89°16'17"E, 25.16 feet; thence S00°49'44"W, 221.14 feet to the point of beginning; thence continuing S00°49'44"W, 128.20 feet to the meander line of the Yahara River; thence along said meander line, S88°21'14"W, 116.46 feet; thence continuing along said meander line, N78°45'47"W, 277.05 feet; thence continuing along said meander line, N52°12'38"W, 221.29 feet; thence continuing along said meander line, N67°50'23"W, 166.25 feet; thence continuing along said meander line N89°27'50"W, 176.96 feet; thence continuing along said meander line N79°13'17"W 52.59 feet to the East side of Fourth Street; thence along said East side, N00°40'09"E, 48.47 feet; thence S89°10' 16"E, 349.93 feet to a point of curvature; thence chord which bears N85° 22' 06"E, and a chord length of 25.31 feet, and a radius of 113.00 feet to a point of tangency; thence N79°54' 29"E 45.87 feet; thence S10°05' 31"E 47.60 feet; thence S57°50' 16"E 122.56 feet; thence S67°21' 44"E 182.04 feet; thence S89°10' 16"E 245.39 feet to the point of beginning.
This parcel contains 98,017 sq.ft. – 2.25 acres more or less.



Overall Site Plan

Stoughton Riverfront Redevelopment - 2019.22.00

November 5th, 2021

0' 35' 70' 140'

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Potter Lawson

Success by Design

landscape plan not to scale

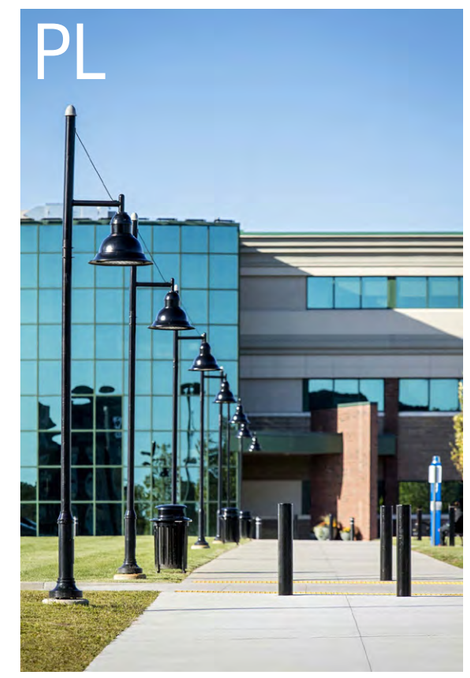
General Development Plan Site Landscape

Stoughton Riverfront Apartment Site - 2019.22

November 1, 2021

Potter Lawson

Success by Design



General Development Plan Site Signage & Lighting

Stoughton Riverfront Apartment Site - 2019.22

November 1, 2021

Potter Lawson
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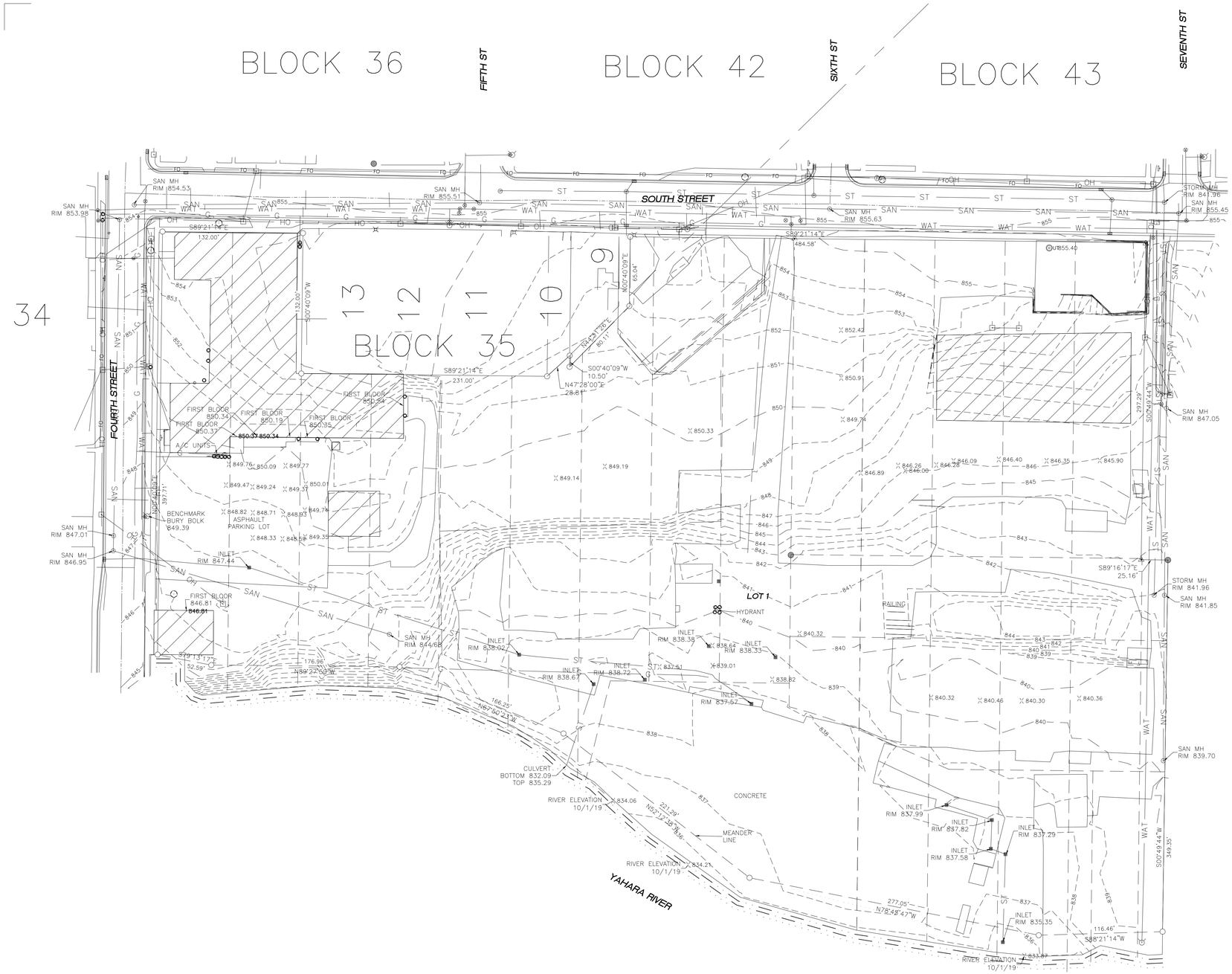


NOTES:
1 ALL HORIZONTAL MEASUREMENTS AND COORDINATES ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM – DANE COUNTY ZONE.
2 ALL ELEVATIONS AND CONTOURS ARE NAVD(88).
3 THE BENCHMARK IS

TOPOGRAPHIC LEGEND

- BENCHMARK
- SECTION CORNER FOUND
- IRON STAKE FOUND
- CONTROL POINT MONUMENT
- SURVEY NAIL
- SIGN
- CANOPY / SHADE TREE
- CONTOUR LINES
- EVERGREEN TREE
- WAT — WATER MAIN
- SAN — SANITARY SEWER
- ST — STORM SEWER
- E — ELECTRIC
- G — GAS
- OH — OVERHEAD UTILITY LINES
- ST — STORM MH
- GAS/ELECTRIC METER
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- GUY WIRE
- PEDESTAL
- MANHOLE
- STORM INLET
- FENCE LINE
- CATCH BASIN

ATTENTION:
ALL UTILITY LOCATIONS ARE SHOWN FROM FIELD OBSERVATION BASED UPON LOCATES AND/OR INFORMATION RECEIVED FROM SOUTHERN WISCONSIN CENTER. BEFORE THE START OF ANY EXCAVATION, A COMPLETE LOCATE OF ALL UTILITIES WITHIN THE CONSTRUCTION AREA SHOULD BE COMPLETED.

ATTENTION:
ALL UTILITY LOCATIONS ARE SHOWN FROM FIELD OBSERVATION BASED UPON LOCATES AND/OR INFORMATION RECEIVED FROM SOUTHERN WISCONSIN CENTER. BEFORE THE START OF ANY EXCAVATION, A COMPLETE LOCATE OF ALL UTILITIES WITHIN THE CONSTRUCTION AREA SHOULD BE COMPLETED.

SURVEYED FOR:
CURT VAUGHN BRINK LLC
701 E WASHINGTON AVE #103
MADISON, WI 53703

DWG NO. -
SHEET 1 OF 2
DATE SEPT. 5, 2019
PROJ ID 5019046
FILE 5019046_SV1

PLAT OF SURVEY

STOUGHTON
REDEVELOPMENT
STOUGHTON, WISCONSIN

NO.	DATE	REVISION	BY	APVD

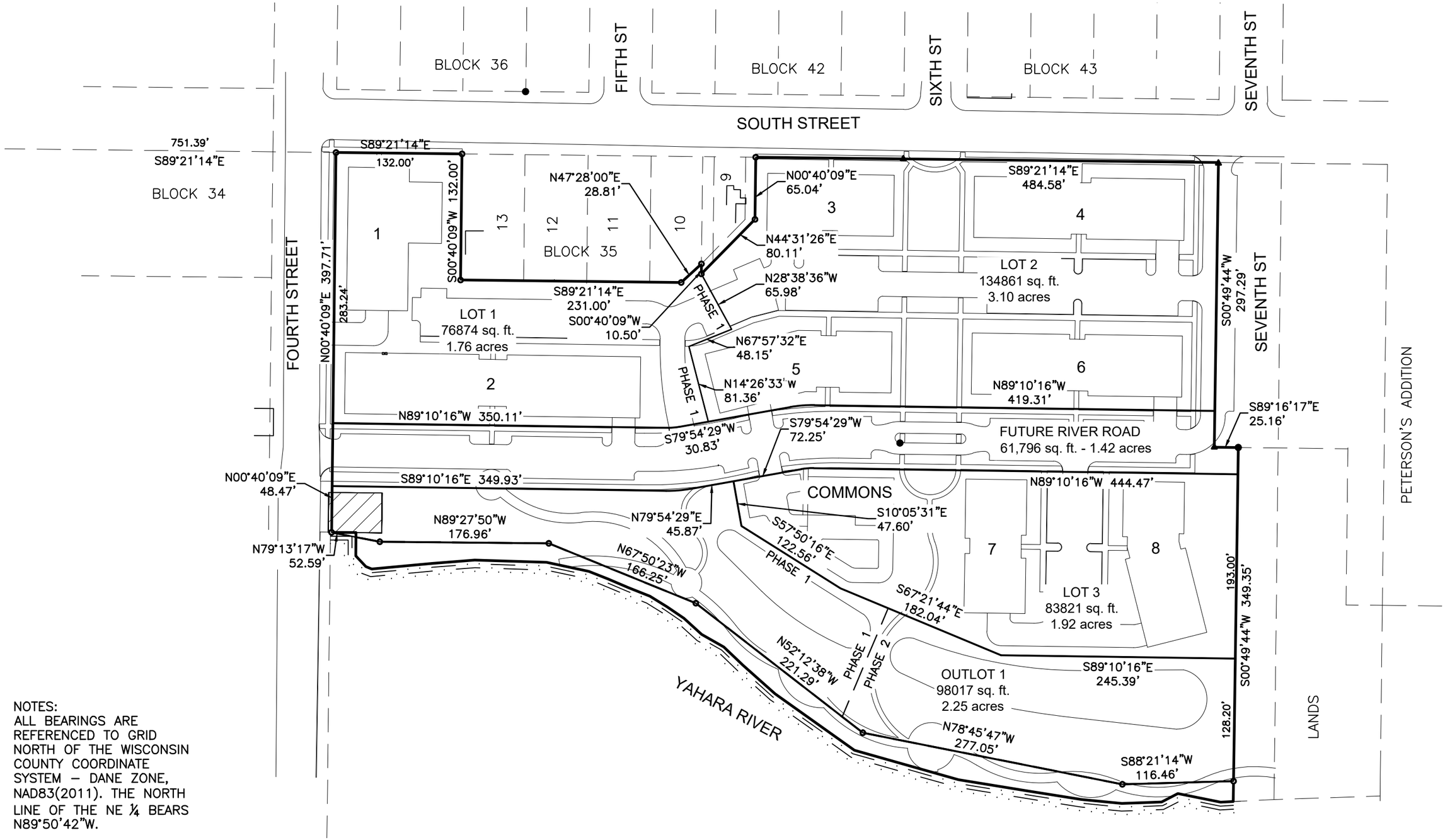
R:\Logos\OES logo type.png

5100 Eastpark Blvd., Suite 300, Madison, WI 53718, ph. 608-245-6470 date 2019010

DSGN FRT
DR FRT
CHK FRT
APVD FRT

VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

FILE NAME: P:\2019\2019.22.0008 EXISTING INFORMATION\SITE SURVEY\SITE SURVEY OTIE.DWG



NOTES:
ALL BEARINGS ARE REFERENCED TO GRID NORTH OF THE WISCONSIN COUNTY COORDINATE SYSTEM – DANE ZONE, NAD83(2011). THE NORTH LINE OF THE NE ¼ BEARS N89°50'42"W.

Proposed Land Divisions

Stoughton Riverfront Redevelopment - **2019.22.00**

May 27, 2021

ONEIDA Engineering Solutions

0' 50' 100'

N

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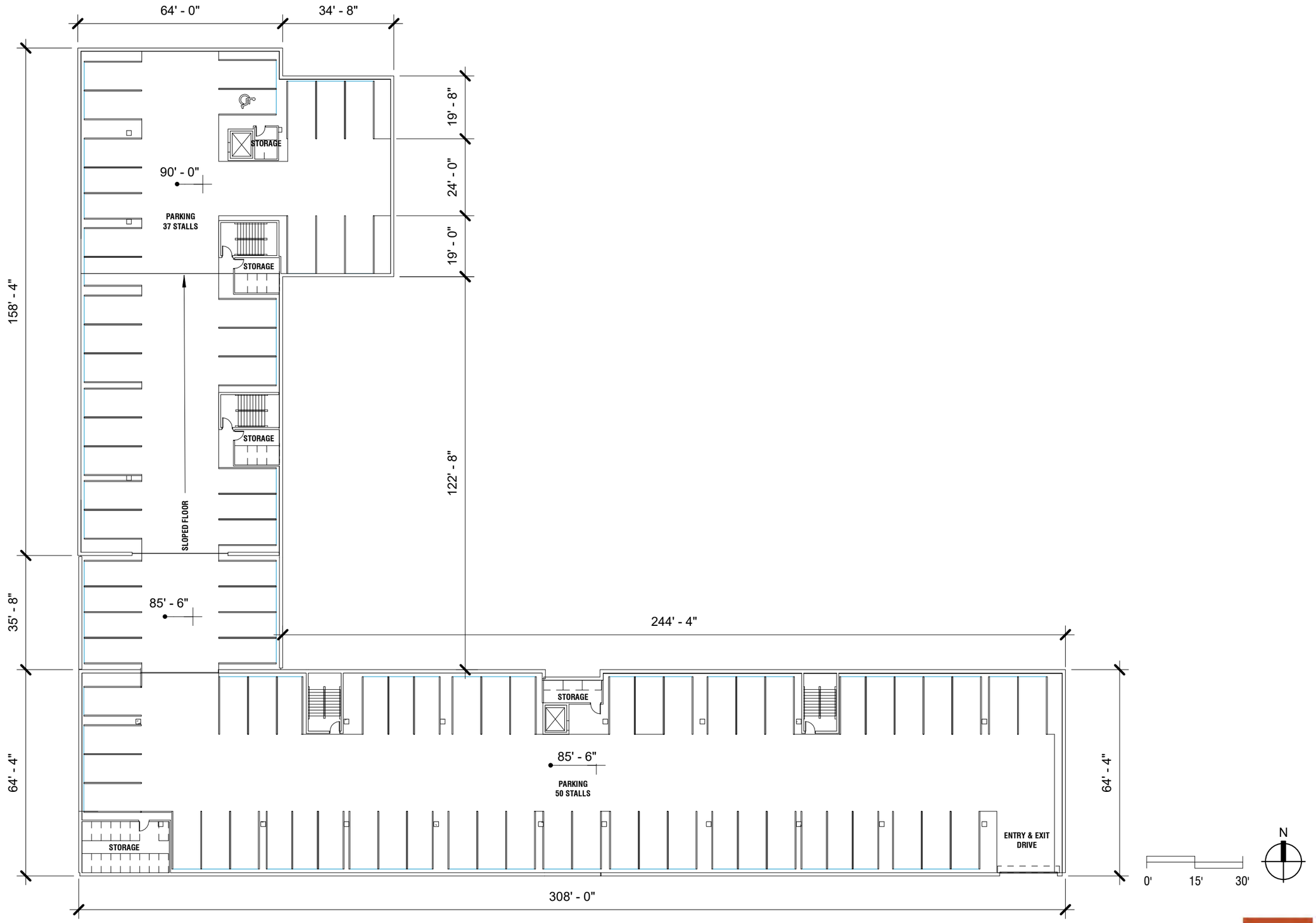

Phase 1
Buildings 1 & 2 - Parking Plans

Stoughton Riverfront Apartments

11/01/2021

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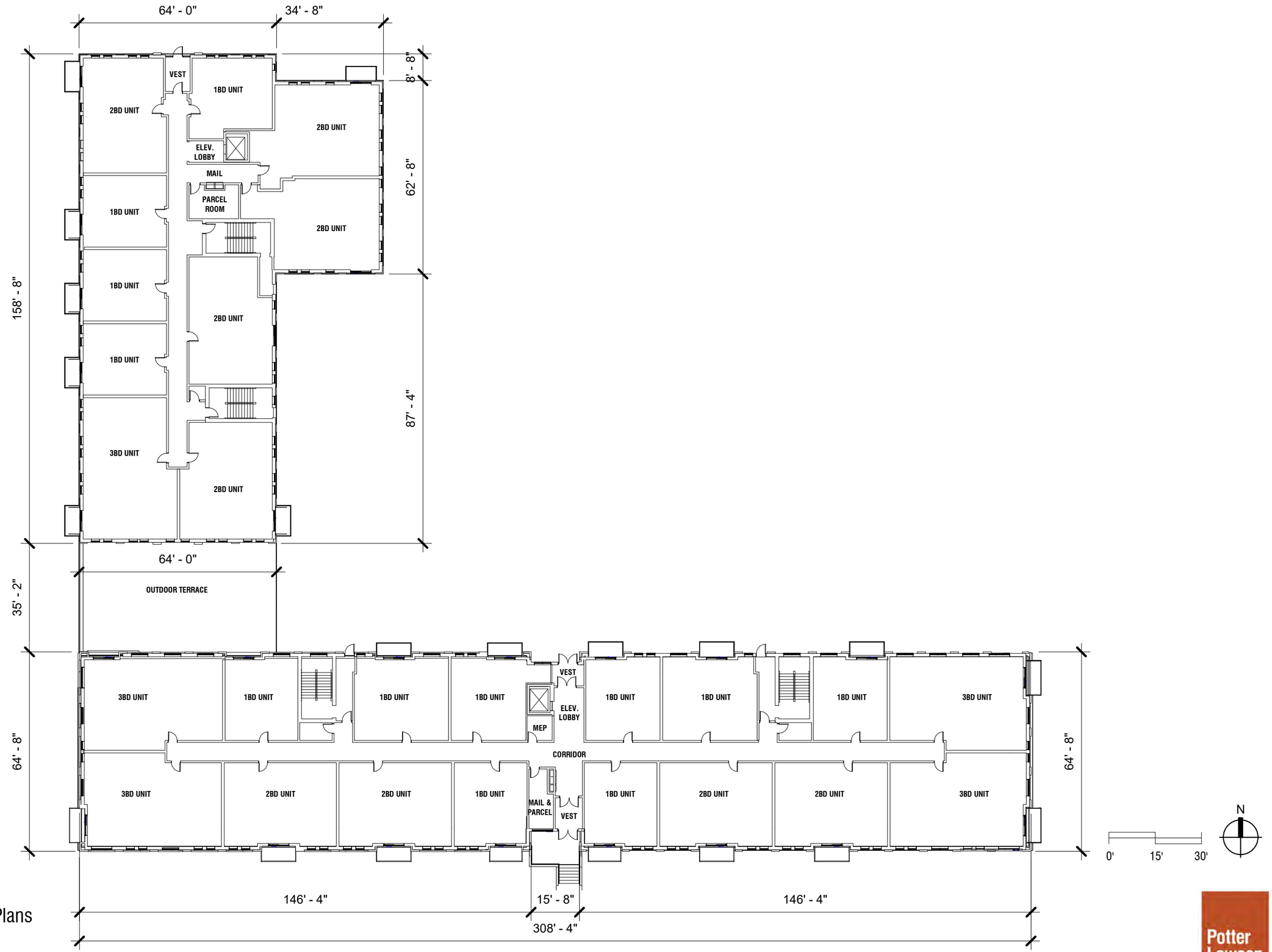

Phase 1
Buildings 1 & 2 - First Floor Plans

Stoughton Riverfront Apartments

11/01/2021

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Potter Lawson
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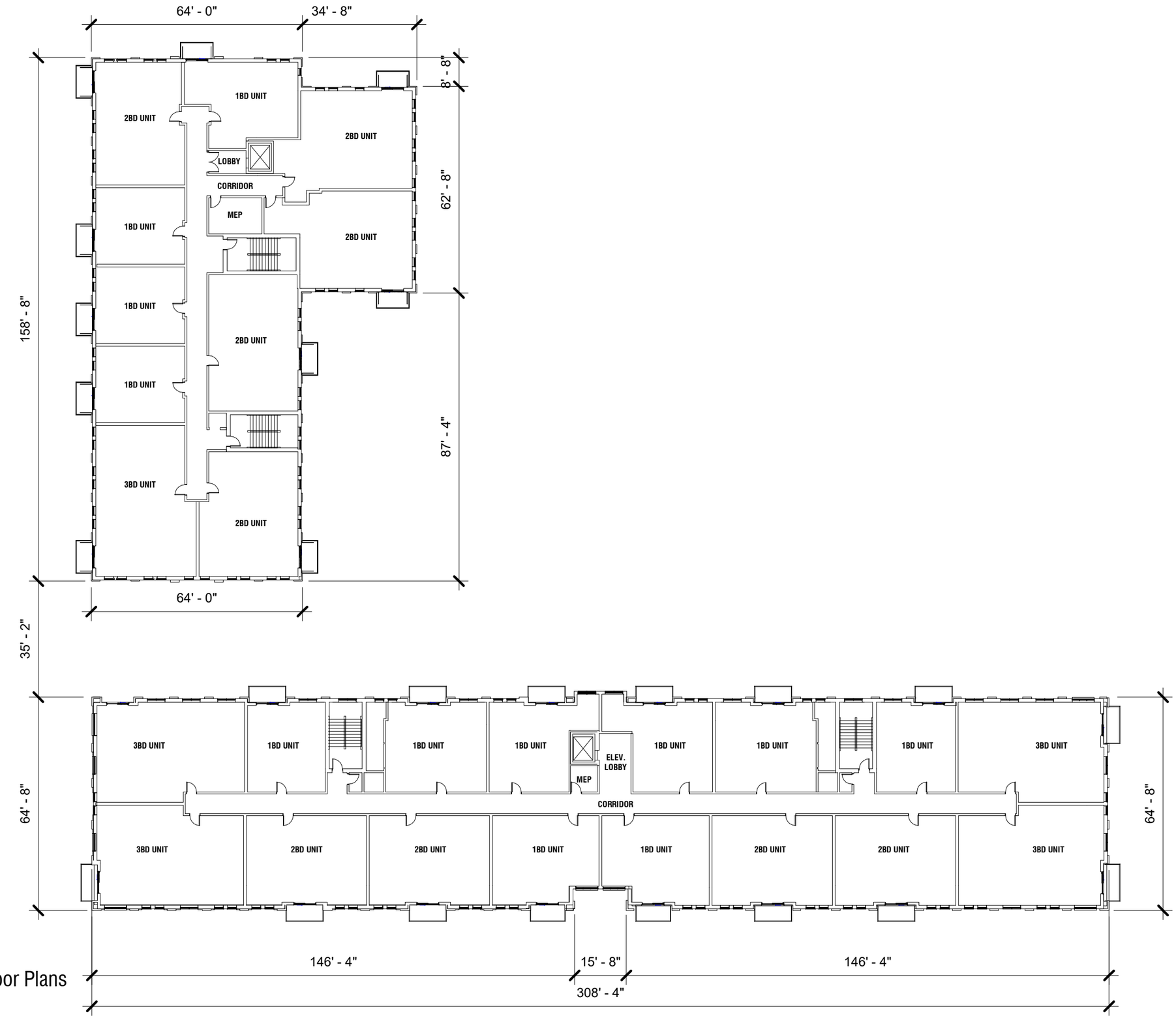

Phase 1
Buildings 1 & 2 - Second Floor Plans

Stoughton Riverfront Apartments

11/01/2021

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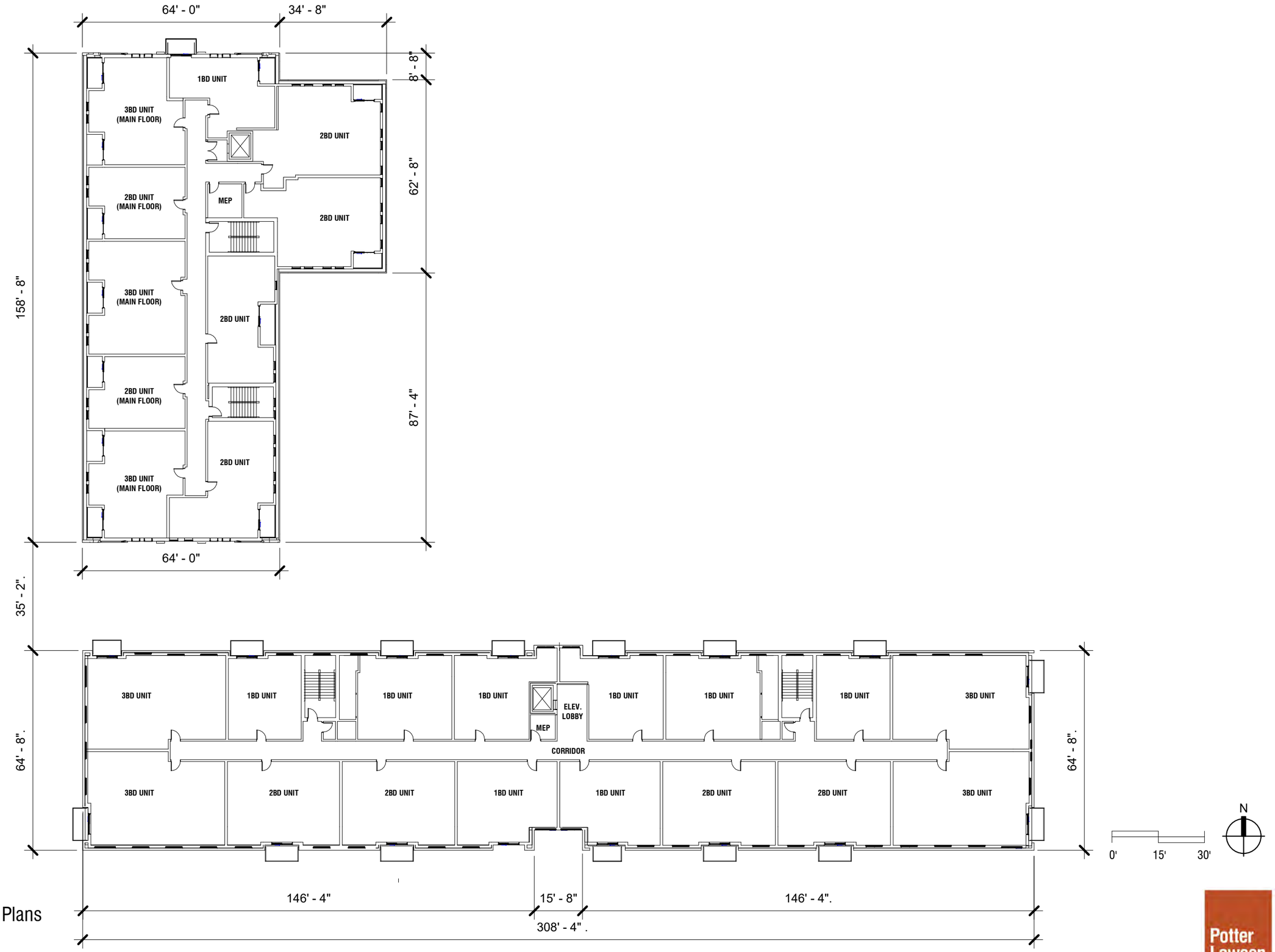

Phase 1
Buildings 1 & 2 - Third Floor Plans

Stoughton Riverfront Apartments

11/01/2021

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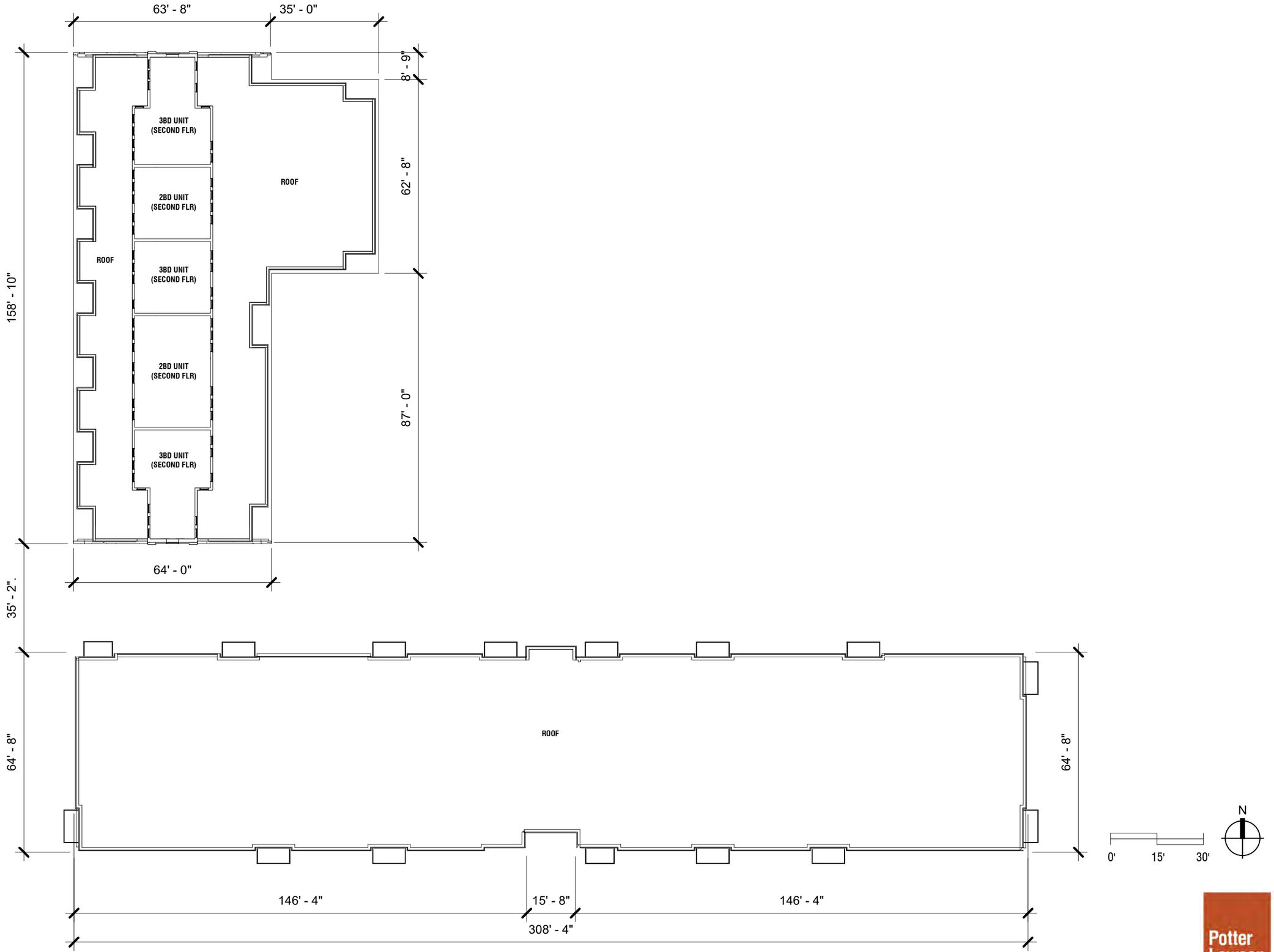
Success by Design



Phase 1
Building 1 Fourth Floor Plan

Stoughton Riverfront Apartments

11/01/2021

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Potter Lawson
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Building 1 Entry Perspective - South Fourth & East South Streets

Stoughton Riverfront Apartments

11/01/2021

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Building 1 Perspective - South Fourth Street

Stoughton Riverfront Apartments

11/01/2021

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Potter Lawson

Success by Design

Building 2 Perspective - South Fourth & River Streets

Stoughton Riverfront Apartments

11/01/2021

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Potter Lawson

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Building 2 Entry Perspective - River Street

Stoughton Riverfront Apartments

11/01/2021

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Potter Lawson

Success by Design