

Kettle Park West Commercial Center General Development Plan

US Highway 51 at State Highway 138
Stoughton, Wisconsin



**KETTLE
PARK
WEST**

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JSD Project Number: 09-3951
Date: September, 2013



Forward Development Group

**Kettle Park West Commercial Center
Planned Development District (PD)
General Development Plan (GDP)**

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Exhibits

Map with Owners within 300 Feet

Legal Description of GDP Area

General Development Plan (11x17)

General Landscape Plan

11 x 17 Prints of Illustrations

Attachments

Large Development Questionnaire (separate document)

Economic and Fiscal Analysis Report (separate document)

Traffic Impact Analysis (separate document)

Detailed Neighborhood Plan (separate document)

Draft KPWCC Covenants and Restrictions (separate document)

Statement of Intent

After many discussions between Forward Development Group (FDG) and City of Stoughton Staff it was concluded that the most appropriate zoning classification for the site will be the Planned Development District (PD). This report summarizes the issues and rationale for this zoning proposal and describes the development standards that will be applied within the proposed PD District.

The intent of this report is to provide the City of Stoughton with a General Development Plan (GDP) that articulates and summarizes the various elements and standards that comprise the proposed Planned Development District (PD) for the Kettle Park West Commercial Center (KPWCC). The zoning requirements will be the framework for effectively implementing the City's Comprehensive Plan and address land use, building intensity, site development, architectural design standards, and public spaces and amenities.

Due to the scale of the site and considerations for the potential changing economic conditions that create uncertainties in future real estate markets, FDG has prepared this GDP with a degree of flexibility to allow for adaptation to new products and consumer expectations. It is anticipated that changes to the GDP may be warranted over time. It is recognized however, that such future amendments will become effective only after review and approval by the City.

This document has been prepared to satisfy the requirements of the *Stoughton City Code Section 78-914 (7)* pertaining to the *Planned Development District Process Step 3: General Development Plan* and the provisions of *Section 78-205 (11)(f)* pertaining to requirements for "Large Developments."

The following index relates the Kettle Park West Commercial Center General Development Plan compliance with City Code requirements:

Section 78-914 (7)(a)	Kettle Park West Commercial Center GDP Page (s)
1. Site location on City Planned Land Use Map	p. 5
2. Map identify adjoining property owners within 300 feet	Exhibits
3. Description of proposed PD.	KPWCC-GDP
4. General Development Plan	pp. 16-18, Exhibits
5. Conceptual Landscaping Plan	pp. 30-34 Addition site specific information to be submitted for approval with SIP and architectural plans
6. General Signage Plan	With first SIP Signage Plan to be developed in conjunction with architectural plans and submitted with first SIP
7. Written justification.	KPWCC-GDP

Compatibility Report

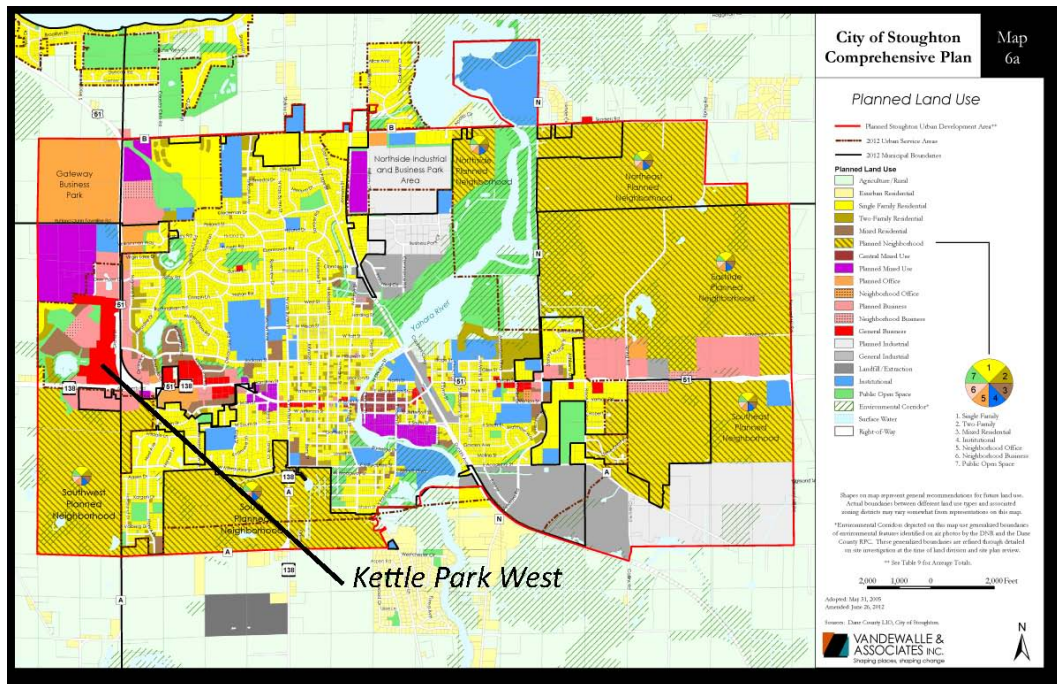
Location and Overview

The Kettle Park West Commercial Center is envisioned to be the cornerstone of the planned mixed-use neighborhood located on the Westside of the City of Stoughton, Wisconsin at the intersection of US Highway 51 (USH 51) and State Highway 138 (STH 138). The surrounding 295+ acre neighborhood is planned to include a community scale commercial center, lots for business (employment) opportunities, a diverse mix of housing opportunities supported by a new City park and a neighborhood retail center, with over 36 acres of naturalized wetland habitat. (Note: The required location map, legal description and listing of adjoining Property Owners are included in the *Exhibits Section* of this report.)

The immediate goal of the planning effort for Kettle Park West Commercial Center (and the objective of this report) is to complete the City's review and approval process to establish effective zoning requirements and standards for the site and to create development parcels that will be attractive for new business investment into the community.

Compatibility with City Plans

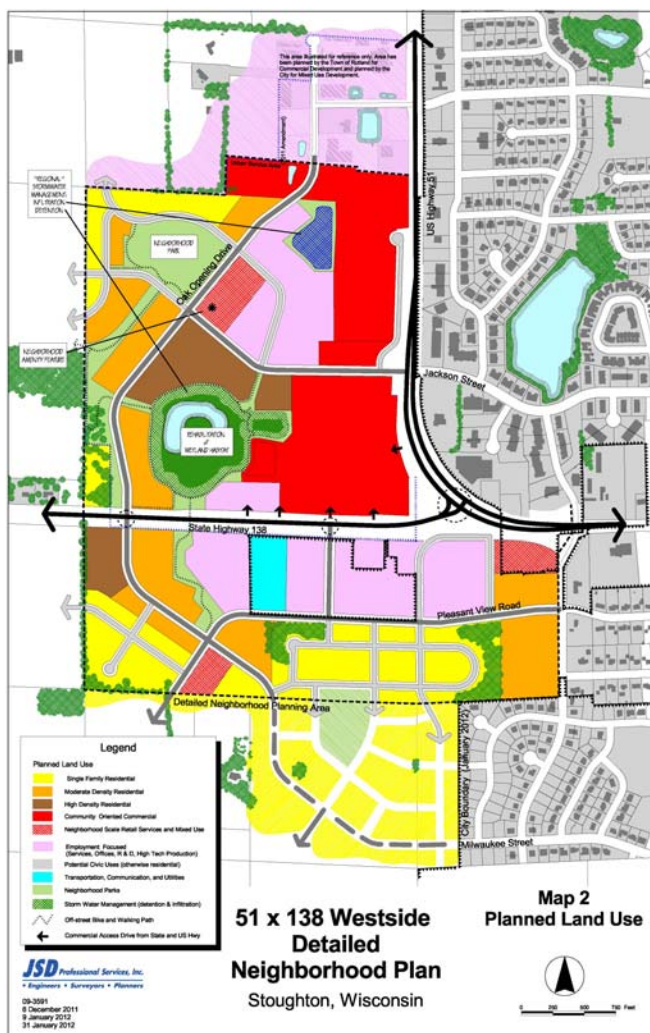
The planning effort to formulate the Kettle Park West Master Plan began in the fall of 2009 and was the impetus for the creation and adoption of the 51 x 138 Westside Detailed Neighborhood Plan. In 2012, the City of Stoughton Comprehensive Plan was amended to include the adopted 51 x 138 Westside Detailed Neighborhood Plan. The Neighborhood Plan articulates the framework to guide the planning and design for development of this key *Gateway* location.



Briefly stated, the development in this area is intended to be predominately commercial in character along the highway frontages and then transitioning to planned residential land uses as distance from the highways increases. For a summary of the generalized land uses approved for this neighborhood, (see Table 1 on Page 7).

The following general principles were utilized as a foundation for preparing the 51 x 138 Westside Detailed Neighborhood Plan and are reflective of the City's Comprehensive Planning Goals and Policies:

- Economic Opportunity:** The addition of a new neighborhood encourages economic prosperity for the community by increasing the amount of area for new employment opportunities, expanding the City's tax base and addressing the market needs of City and area residents for consumer goods and services.
- Sustainability:** Developing a new neighborhood on the Westside of the community should balance today's economic and social forces against the environmental imperatives of resource conservation and renewal. Sustainable development includes and incorporates ecological integrity, economic prosperity, and social equity.
- Natural Resources Stewardship:** All uses within the neighborhood should minimize their environmental impact through well conceived site planning and by giving attention to effective maintenance of both the built environment and naturalized areas. Generalized examples of stewardship activities include: considering the use of porous pavement for parking lot surfaces and pedestrian and bike paths, providing bike racks and transit stops (when service becomes available) to encourage alternate modes of travel, and minimizing light pollution and energy consumption with LED luminaries and "dark sky" standards. Additionally, all uses within the neighborhood (commercial, offices, manufacturing and residential) should use to the extent practical; appropriate water and waste reduction/recycling techniques, "green" products and earth-friendly processes in their operations and inventory.
- Social Equity, Responsibility, and Quality of Life:** A new neighborhood provides an expanded inventory of housing styles and opportunities for current and future residents, including capturing the desired elements of the community's quality of life: walkable, vibrant residential areas, expansive open spaces, and convenience to shopping, services, work, schools, cultural activities and recreation.



<p>Table 1</p> <p>51 x 138 West Side Neighborhood Plan</p>

Generalized Land Use	Acres	%
Residential Neighborhoods (including civic uses)	78	26%
Neighborhood Commercial Centers	9	3%
Community Scale Commercial Uses	46	16%
Employment Focused Uses	43	15%
City Utility Substation	4	1%
Open Space (Including: parks, conservancies and stormwater management)	44	15%
Street and Highway Rights-of-Way (ROW)	71	24%
Total	295	

Key Planning Considerations for the Kettle Park West Commercial Center

(Note: Kettle Park West generally refers to the 175+/- acre tract located in the northwest quadrant of the USH 51 and STH 138 intersection. The Kettle Park West Commercial Center pertains to the 35+ acres in the immediate corner of the intersection. This area is part of the 46 acre Community Scale Commercial Land Use Plan Map Designation that extends north along the USH 51 frontage including the existing auto dealerships).

As the Kettle Park West General Concept Plan and its companion document, the 51 x 138 Westside Neighborhood Plan, were the basis for the amendment of the City Comprehensive Plan, this proposed General Development Plan for the Kettle Park West Commercial Center is consistent with the City Comprehensive Plan.

Maximizing Business Development Opportunities

Stoughton's commercial property inventory is dominated by small retail shops and reflects the history of the business district and its generally successful focus on specialty retail trade catering to visitors to the community. The 2012 retail market analysis prepared by Vierbicher indicates that the mix of retail businesses in the City is not addressing the needs of City residents. Residents are traveling to the Madison Metropolitan Area for greater shopping opportunities and spending an estimated \$80,000,000 annually.



Several factors appear to be contributing to the leakage of consumer spending from the City's economy. Demographic Characteristics – a significant proportion of the population routinely commutes to Madison to work, the relative ease and convenience of the regional highway network, more opportunities for comparative shopping, and the very limited selection of retail goods in the City. Currently there are few business development sites in the City that can accommodate stores which support modern retailing practices and operations - large format (>60,000 SF) or medium format (20,000 SF to 60,000 SF) retail buildings.

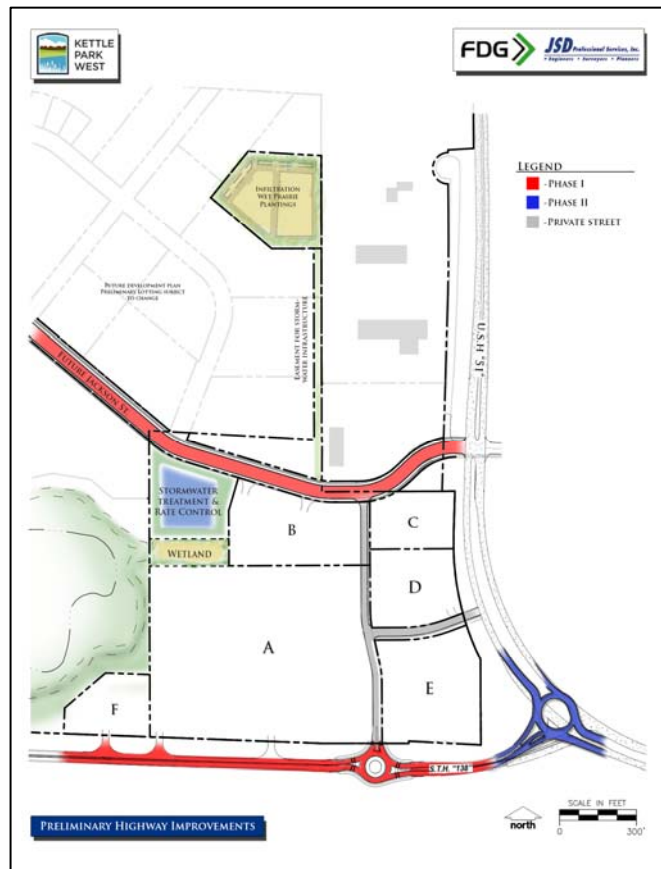
The location of the Kettle Park West Commercial Center has excellent visibility and accessibility to the surrounding market area characteristics which are extremely important to qualifications for larger scale retail and service businesses.

Access and Circulation

The commercial location is well integrated into the existing transportation network within the community and is conveniently accessible for consumers traveling on foot or bicycle. From a regional market perspective, this commercial location will be beneficial to the community residents as it will provide a broader more diverse local shopping opportunity that will reduce the need to travel to the Madison area for the day-to-day goods and services.

The regional highway network serving the site is dominated by USH 51 and STH 138 which adjoins the Kettle Park West Commercial Center site on the east and south respectively. The Average Annual Daily Traffic (AADT) on USH 51 is currently 12,700 vehicles per day (vpd) south of STH 138 and 8,500 vpd north of STH 138. Traffic on STH 138 is 9,100 vpd. Traffic on both highways has increased at a rate of 1.8 percent annually.

The functionality of the USH 51 x STH 138 intersection, as measured by the calculated Level of Service (LOS), has been steadily deteriorating and is currently rated to be at LOS D for the morning peak hour and LOS C for the afternoon peak hour. The left-turn movement from STH 138 onto USH 51 is currently rated a LOS F. (Note: Level of Service is a calculated measurement of the generalized travel delay that occurs at an intersection. Though it can vary by rural, suburban, or urban settings, street characteristics, and signal sequencing, LOS A is generally a 0 to 15 second delay, and comparatively a LOS F could be a delay of over 60 seconds.)



Improving the traffic circulation and functionality of this intersection of two (2) significant arterial highways will create a significant public benefit for the City and region. The City and FDG have been collaborating with the Wisconsin Department of Transportation (WisDOT) to set in motion a plan of improvement for this intersection and the adjoining highway approaches. The preliminary plans for Phase 1 of these improvements include the reconstruction of:

- approximately 1500 feet of STH 138
- 1500 feet of USH 51
- USH 51 STH 138 intersection and
- USH 51 x Jackson Street intersection

The Tax Increment Finance District that is being contemplated for this area could provide a significant percentage of the financing for these public improvements.

The Kettle Park West Commercial Center will be served by eight (8) proposed access points. These access points have been strategically located to both accommodate the needs of businesses (to create viable building site locations, convenient customer access, site circulation, and efficient and safe routes for delivery and service vehicles), as well as to safely manage and accommodate traffic movements on USH 51, STH 138, and Jackson Street. The access points connecting to USH 51 and STH 138 have been provisionally accepted by WisDOT subject to final site design approval.

In addition, the KPWCC also integrates segments of bike and pedestrian paths that will provide connection with the City's existing bike path route network.

Utilities

During the review process for the approved Urban Service Area Amendment, analysis of the City's water, sewer and electric utility infrastructure determined that there were no deficiencies regarding the City's capacity to serve the proposed Kettle Park West development.

Water service will consist of a looped 10 inch main extending from Hoel Street west along STH 138, extending north through the Kettle Park West Commercial Center and connecting back to the existing water main in Jackson Street.

Sanitary sewer infrastructure will extend westerly from Jackson Street with a service main extending into the project site. The next phase of the Kettle Park West development will extend a sanitary interceptor main westerly along the new Jackson Street alignment.

The water main and sanitary sewer main will be constructed within a public easement that follows the north-south private access drive through the project.

Plans for electric and natural gas service are currently being evaluated with Stoughton Utilities and Alliant Energy.

Topography and Stormwater Management

The general topography of the planning area is gently rolling terrain with surface drainage flowing to a small depressional wetland that is located immediately west of the Kettle Park West Commercial Center. The closed watershed of this wetland complex encompasses over 184 acres, and includes lands on either side of STH 138.

The Kettle Park West Conceptual Master Plan proposes an extensive rehabilitation and enhancement of the wetland habitat as a main visual and recreational amenity for the development. It is envisioned that this wetland habitat will be rehabilitated and will have a perimeter walking/bike path to provide an exceptional recreational amenity benefiting neighborhood residents, employees, and the community in general.

A major component of the Capital Area Regional Plan Commission (CARPC) review and approval of the Urban Service Area to serve the Kettle Park West project revolved around effective techniques to manage stormwater and the water quality of run-off that feeds this wetland. Since this watershed has no natural outlet, all of the stormwater must be contained and infiltrated within the basin to reasonably replicate natural (existing) conditions.

The conceptual stormwater management plan approved by CARPC includes maximizing opportunities for infiltration of "clean" rooftop run-off, effective treatment of parking lot run-off to mitigate contamination and remove 80 percent of sediments, periodically re-charging the water levels in the wetland, and infiltrating 100 percent of excess stormwater run-off.



To accomplish this, site grading within the Kettle Park West Commercial Center has been designed to effectively collect and treat stormwater from the impervious surfaces (parking lots), and convey the "treated" water to both the wetland area that is immediately west of the center and to the infiltration basin located approximately 800 feet north of Jackson Street (extended).

The infiltration basin is strategically placed in soils with high permeability and will be restored with deep-rooted prairie and drought tolerant vegetation in order to maximize stormwater infiltration and provide sustainable wildlife habitat.



In addition to being an integral component of the stormwater management system, this infiltration basin is also intended to be managed as a community open space amenity providing a naturalized environment for the neighborhood and passive recreation opportunities for walking and wildlife viewing.

Significant site grading will take place in order to accommodate the stormwater management system, enhance the ecology of the "Kettle" wetland and create viable and functional building pads for the commercial uses that are being recruited for the KPWCC.

Architectural Character and Sense-of-Place

From a community design perspective, the KPWCC will be critically important as the west *Gateway* to the City. Creating and maintaining a distinct edge between the nearby *"rural landscape"* and the City will be achieved by:

- assertively managing land use to avoid "strip" commercial development that could stretch along the corridor,
- establishing strong architectural design expectations for all buildings and uses visible from USH 51 and STH 138,
- creating visual landmarks at the Jackson Street – USH 51 intersection, and at the USH 51 - STH 138 intersection, and
- installing attractive landscaped environment that both integrates and enhances the naturalized open space of the Kettle/wetland into the visual character of the development.

The current discussions with WisDOT regarding round-about improvements along STH 138 as well as careful attention to building architecture and site landscaping is key to the City's efforts to address and create "Landmark" features to achieve a *Gateway* identity for this location.



Planning Approvals Received-To-Date

Since 2009, Forward Development Group, the City of Stoughton (Common Council, Plan Commission, and Staff), have been collaborating on a conceptual development plan to expand the City's tax base with new development opportunities. These discussions laid the foundation for several joint efforts between FDG and the City which have resolved many development issues affecting this location and have bolstered investor confidence in the community. To-date, the following essential procedural steps for creating Kettle Park West has been accomplished:

- a general consensus on the scope of the proposed development of the Kettle Park West project (November, 2010),
- amendment of the Stoughton Urban Service Area by the Capital Area Regional Plan Commission (June, 2011),
- adoption of the 138 - 51 Westside Neighborhood Plan (Spring, 2012),
- amendment of the City Comprehensive Plan (June, 2012),
- annexation of approximately 142 acres (July, 2013), and
- approval of the planned Kettle Park West access points and City street intersections along USH 51 and STH 138 by the WisDOT (anticipated in Fall, 2013).

Project Description

General Description

Zoning Citation: 78-914(7)(a)3.a

FDG has successfully directed its business recruitment efforts toward attracting a diverse mix of users and tenants. Until the PD-GDP Zoning and land division processes are completed, however it is not permissible for FDG to reveal the users.

The Kettle Park West Commercial Center is envisioned to be an attractive shopping destination for Stoughton area residents.

Located at the USH 51 and STH 138 intersection, the most intense land use proposed in this detailed Neighborhood Plan is a 46+ acre tract designated for community scale commercial uses. (Note: this designation on the plan extends north along the USH 51 frontage including the existing auto dealerships.) This location provides an extremely visible and accessible site at the intersection of the two (2) major arterials serving the City and the surrounding market area. The characteristics of uses anticipated for this district include businesses focused on customers who typically travel by car and larger scale retailers and service uses typically requiring significant area for display of inventory (e.g. car dealerships). This commercial location benefits the community in that residents will not need to travel to the Madison Metropolitan Area for goods and services. If the customer so chooses, the location also has an additional advantage in that it is accessible by other travel modes such as bicycling and walking.

The KPWCC has been designed to accommodate a diverse combination of businesses which would be attractive to and primarily supported by a "community-scale" market area as opposed to being primarily focused to serve the immediate neighborhood. The main "anchor" business sites within the center have therefore been designed to be complimentary to the requirements of medium to large format retail business in terms of access, parking, and cross-circulation for pedestrians and vehicles, visibility to the primary travel corridors, and functional circulation and access by delivery vehicles. "Community Scale" businesses include a broad range of retail including department stores, apparel stores, and supermarkets.

A crucial consideration in the design of the KPWCC is an assumption that real estate markets can change modestly or dramatically in the time between planning and implementation as well after implementation. Incorporating flexibility into the plan allows the project and the City to be responsive in the event of market changes.

The generalized parcel map on page 16 illustrated the arrangement of the development sites within the KPWCC. These include:

- Parcel A: Designed to accommodate several options and arrangements of commercial uses up to an aggregate total of 155,000 Square Feet (SF) of retail space. Potential combinations of buildings could include a large format retail building (155,000 SF max) or, two (2) to three (3) medium format retail buildings, or two (2) medium sized buildings and a specialty retail center.

To compliment the primary retail site (Parcel A) and provide for more economic diversity, additional sites for retail and service businesses are also incorporated into the KPWCC layout. These sites provide opportunities for multi-tenant retail buildings that would provide a variety of consumer goods, convenience retail, entertainment and personal/professional services.

- Parcel B: Designed to accommodate approximately 27,000 SF of retail businesses housed in either one or two buildings.
- Parcel C: Intended as a potential location for a fast food or quick casual restaurant.
- Parcel D: Intended for convenience retail and fuel sales.

- Parcel E/Site 1: Designed for a ~17,500 SF multi-tenant building.

Additionally, the KPWCC will create opportunities for additional professional services and office uses. Two (2) prominent locations are proposed and are intended for users that are more favorably inclined to construct multi-story "statement" buildings which will establish the *Gateway* character of this location in the community. These sites are:

- Parcel E/Site 2 (the southerly portion of the parcel): Intended for a financial services use; and
- Parcel F: Designed to accommodate a professional office.

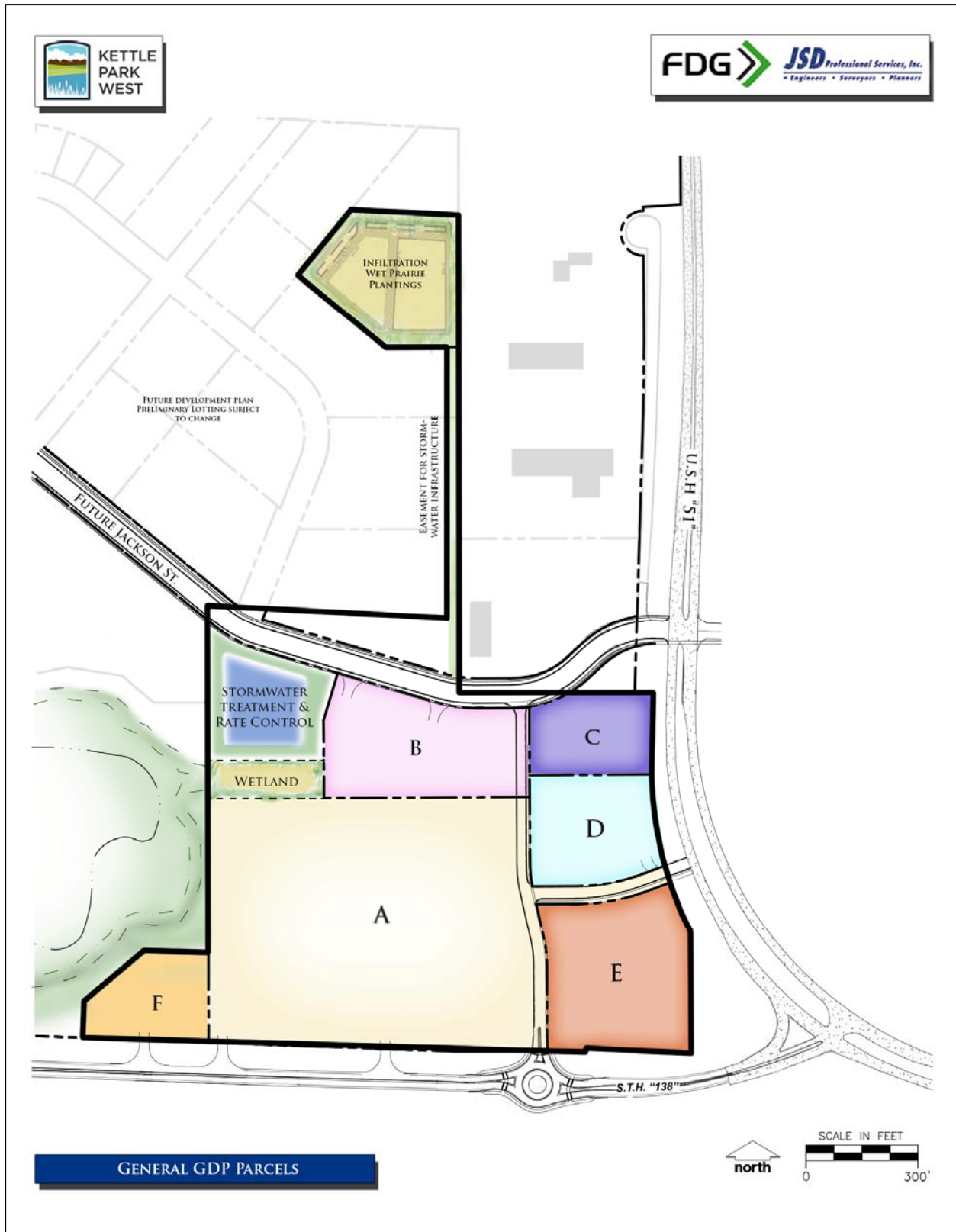
Management and Maintenance

The ongoing management and maintenance of the common facilities and spaces within KPWCC is vital to the long-term economic viability and sustainability of the development and the adjoining future planned neighborhood. These facilities include: the stormwater treatment basin, the pedestrian plaza, commercial center signage locations. To manage these spaces and to provide oversight of the development and operations of the KPWCC, a Business Owner's Association will be established. In the interim, FDG will be responsible for common area maintenance and will establish and implement an architectural review procedure to ensure ongoing compliance with the design guidelines and standards established in this GDP and future site plans and Specific Implementation Plans (SIP).

Development Sequence and Phasing

Due to considerations for the timing of purchase agreements with underlying property ownership and the projected development schedules by the various business prospects, the physical development of the KPWCC will be accomplished through a series of land divisions and construction phasing. FDG anticipates that process will entail collaborating with the purchasers of each development parcel to formulate Specific Implementation Plans (SIPs) or individual Site Plans which will be submitted for City review and approval.





Descriptive Statistics and Development Parameters

Zoning Ordinance Citation: 78-914(7)(a)3.b., and c

Table 2			
Kettle Park West Commercial Center Land Use and Anticipated Occupants			
Parcel		Site Area	Building Size
		Acres	Projected Gross Floor Area
Community Commercial			
A	General Merchandise	13.935	155,000
B-1	General Merchandise	3.406	15,000
B-2	Specialty Retail (multi-tenant center)		12,000
C	Specialty Retail (including Fast Food)	1.605	5,000
D	Convenience Retail (Fuel and Car Wash)	2.241	6,000
E-1	Specialty Retail (multi-tenant center)	3.727	17,500
E-2	Professional Services (2 story)		10,000
F	Professional Services (2 story)	1.567	20,000
Subtotal		26.481	240,500
Permanently Protected Open Space		4.557	
(not including landscaped area within lots)			
Outlot 1 -- Stormwater Treatment		2.181	
Outlot 1A -- Wetland		0.727	
Outlot 2 -- Stormwater Infiltration		1.649	
Future Jackson Street ROW		1.491	
Outlot 2 A (parcel for future development)		2.807	
Total		35.336	

Table 3
Projected Kettle Park West Commercial Center Development Intensity

Site	Anticipated Building Type and Size	Site Area		Projected Floor Area Ratio	MAX FAR per Ordinance	Projected Impervious Surface %	Max ISR per Ordinance
		Gross Floor Area (Sq.Ft.)	Sq.Feet	FAR	FAR	ISR	ISR
A	Single Story	155,000	733,550 *	0.21	1.00	75%	75%
* including stormwater treatment area and wetland habitat							
B-1 and 2	1 or 2 Story	15,000	148,540	0.18	1.00	75%	75%
	1 or 2 Story	12,000					
C	Single Story	5,000	43,562	0.11	1.00	75%	75%
D	Single Story	6,000	97,574	0.06	1.00	75%	75%
E-1 and 2	Single Story	17,500	162,479	0.17	1.00	75%	75%
	Two Story	10,000					
F	Multi-story	20,000	68,389	0.29	1.00	75%	75%
Total		240,500	1,254,094				

Treatment of Natural Features

Zoning Ordinance Citation: 78-914(7)(a)3.d

The Kettle Park West Commercial Center encompasses the small degraded wetland located to the east of the Mabie farm driveway but not the large wetland area and pond to the west of the driveway. A comprehensive wetland management strategy is being prepared by Montgomery Associates that will serve as the framework for managing the rehabilitation and enhancement of this ecological resource area. Initial planning concepts that are being developed call for modifying the boundary and rehabilitating the small east wetland area as part of the phase one project grading for the commercial center and in phase two (the development of lands to the west of KPWCC), creating additional wetland areas around the perimeter of the historic "pond" area of the west wetland to enhance bio-diversity, improve water quality, and establish the site as a recreational amenity for the neighborhood.



In order to create viable business sites within KPWCC (and especially to meet the requirements for the anchor building site on Parcel A), efficiently collect stormwater runoff and accommodate the required stormwater treatment facilities, the whole site will be graded with a substantial volume of fill being placed in the westerly portions of Parcel A. This grading and fill activity will result in an encroachment into a portion of the recommended buffer area around the south side of the small degraded wetland located just off the northwest corner of the proposed building site on Parcel A. The impact of this encroachment will be more than off-set by the beneficial expansion and rehabilitation of the wetland environment surrounding both wetland features.

As noted in the adopted Neighborhood Plan (and as previously presented), it is FDG's intention to collaborate with the City to establish a wetland conservancy park and assist with the rehabilitation of this environmental resource. FDG is confident that with strong community support these areas can become an asset and a desirable amenity for the planned future neighborhood.

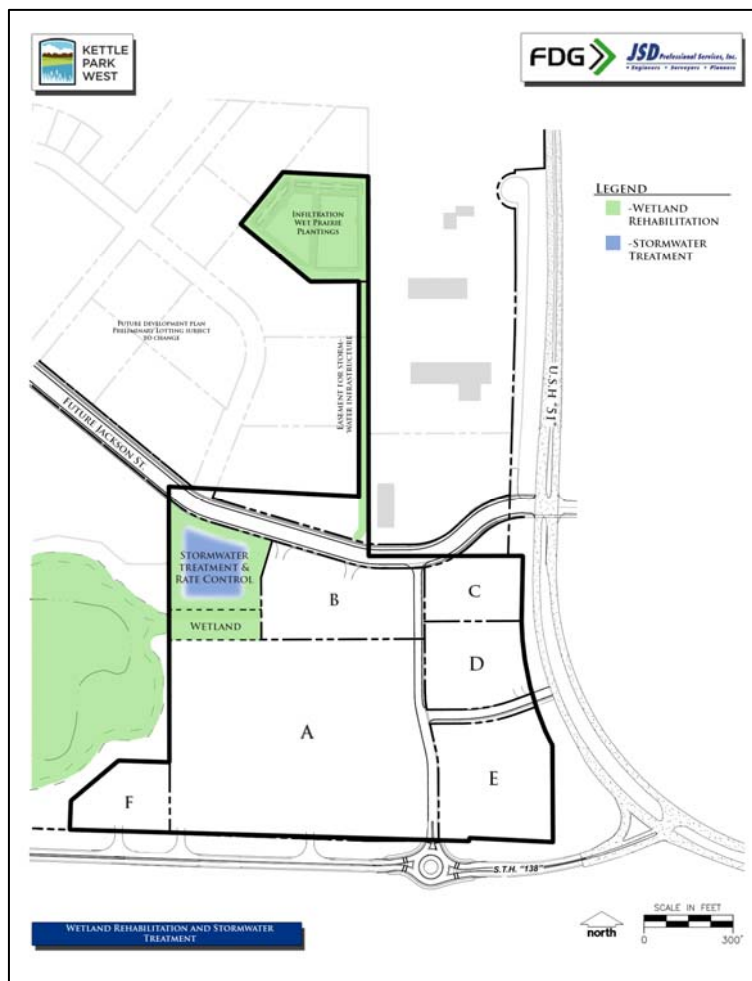


Stormwater Management

The Stormwater Management System serving the Kettle Park West Commercial Center consists of on-site privately maintained storm sewers which collect roof water and parking lot run-off, a stormwater treatment pond to remove suspended solids, an engineered infrastructure system with pumps that "recharges" Mabie Farm ephemeral wetlands and discharges the excess water into a 3.5+ acre system of infiltration basins.

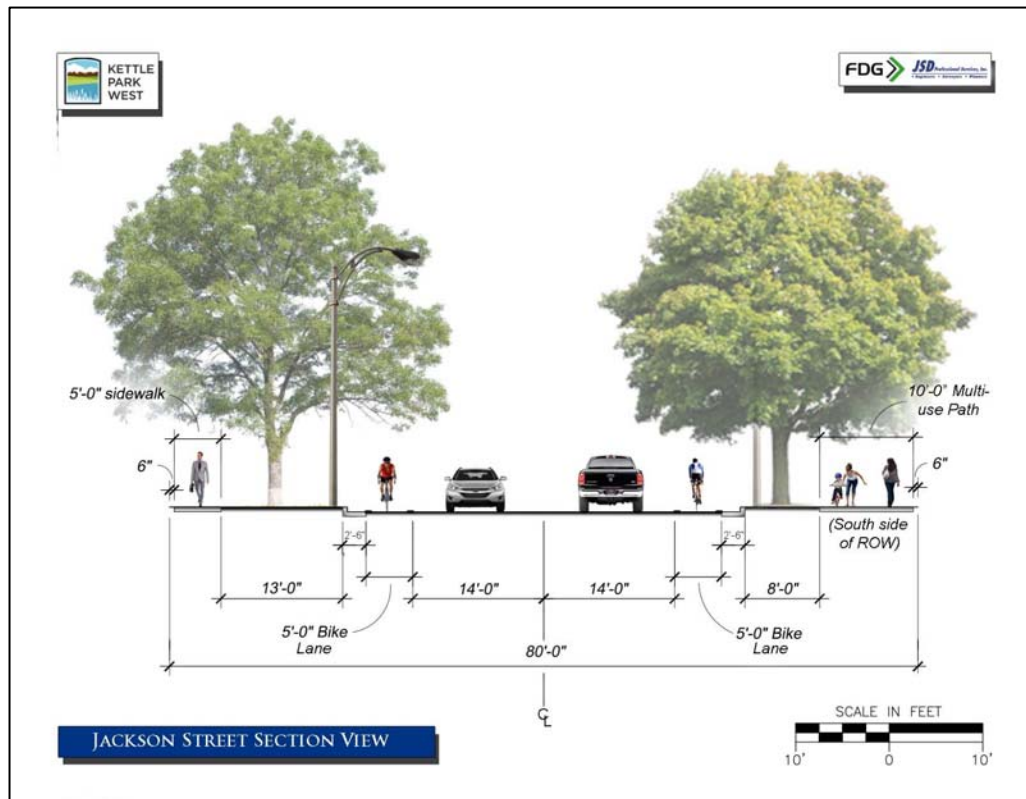
All regulatory Stormwater Management requirements will be met, including all City of Stoughton requirements per Chapter 10 of the Municipal Code of the City of Stoughton, applicable requirements of the Capital Area Regional Planning Commission Resolution No. 2011-5, and Wisconsin Department of Natural Resources Chapters NR 151 and 216.

Additionally, infiltration of "clean" roof water will be encouraged on all of the development parcels through the KPWCC Landscaping Standards.



Relationship to Adjoining Properties and Street Network

Zoning Ordinance Citation: 78-914(7)(a)3.e



Adjoining Properties

FDG has been collaborating with the City and the owner of the former Kayser Automotive property to coordinate the design and timing of a planned extension of Jackson Street. Completion of the planned Jackson Street improvement is a component of the pending annexation agreement relating to the Baxter Parcel, and the dedication of the proposed right-of-way. In the interim, Kettle Park West has been designed to have functional access and circulation irrespective of when the Jackson Street project is completed.

FDG is also closely involved with the planning and development phasing of the land lying west of the KPWCC project area. As described in the adopted neighborhood plan. This area is intended to become a vibrant, walkable neighborhood focused on the intersection of Jackson Street and Oak Opening Drive and supported by a variety of housing opportunities and nearby employment.

Access and Circulation

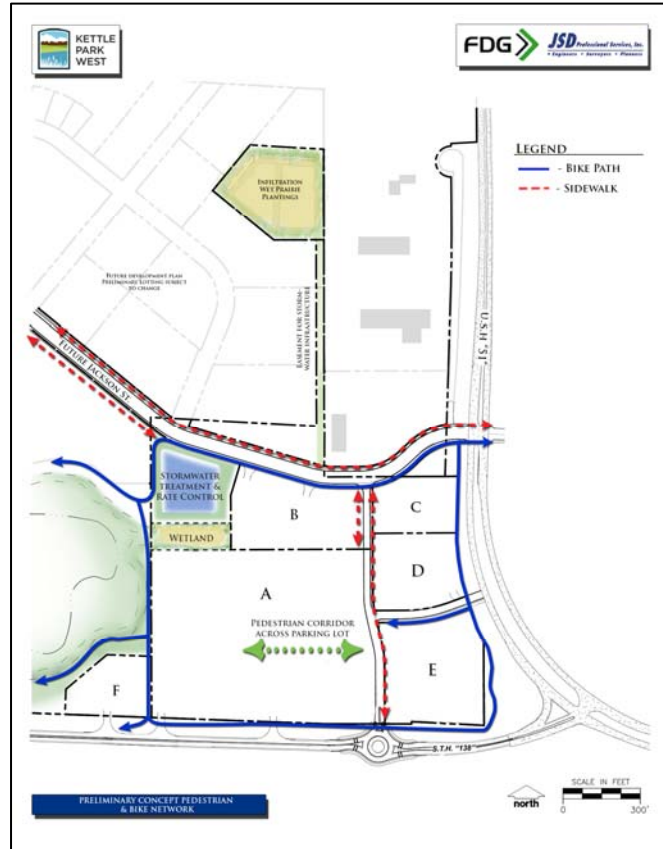
Traffic circulation to and from the Kettle Park West Commercial Center will utilize direct access to USH 51, STH 138, and Jackson Street (extended).

WisDOT has given preliminary approval for the access drives to USH 51 and STH 138 subject to design approval of the intersections.

FDG will coordinate the conveyance of the Jackson Street ROW with the City in conjunction with the annexation of the adjacent Baxter Property. The preliminary design is for Jackson Street to be a 40 foot wide collector street with a sidewalk along the north side of the ROW and a 10 foot wide bike path along the south ROW. On-street parking would likely not be permitted along the KPWCC frontage, but is anticipated along future segments of Jackson Street as it continues westerly into the future planned mixed-use neighborhood.

The KPWCC is linked to the City's bike route network with a 10 foot bike path being constructed along the south ROW of Jackson Street, the west ROW line of USH 51 and the north ROW of STH 138. Future phases of Kettle Park West are anticipated to include extending these paths to Oak Opening Drive with linkages to the recreational path that is planned to loop around the Kettle Wetland.

Within the KPWCC, the vehicle circulation network relies primarily on a private street extending north and south through the easterly portion of the site. The private street will be 25 feet wide with curb and gutter.



A 5 foot wide sidewalk will be constructed along the east side of the private street to provide pedestrian access along the full length of Parcels C through E and connecting to the bike paths along Jackson Street and STH 138. A sidewalk is not proposed along the west side of the private street except where they may be warranted to provide access to a building with store-fronts facing the private street.

East-west pedestrian circulation will be accomplished by a landscaped pedestrian walkway corridor(s) that will provide a safe walking route traversing the parking lot of Parcel A.



Consistency with Comprehensive Plan

Zoning Ordinance Citation: 78-914(7)(a)3.f

The Kettle Park West Commercial Center is consistent with the City Comprehensive Plan. KPWCC project was conceived and designed concurrently with the formulation of the adopted 51 - 138 Westside Neighborhood Plan and the subsequently adopted amendment to the City's Comprehensive Plan.

The proposed KPWCC development is consistent with the neighborhood envisioned and articulated by the adopted 51 x 138 Westside Neighborhood Plan and will be an asset to the City of Stoughton. The proposed land uses and infrastructure are critically important first elements for the implementation of the City's long-term management strategy and community goals for this area.

Rationale for PD Zoning

Zoning Ordinance Citation: 78-914(7)(a)3.g

The KPWCC is envisioned to be a catalyst to expand commercial and business opportunities for the City. In addition to creating new well designed building sites, it promotes an integrated network of streets, bike paths, and public spaces that will transition to a future mixed use neighborhood to the west. The coordination of these uses and amenities is only possible through the framework that is created by an overall Planned Development Process.

The Planned Development District will allow the needed flexibility and coordination between uses and infrastructure that the City and FDG need to achieve the design intent articulated in the 51 x 138 Westside Neighborhood Plan and the objectives of the Comprehensive Plan.

Zoning Standards that are Creating Barriers to Successful Development of the KPWCC

Zoning Ordinance Citation: 78-914(7)(a)3.h

There are several areas within the City's Zoning and Subdivision Regulations that act as barriers to effectively and efficiently implement the Kettle Park West Development. In addition, since the KPWCC Commercial Center site is anticipated to eventually include over 240,000 square feet of gross floor area (GFA), it is also subject to the requirements of 78-205(11)(f)6. The developers of KPWCC are committed to achieving the intent of the Architectural and Site Design Standards, but find it necessary to obtain relief and flexibility in the application of some of the specific requirements.

The expectation for strong architectural design, albeit tempered with recognition of the economics of functional needs of businesses, is crucial for creating a successful and vibrant *Gateway* location. With City approval, the Kettle Park West Commercial Center GDP needs to vary from the following requirements. All other standards and requirements that are not identified and varied by this GDP will otherwise conform within the City's current adopted development regulations.

Large Development Regulations

Zoning Ordinance Citation 78-205(11)(f)6.f., 78-205(11)(f)6.g., 78-205(11)(f)6.j

Screening

Prohibition of the use of fencing in order to screen the view of buildings significantly impacts the utilization of both the northwesterly corner of Parcel A, given the constraint of minimizing impact to the small degraded wetland area and the southwesterly corner of Parcel A where one of the proposed building loading dock facilities is located. In the northwesterly corner of the parcel, the prohibition also does not recognize the effective "setback/buffer" area created by the wetland and stormwater management facilities that adjoin this corner of the parcel.

In order to accommodate the area needed for truck maneuvering, the pavement edge will extend to within 12 feet of the STH 138 ROW. Effective screening of the south-facing loading dock will require both fencing and landscape plantings. Conceptual illustrations of the proposed landscape treatment improvements for these locations are shown on pages 29 and 30.

Parking

(Also see 78-206(4); 78-604; and 78-704.)

The prescribed maximum parking ratio (120 percent times the current City parking ratio of 1 per 300 SF of gross floor area) yields a total maximum stall count of 4.0 stalls per 1,000 square feet of Gross Floor Area (GFA) for the retail buildings. This amount of parking generally meets the minimum site criteria for most retailers. Additional parking area may be required to provide stall locations for cart corrals, snow storage, and may also be created as part of the functional design of the parking lot.

The dimension of landscape islands (360 SF for full-island or 180 SF for peninsula, and 400 SF for aisle-end islands) is larger than the area of a typical parking stall (162 SF). This creates inefficiencies in the design/layout of the parking lot. The dimensioning also does not account for the area of an island designed with a 5 foot radius curb line.

The curbed median to divide the parking lot into distinct 100 or 120 stall bays is problematic for snow removal maintenance, increases construction costs, and may compromise logical design of vehicle circulation and pedestrian walkway corridors within the parking lot.

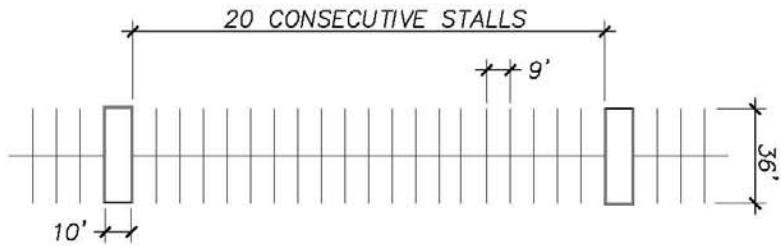
Clarification is also needed to reconcile the differences between parking island area standards in the large development regulations section and the performance standards section of the ordinance.

For descriptive illustrations comparing the current ordinance requirement with the proposed parking lot landscaping scheme for KPWCC, (see Page 25).

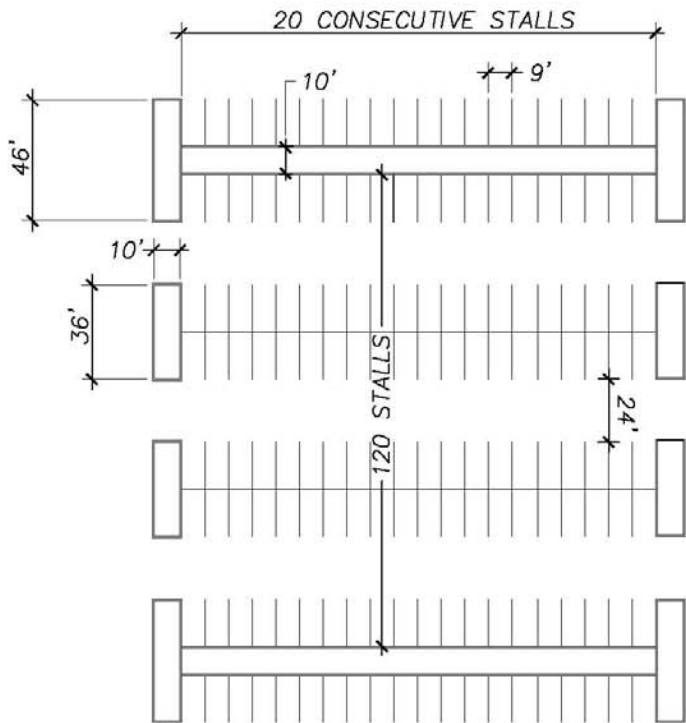
CURRENT CITY REQUIREMENTS

PARKING AND LOADING EXPECTATIONS

Parking lot design shall employ interior, curbed landscaped islands at all parking aisle ends. In addition, the project shall provide landscaped islands within each parking aisle spaced at intervals no greater than one island every 20 spaces in that aisle. Islands at the end of aisles shall count towards meeting this requirement. Each required landscaped island shall be a minimum of 360 square feet in landscaped area.



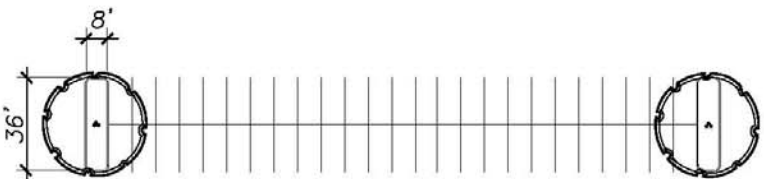
Landscaped and curbed medians, a minimum of ten feet in width from back-of-curb to back-of-curb, shall be used to create distinct parking areas of no more than 120 parking stalls



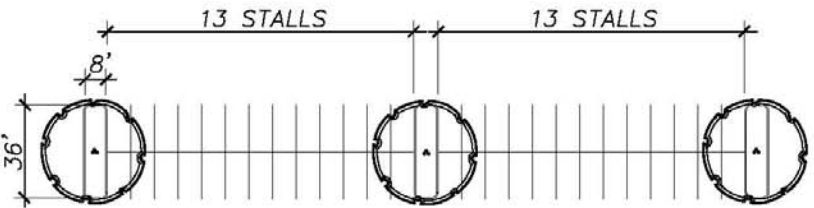
KPW STANDARDS

PARKING LOT LANDSCAPING

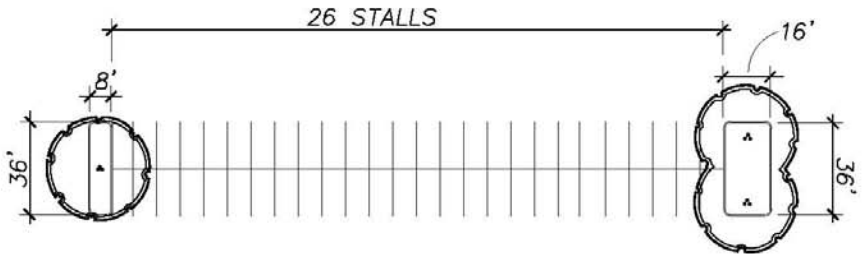
- A curbed landscape island at each end of each row of parking
- Landscape islands shall be a minimum of 8 feet in width (measured from back of curb) and at least 286 square feet in area



In the case of parking rows exceeding 25 consecutive stalls (head-in or angle) additional landscaping is required. This requirement shall be satisfied by either:
a) constructing and landscaping interior hardscape islands such that in no case shall a parking stall be greater than 117 feet from an island



b) doubling the size and amount of landscape plantings in one of the end islands



Cart Returns

The minimum dimensional area of prescribed Cart-Return-Corral (200 SF) is larger than the area of a typical parking stall (162 SF), with results of inefficient design/layout of parking lots and unnecessary additional pavement.

Landscaping

The minimum 6 foot high screening berm to visually shield the development from adjoining residential, institutional or office uses will consume a strip of the commercial lot that is at least 36 feet wide. There should be flexibility to design appropriate screening that utilizes fencing, plant varieties and densities, and topographic changes between the uses.

Commercial Land Uses and Detailed Provisions

Zoning Ordinance Citation 78-206(4)

In-Vehicle Sales or Service

Relating to the Design of Drive-Thru Facilities: Design requirements for canopy and curb locations, and length of stacking driveways may conflict with site conditions and layouts.

Performance Standards

Zoning Ordinance Citation 78-704(12)

Minimum Permitted Throat Length (Driveways)

The minimum throat length for driveways connecting to collector and arterial streets (50 feet and 100 feet respectively) creates in-efficiencies in parking lot layout design. The standard also does not recognize the type of driveway intersection (roundabout with free-flow traffic movement, or right-in/right-out restrictions), the physical distance of the street curb relative to the ROW/property line, or if vehicle queuing is problematic for safe and efficient movement of traffic within the project site.

Proposed Site Development Restrictions and Standards

Zoning Ordinance Citation: 78-914(7)(a)3.i

A. LAND USE

Except as listed below all uses, buildings and other improvements that are permitted under the City of Stoughton Zoning Ordinance (Chapter 78 of the City Code of Ordinances) are permissible within the Kettle Park West Commercial Center.

Prohibited Uses [Refer to Stoughton Code of Ordinances 78-206]

- (1) Residential Land Uses
- (2) Agricultural Land Uses
- (3)(f) Institutional Residential Development
- (3)(g), (3)(h), and (3)(i) Community Living Arrangement
- (4)(j) Commercial Animal Boarding
- (4)(l) Bed and Breakfast Establishment
- (4)(n) Campground
- (4)(o) Boarding House
- (4)(p) Sexually-Oriented Land Uses
- (5) Storage or Disposal Uses
- (6) Transportation Land Uses
- (7) Industrial Land Uses
- (10)(a) Small Wind Energy System
- (10)(b) Commercial Wind Energy System

Prohibited Accessory Uses

- (8)(a) Upper Story Dwelling Unit
- (8)(b) Farm Residence
- (8)(c) Detached Residential Garage, Carport, Utility Shed
- (8)(m) Migrant Labor Camp
- (8)(u) Individual Septic Disposal System
- (8)(w) Caretaker's Residence

Prohibited Temporary Land Uses

- (9)(i) Temporary Shelter Used for Seasonal Storage of Vehicles, Equipment, or Materials

(Note: Temporary shelter associated with outdoor displays or limited term entertainment events and outdoor assembly activities subject to approval by the Kettle Park West Commercial Center Owners Association and the City under the provisions of Section 78-906.)

Additional Prohibited Uses

- Animals, except those that may be involved with a permitted temporary entertainment event.
- Casino or Bingo Hall.
- Any nuisances, offensive or noxious odors, fumes, dust, smoke, noise, vibration, pollution glare or other nuisance, or hazardous uses by reason of excessive danger of fire or explosion shall not be permitted on the property. Determinations of nuisance shall be made by the Developer, the Business Owners Association, or the City of Stoughton upon the basis of written complaint or on its own initiative. Standard for nuisance or offensive and noxious use shall be those of the City of Stoughton.
- Parking or outdoor storage of any abandoned or inoperable vehicles or equipment.

- Freestanding outdoor advertising signage (billboards) that advertise products or services provided by businesses that are not occupants of the KPWCC or that are not center identification signage.
- Roof mounted signs and wall mounted signs with sign elements that extend above the parapet or eave line.

Restricted Uses Subject to Review and Approval by the Developer or Business Owners Association

- Permanent accessory buildings or structures, including, but not limited to storage sheds, detached garages, gazebos, picnic shelters, decorative walls or fences, and security fences are expressly prohibited except with prior written approval by the Developer or the Committee, and then with subsequent review and approval by the City of Stoughton. Temporary accessory structures such as a temporary green house for sale/display of flowers or gardening materials, are permissible with prior written approval by the Developer or the Committee.

B. DENSITY AND INTENSITY EXEMPTIONS

The stormwater management treatment pond and the rehabilitated wetland area encompassed with Outlots 1 and 1A will be included as open space area for the purposes of calculating the landscaped surface area ratio for Parcel A.

C. BULK EXEMPTIONS

All Bulk standards are established by the Planned Development Ordinance. For a description of the proposed standards for the KPWCC compared to those listed for Planned Business in the Zoning Ordinance, (see Table 4 on Page 28).

Table 4 Kettle Park West Commercial Center Building Bulk and Site Density Standards				
Minimum distances unless specified	Per Zoning * (Feet)	Proposed KPWCC Planned Development (Feet)	Notes	Complies or exceeds Current Zoning Standards
Building to Street ROW	20	20 to Jackson Street 42 feet to Hwy ROWS		
Building to Residential Lot Line	Side: 10 Rear: 20	N/A		
Building to Non-Residential Lot Line	10 Zero Feet if Designed as Attached Building	10 Zero feet if designed as Attached building		
Building to Private Street Curb Line	NA	26 (15' from sidewalk)		
Accessory Use or Structure to Street ROW	Not Permitted in Front Yard	15 feet from Jackson Street 42 feet to Hwy ROWS		
Accessory Use or Structure to Residential Lot Line	4	NA		
Accessory Use or Structure to Non- Residential Lot Line	4	10		
Parking Stall or Access Aisle Pavement/curb to Public Street ROW	10	10		
Parking Stall or Access Aisle Pavement/curb to Private Street Curb or sidewalk	NA	6	Landscaping should consider snow storage.	
Parking Stall or Access Aisle Pavement/curb to Residential or Institutional Lot Line	5	5	Plus Sufficient Distance to Construct Landscaped Berm or Approved Screening Fence	
Parking Stall or Access Aisle Pavement to Interior Lot Line with adjoining commercial use	NA	6 Zero Feet if Joint Parking Lot		
Maximum Building Height	45	45	From Level of Main Entry and Not Including Parapets or Mechanical Penthouses	
Maximum Floor Area Ratio (FAR)	1	0.3		
Minimum Landscape Surface Ratio (LSR)	25%	25%		
Minimum Foundation Landscape Planting Bed Dimension	10	10		

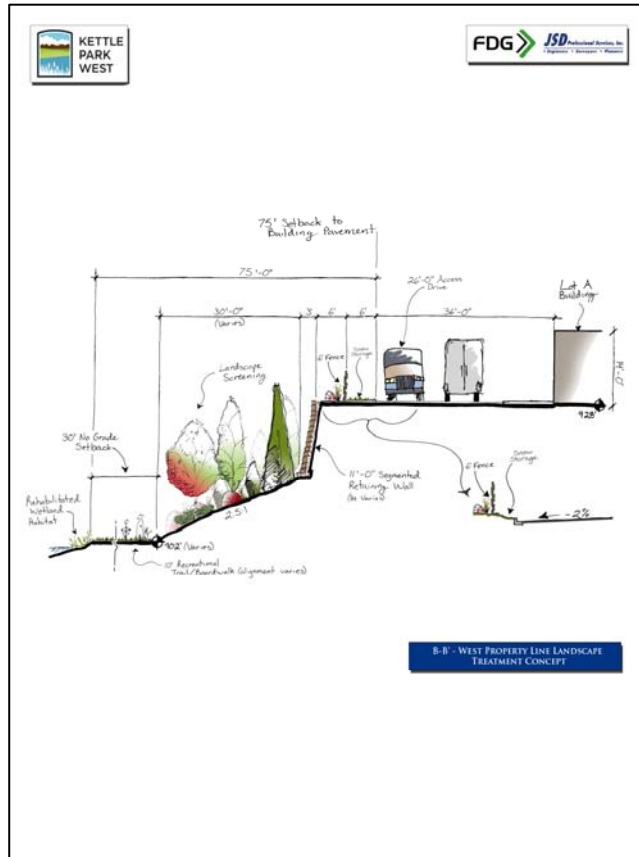
D. LANDSCAPING EXCEPTIONS

(Note: The landscape treatment concepts illustrated in this section of the KPWCC General Development Plan are for illustration purposes only. Since landscape planning is so closely integrated with site grading and architectural design, the detailed landscape plans cannot be prepared until the specific building program for the site is established. Final landscape plans will be prepared for the project and individual sites as part of the Specific Implementation Plan and Site Plan approval process)

Perimeter Screening Landscaping

The requirement for a 6 foot high berm and double row of evergreen trees to shield view of the large retail building from abutting residential, institutional and office uses is superseded by the following:

Visual Screening of Parcel A from abutting residential, institutional and office uses. A 6 foot high berm planted with a diverse variety of trees and shrubbery is required to shield the view of buildings, loading and service areas located on Parcel A when viewed from residential, institutional and office buildings that may be constructed to the west of Parcel A.



In limited areas, however, with site plan approval by the Plan Commission, this screening may be accomplished through a combination of berming, plantings and aesthetically designed privacy fencing and may be located within an easement(s) on lots or outlot(s) that adjoin Parcel A. The density and variety of landscape plantings used for perimeter screening should achieve an opacity of 0.6 within 10 years of planting and the overall design of the plantings, berming and fencing should reasonably shield the lower 10 feet of any building walls (on Parcel A), when viewed from ground level at a distance of 100 feet west or north of the property line of Parcel A.

Screening of Loading Docks from Public Rights-of-Way:

On any parcel within the KPWCC, views of loading docks and service areas from public rights-of-way shall be reasonably screened with a combination of berming, decorative opaque fencing and dense evergreen plantings.

E. PARKING AND LOADING EXCEPTIONS

Parking Requirements

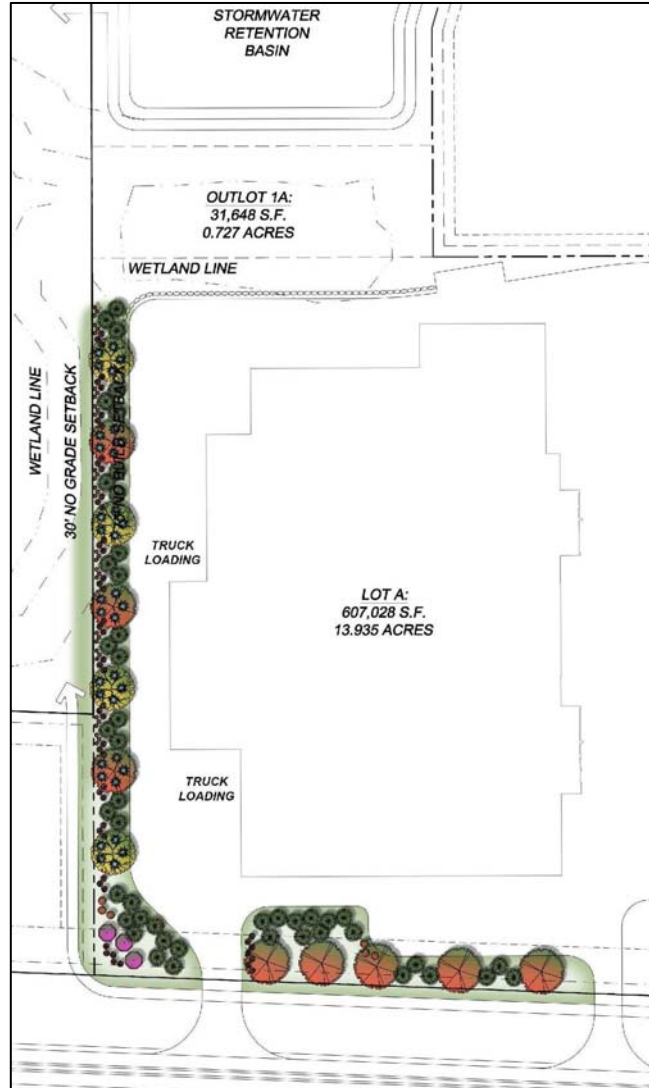
- Minimum parking required for commercial land uses (e. g. buildings) individually exceeding 30,000 GFA shall be calculated at a rate of one (1) stall per 250 GFA (4.0 stalls per 1000 GFA).

On any parcel, in order to provide for flexibility in parking lot layout due to terrain, building configuration, access and circulation drive locations, pedestrian corridors, cart corral locations and stormwater management facilities, the minimum calculated stall count may be exceeded by up to twenty (20) percent. Parking lots may exceed the twenty (20) percent limit when justified with Plan Commission approval of the Site Plan or Specific Implementation Plan.

Parking Lot Landscaping

(See Page 25 for illustration of these minimum standards.)

- A curbed landscape island at each end of each interior row of parking.
- In the case of parking rows exceeding twenty-five (25) consecutive stalls (head-in or angle) additional landscaping is required. The additional landscaping may either be:
 - an additional internal landscape island located such that no stall within the row is further than 117 feet from a landscaped island or aisle-end island in that row, or
 - the minimum width of one of the aisle-end islands in that row must be increased to 17 feet (measured from back of curb) and include a minimum of two (2) overstory trees.
- Landscape islands shall be a minimum of 8 feet in width (measured from back of curb) and at least 278 square feet in area.
- End islands that are adjacent to the internal private access drive along the easterly side of Parcel A shall be configured such that no portion of the adjoining parking stall is closer than 8 feet to the travel lanes of the private access drive.



Pedestrian Corridors through Parking Lots

Whenever a parking lot exceeds 239 stalls or 8 drive aisles or the overall development design includes "outlot" business sites, the parking lot shall incorporate an improved pedestrian corridor to encourage and support walking between store locations.

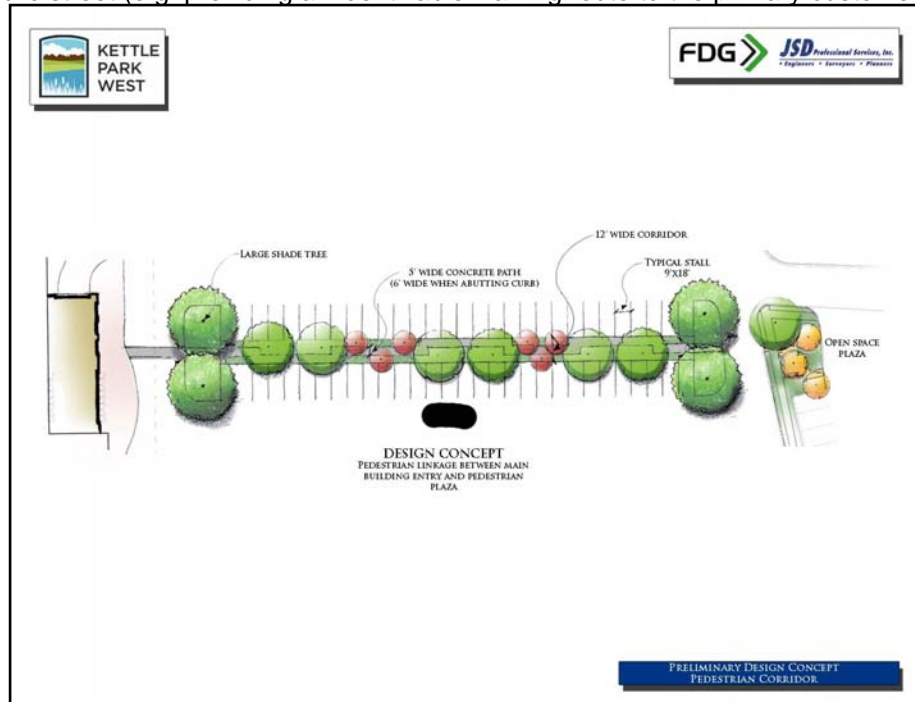
The pedestrian corridor shall be a minimum of 12 feet in width measured from back of curb and include a 5 foot wide sidewalk and landscaping. The pedestrian corridor should be located within the parking lot to provide reasonable and convenient "way-finding" for pedestrian travel between stores or to the public sidewalk on an adjoining public street (e.g. providing an identifiable walking route to the primary customer entry way of the building).

No other landscaped medians to divide parking lots into limited "pods" or "bays" are required.

Driveway Throat Length

There are eight driveway locations providing access into the KPWCC – each from a collector or arterial street.

The minimum driveway throat length for drives connecting to Jackson Street shall be not less than 25 feet measured from the right-of-way to the closest edge of a parking access aisle.



The minimum driveway throat length for drives connecting to STH 138 shall not be less than 70 feet measured from the right of way line to the parking access aisle of parking lots and 12 feet for the service delivery drives and truck maneuvering areas. (See the Landscape Treatment Concept illustrations).

Along the north side of mid-block limited access drive from SB USH 51, a single right turn only drive connection into Parcel D is permitted within 30 feet of USH 51ROW.

F. SITE FEATURES AND AMENITIES EXCEPTIONS

Cart Returns. Within any parking lot intended for any permitted use that provides shopping carts for its customers, the Owner/Operator of the commercial use shall provide cart corrals per the following:

- A minimum of one corral accessible from each parking drive aisle. Cart corrals shall not exceed the dimensions of a typical parking stall (162 SF) or occupy any required minimum parking stalls (4.0/1000GFA).

G. BUILDING DESIGN

At this time, no modifications to the architectural design standards codified in 78-205(11) are proposed. During the formulation of the Specific Implementation Plan and/or the preparation of Site Plans and Architectural Plans for individual sites, it may be necessary to consider variations to the standards. All variations would be subject to review and approval by the Plan Commission.

H. GENERAL SITE AND LANDSCAPING GUIDELINES

The visible façades of buildings are a significant component of the "first impression" and "sense-of-place" of a site. Buildings form visual gateways, edges and backgrounds; their architectural elements and choice of building materials create visual character and interest; and their scale or massing contribute to the "feel" experienced by visitors and passersby. Overall site design and specific building details need to be integrated to present a unique, inviting and memorable place.

The desire is to create a commercial area with a "sense-of-place" with visual elements (such as architectural features and materials, lighting fixtures, and streetscape and landscaping elements) that carry through the entire area. The desired result is for the Kettle Park West Commercial Center to be an attractive, convenient, and viable "commercial node" providing services and retail goods to the surrounding community, including both urban and rural market area.

Development Guidelines set basic parameters, describe preferences, and illustrate design intent for building and site development within the Kettle Park West Commercial Center. The following guidelines are a framework within which creative design can and should occur:

Principles

- Encourage a variety of building types and styles expressed both in large scale (overall building) and small scale (architectural features) design elements.
- Promote interesting, animated architectural features without being thematic or artificial, by utilizing a diverse mix of materials applied in a variety of proportions, exposures, and detailing.
- Promote five (5)-sided architecture to avoid unsightly views of large unarticulated building elevations; especially side and rear elevations, un-screened roof appurtenances, utility, and mechanical features from street ROWs, customer parking areas, and community spaces.
- Emphasize important wayfinding nodes within the Kettle Park West development by placing distinctive architectural elements or interesting façades at prominent locations visible to people traveling to the site and moving within the site.
- Encourage a variety of building heights.
- Emphasize the pedestrian's experience with site and architectural features at street level (canopies, material details, and vegetation), and by creating comfortable public spaces (promenades, plazas, and alcoves, safe pathways, and shaded and open to sky spaces).
- Minimize and buffer views of service entries, loading facilities and utility and mechanical services.
- Promote "Green Building" techniques and use of sustainable materials.

General Guidelines

Buildings

The primary public entry should be a prominent visual feature of a building and easily identifiable from customer parking areas.

Service and loading areas should be located away from "public view" to the greatest extent possible and screened from adjacent public rights-of-way, recreational trail easements, and other "public" spaces.

Parking

Parking areas should be designed to have the least visual impact as possible on the landscape. Lots should be organized as simple geometric shapes with strong edges of landscaping or decorative fences.

Pedestrian corridors through parking lots should terminate at building entrances and provide logical and convenient routes of travel between buildings and activity centers.

When possible, parking areas should be shared by adjacent users to minimize unnecessary stalls and impervious surfaces.

Access and Circulation

Service drives should be separate and distinct travel routes to minimize conflict between customer traffic and delivery traffic.

Bicycle travel should be promoted with the placement of permanent bike racks in convenient, accessible and logical locations relative to building entrances.

Landscaping Guidelines

Developing parcels within Kettle Park West are encouraged to utilize native and adaptable plant species that highlight regional and climatic themes. South Central Wisconsin and the area Southwest of Stoughton feature landforms such as the large "Kettle" directly west of the Kettle Park West Commercial Center that is consistent with the ecological history of the area. These open space features contribute to the overall character of the site, provide native fauna and flora habitat and encourage natural design within the context of the region.

Landscape plans shall provide a minimum of 50 percent of all plantings to be native to the South Central Wisconsin Region.

Use of grasses and flowering perennials are encouraged at prominent points of development parcels within Kettle Park West to strengthen the overall general development theme.

Seasonal interest in the form of native evergreen shrubs and trees shall be provided in landscape plans and emphasized in Bufferyard Design.

Open space design should encourage organic forms and naturalized planting groups to break-up large expanses of vehicular oriented impervious areas and building massing.

Landscape feature plantings shall be provided at vehicular and pedestrian entry points to improve and enhance wayfinding and site legibility.

Where feasible, site landscaping should incorporate a rain garden element to infiltrate clean roof water run-off.

Exhibits

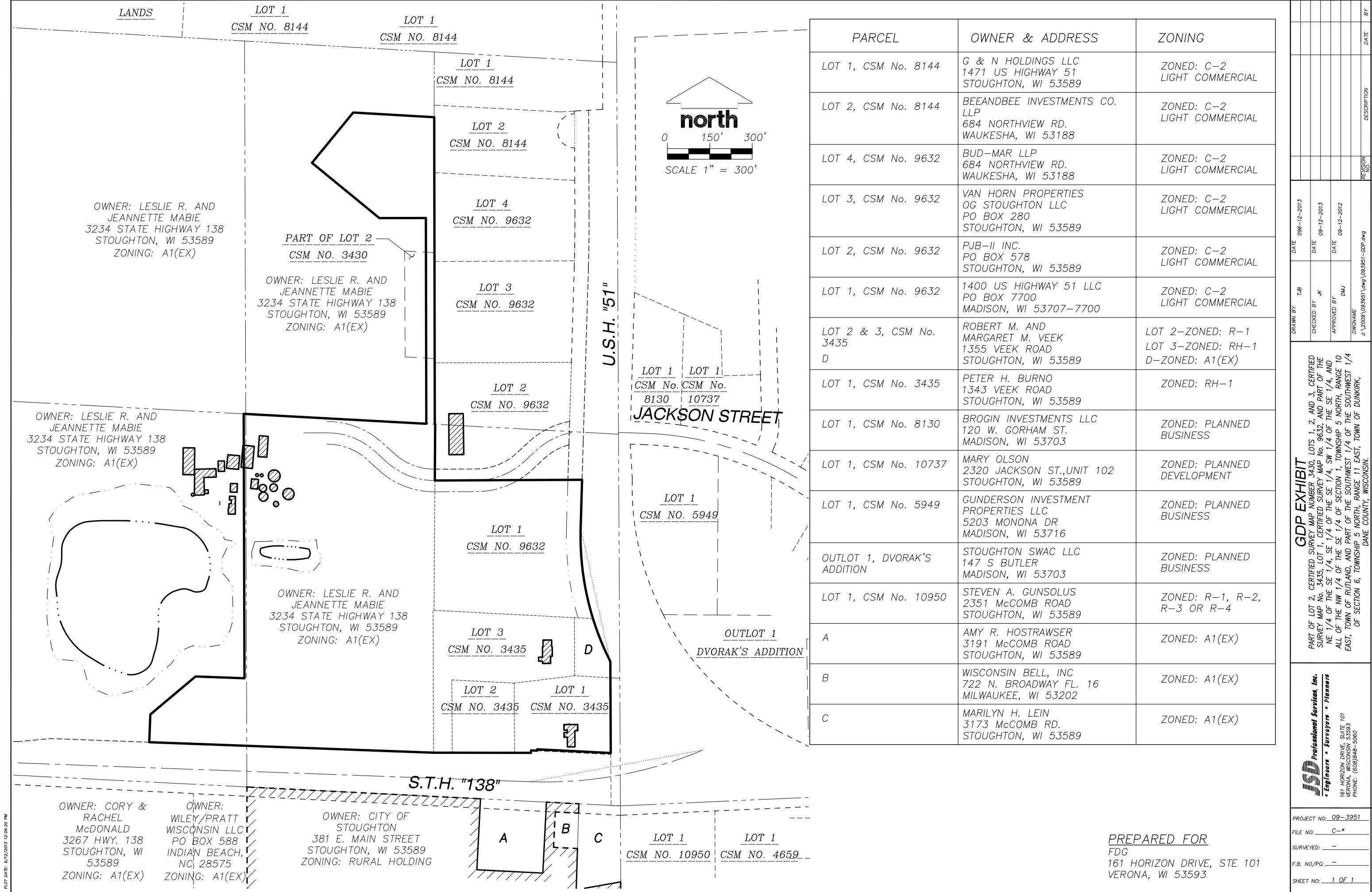
Map showing GDP Boundary and Adjacent Property Owners

Legal Description

General Development Plan (11 x 17)

General Landscape Plan (11 x 17)

11 x 17 Prints of Illustrations





Forward Development Group
161 Horizon Drive, Suite 101A
Verona, WI 53593

LEGAL DESCRIPTION

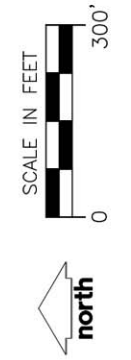
PART OF LOT 2, CERTIFIED SURVEY MAP No. 3430, VOLUME 13, PAGE 268-270, AS DOCUMENT No. 1658279, AND LOTS 1, 2 AND 3, CERTIFIED SURVEY MAP No. 3435, VOLUME 13, PAGE 279-281, AS DOCUMENT No. 1658680, AND LOT 1, CERTIFIED SURVEY MAP No. 9632, VOLUME 55, PAGE 194-197, AS DOCUMENT No. 3199102, AND PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN, DESCRIBED MORE PARTICULARLY AS FOLLOWS:

COMMENCING AT THE SOUTHEAST QUARTER CORNER OF SECTION 1, AFORESAID;
THENCE NORTH 87 DEGREES 05 MINUTES 45 SECONDS WEST, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER, 33.05 FEET TO THE SOUTHERLY EXTENSION OF THE WEST RIGHT-OF-WAY LINE OF VEEK ROAD;
THENCE NORTH 00 DEGREES 17 MINUTES 13 SECONDS WEST ALONG SAID WEST RIGHT-OF-WAY LINE, 185.09 FEET TO THE POINT OF BEGINNING;
THENCE NORTH 87 DEGREES 07 MINUTES 28 SECONDS WEST, 260.52 FEET;
THENCE SOUTH 00 DEGREES 16 MINUTES 13 SECONDS EAST, 5.01 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF STATE TRUNK HIGHWAY '138';
THENCE NORTH 87 DEGREES 07 MINUTES 28 SECONDS WEST ALONG SAID RIGHT-OF-WAY LINE, 21.50 FEET;
THENCE SOUTH 00 DEGREES 12 MINUTES 45 SECONDS EAST, 8.67 FEET;
THENCE NORTH 89 DEGREES 53 MINUTES 46 SECONDS WEST, 343.76 FEET;
THENCE NORTH 87 DEGREES 53 MINUTES 44 SECONDS WEST, 1004.03 FEET;
THENCE NORTH 02 DEGREES 12 MINUTES 57 SECONDS EAST, 98.05 FEET;
THENCE NORTH 49 DEGREES 55 MINUTES 54 SECONDS EAST, 208.46 FEET;
THENCE SOUTH 87 DEGREES 53 MINUTES 44 SECONDS EAST, 172.86 FEET;
THENCE NORTH 00 DEGREES 10 MINUTES 51 SECONDS WEST, 933.15 FEET;
THENCE SOUTH 86 DEGREES 53 MINUTES 51 SECONDS EAST, 645.48 FEET;
THENCE NORTH 00 DEGREES 06 MINUTES 55 SECONDS WEST, 726.30 FEET;
THENCE SOUTH 89 DEGREES 53 MINUTES 52 SECONDS WEST, 164.22 FEET;
THENCE NORTH 50 DEGREES 38 MINUTES 32 SECONDS WEST, 307.48 FEET;
THENCE NORTH 39 DEGREES 21 MINUTES 28 SECONDS EAST, 229.50 FEET;
THENCE SOUTH 86 DEGREES 41 MINUTES 54 SECONDS EAST, 286.28 FEET TO THE WEST LINE OF LOT 2 OF CERTIFIED SURVEY MAP NUMBER 8144, AFORESAID;
THENCE SOUTH 00 DEGREES 05 MINUTES 12 SECONDS EAST ALONG SAID WEST LINE, 195.25 FEET TO THE NORTHWEST CORNER OF CERTIFIED SURVEY MAP NUMBER 9632, AFORESAID;
THENCE SOUTH 00 DEGREES 06 MINUTES 55 SECONDS EAST ALONG THE WEST LINE OF CERTIFIED SURVEY MAP NUMBER 9632 A DISTANCE OF 888.23 FEET;
THENCE SOUTH 87 DEGREES 57 MINUTES 29 SECONDS EAST, 1.15 FEET;
THENCE SOUTH 00 DEGREES 19 MINUTES 58 SECONDS WEST, 198.79 FEET TO THE NORTHWEST CORNER OF LOT 1 CERTIFIED SURVEY MAP NUMBER 9632;
THENCE NORTH 89 DEGREES 42 MINUTES 22 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 1 A DISTANCE OF 519.75 FEET TO THE NORTHEAST CORNER OF LOT 1, CERTIFIED SURVEY MAP NUMBER 9632 AND THE WESTERLY RIGHT-OF-WAY LINE OF UNITED STATES HIGHWAY '51';
THENCE SOUTH 01 DEGREES 40 MINUTES 47 SECONDS WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 170.46 FEET TO A POINT OF CURVE;
THENCE SOUTHEASTERLY 487.72 FEET ALONG AN ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 981.47 FEET, THE CHORD BEARING SOUTH 12 DEGREES 31 MINUTES 39 SECONDS EAST, 482.72 FEET TO THE WEST RIGHT-OF-WAY LINE OF VEEK ROAD;
THENCE SOUTH 00 DEGREES 17 MINUTES 13 SECONDS EAST ALONG THE WEST RIGHT-OF-WAY LINE, 322.71 FEET TO THE POINT OF BEGINNING.

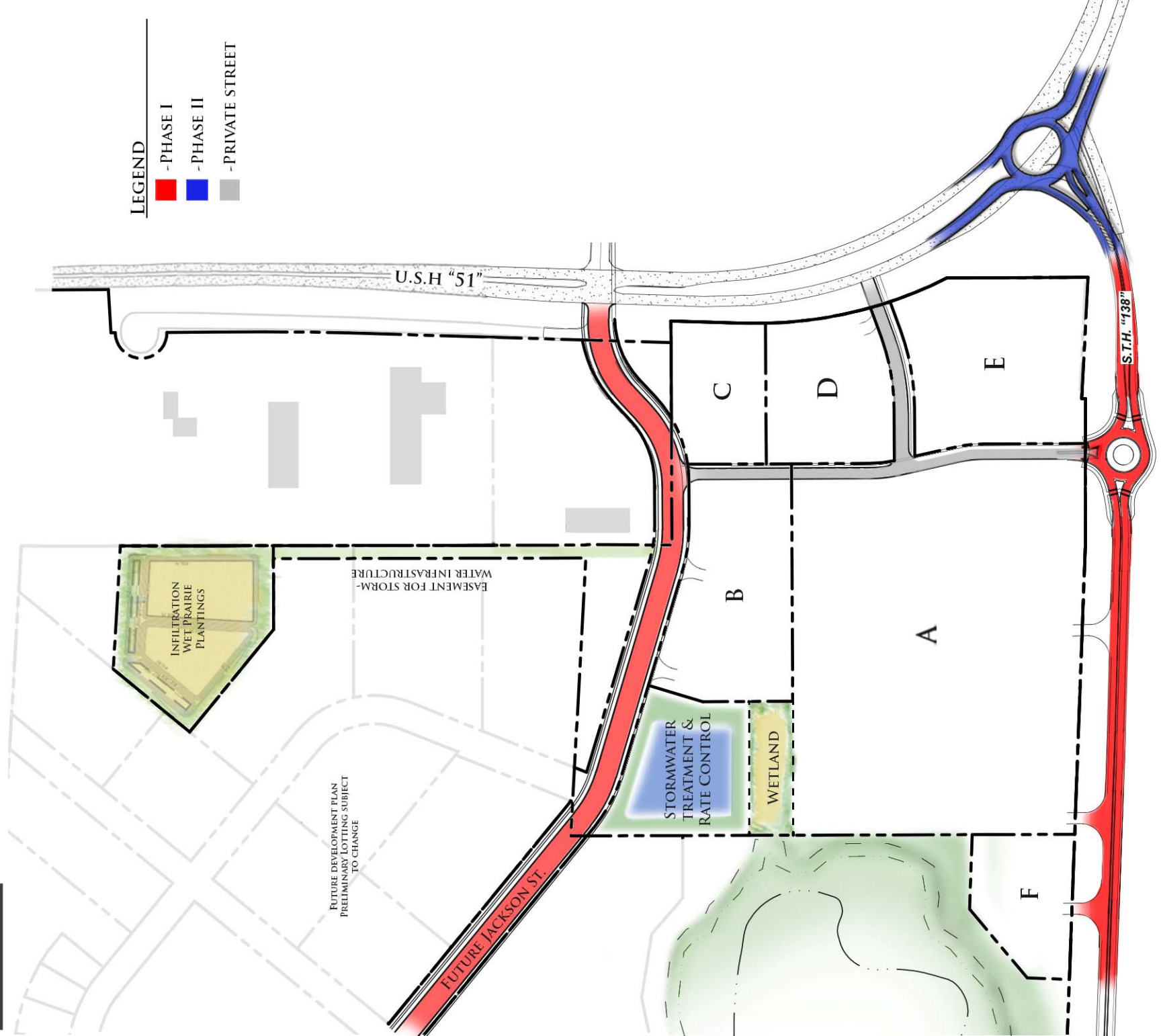
SAID PARCEL CONTAINS 1,539,266.91 SQUARE FEET OR 35.34 ACRES.



NOTES:
1. PEDESTRIAN CORRIDOR LOCATION IS REPRESENTATIVE ONLY AND WILL SHIFT NORTH OR SOUTH DEPENDING ON BUILDING DESIGNS AND PARKING LAYOUTS.
2. RECREATIONAL PATH AROUND WETLAND OPEN SPACE TO BE CONSTRUCTED BY OTHERS IN CONJUNCTION WITH FUTURE WETLAND REHABILITATION IMPROVEMENTS.

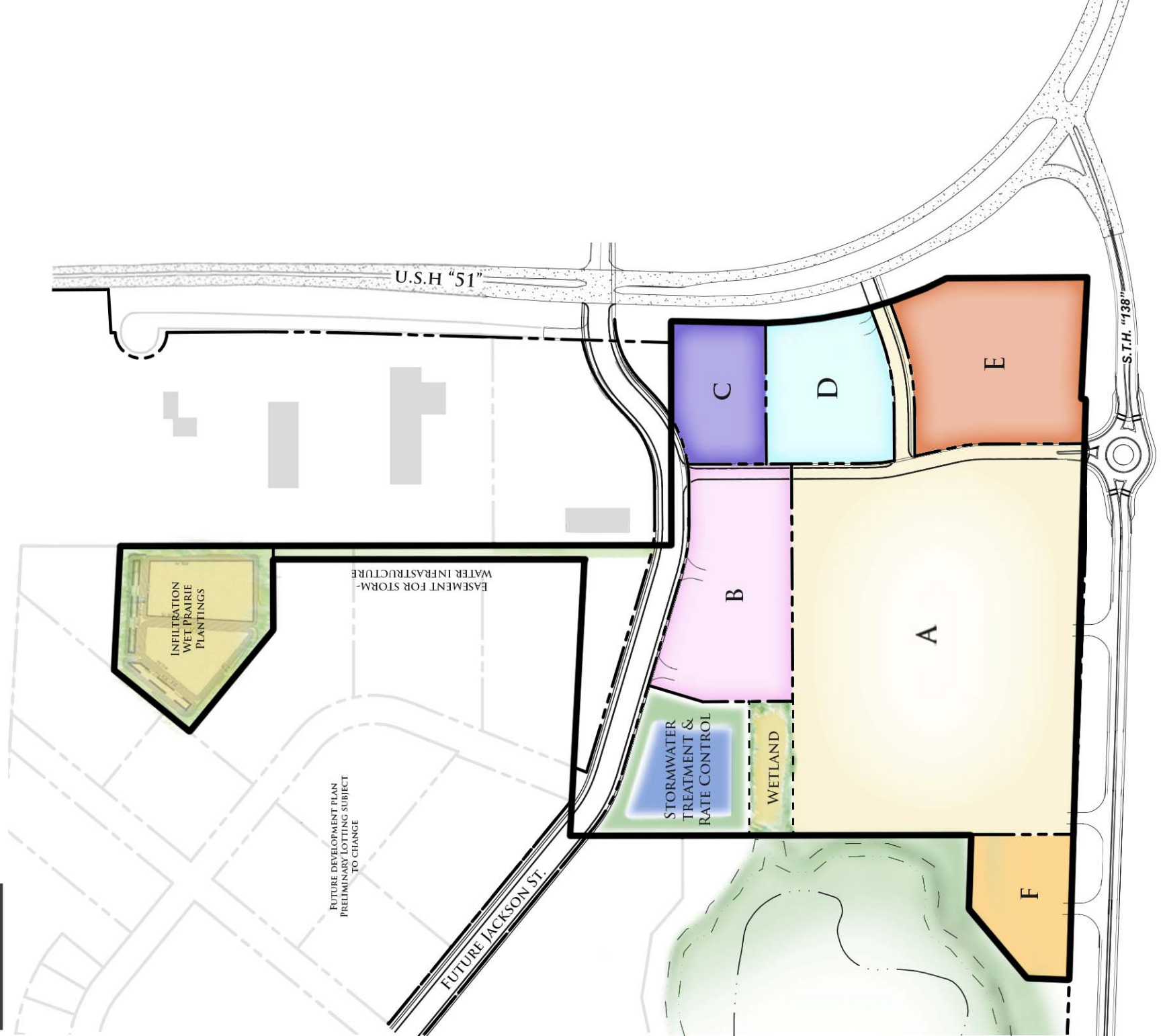


GENERAL LANDSCAPE PLAN

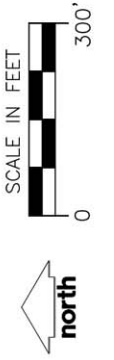


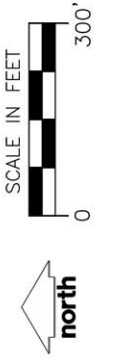
- LEGEND
- PHASE I
 - PHASE II
 - PRIVATE STREET

PRELIMINARY HIGHWAY IMPROVEMENTS

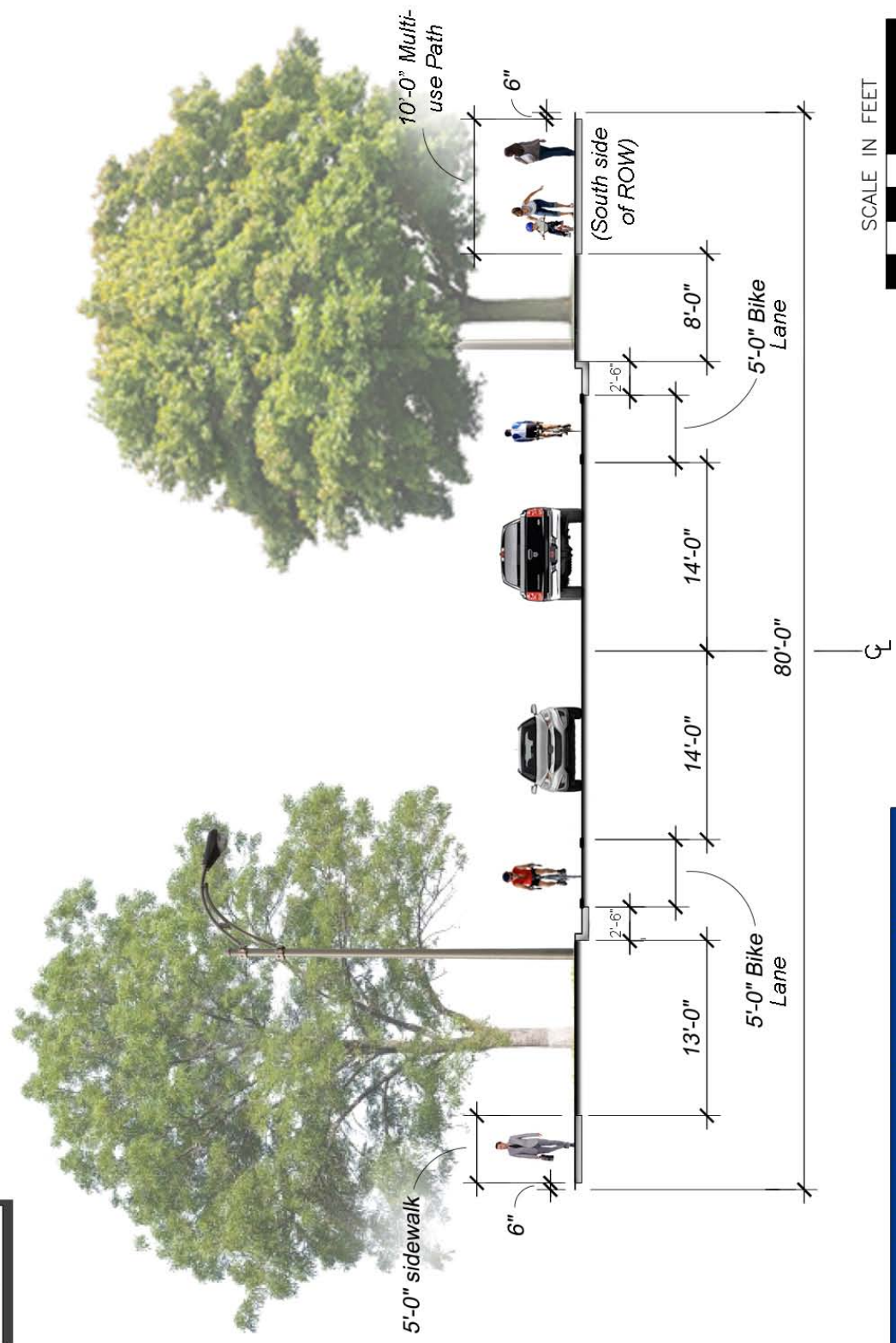


GENERAL GDP PARCELS

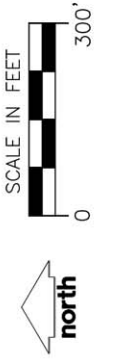
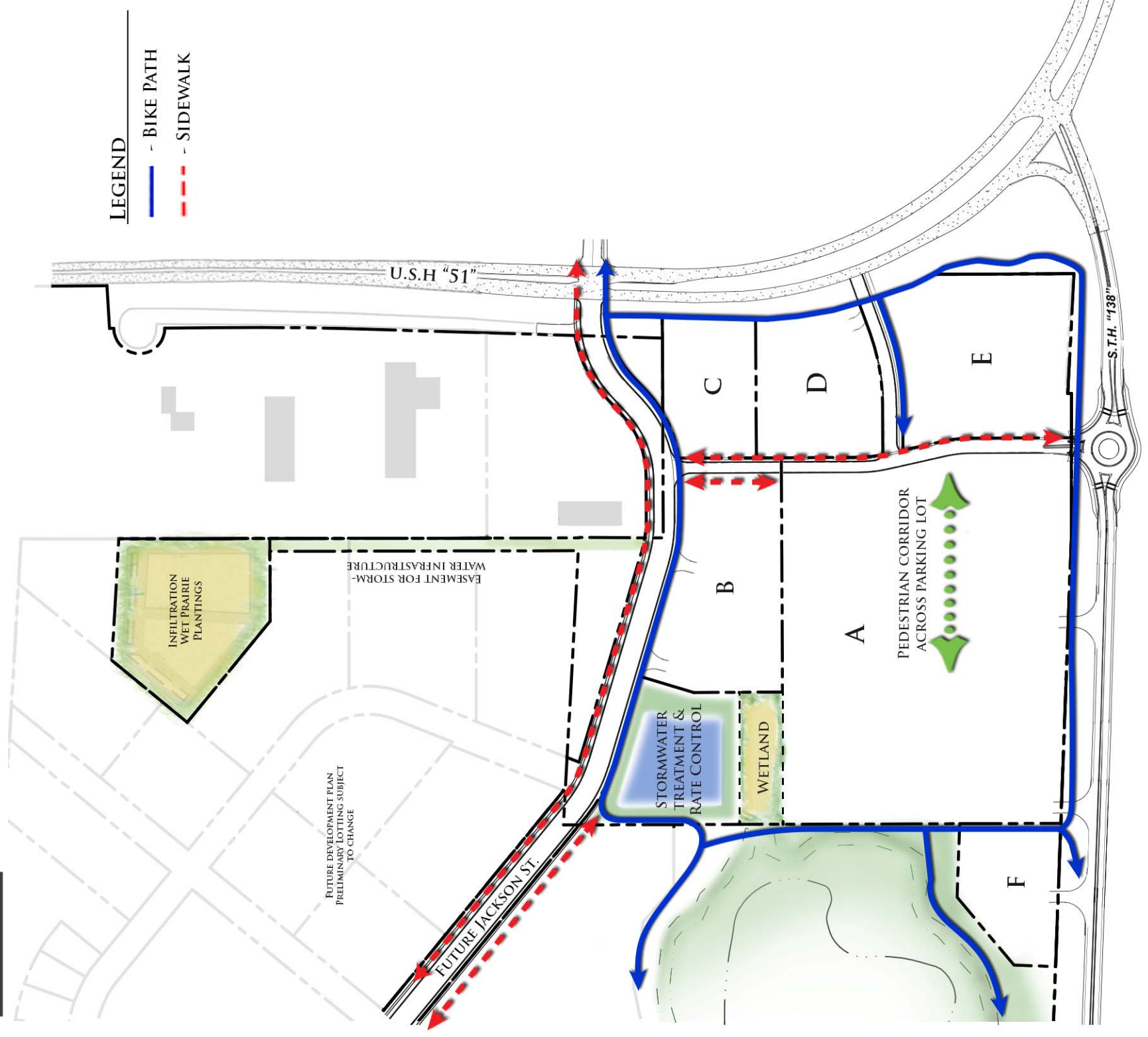




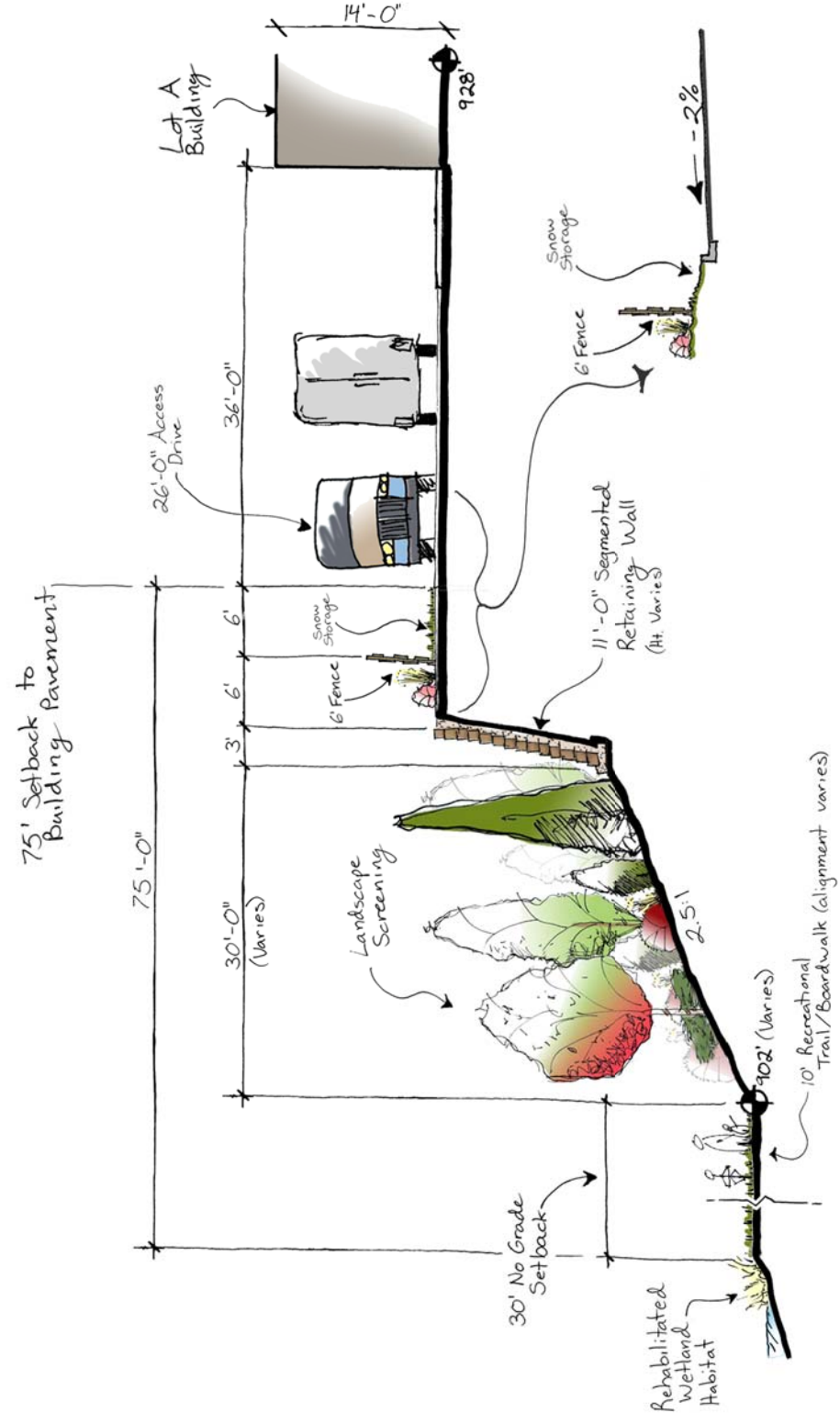
WETLAND REHABILITATION AND STORMWATER TREATMENT



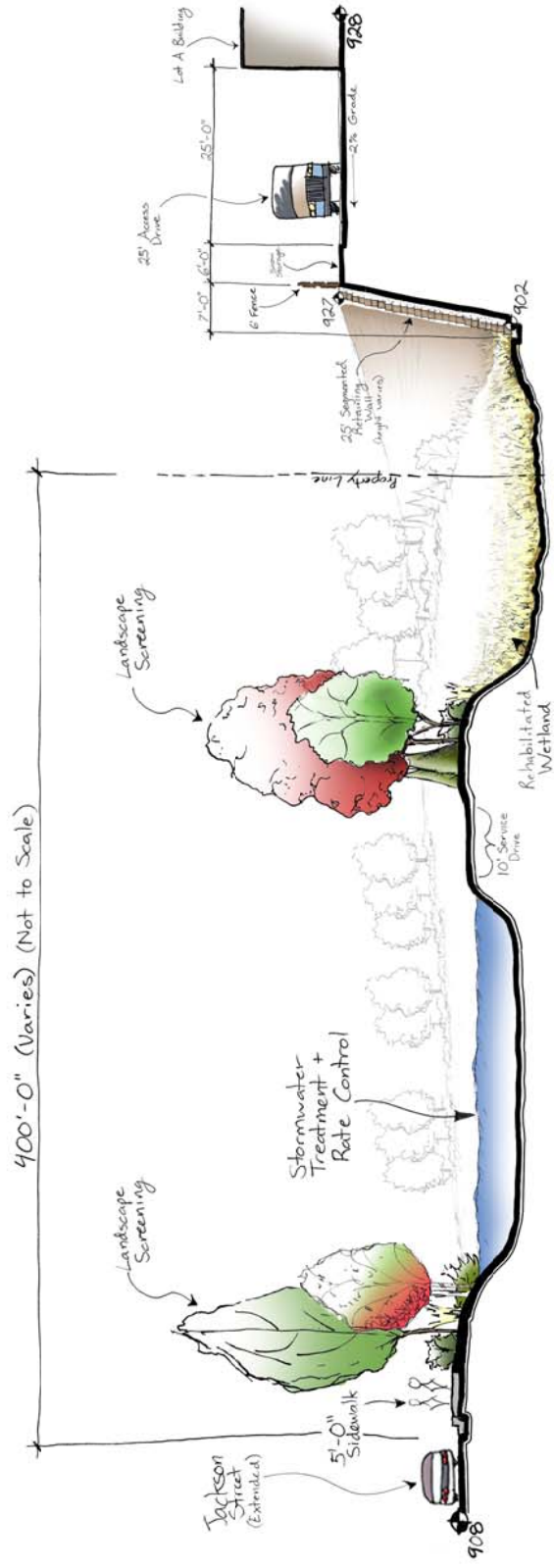
JACKSON STREET SECTION VIEW



PRELIMINARY CONCEPT PEDESTRIAN & BIKE NETWORK

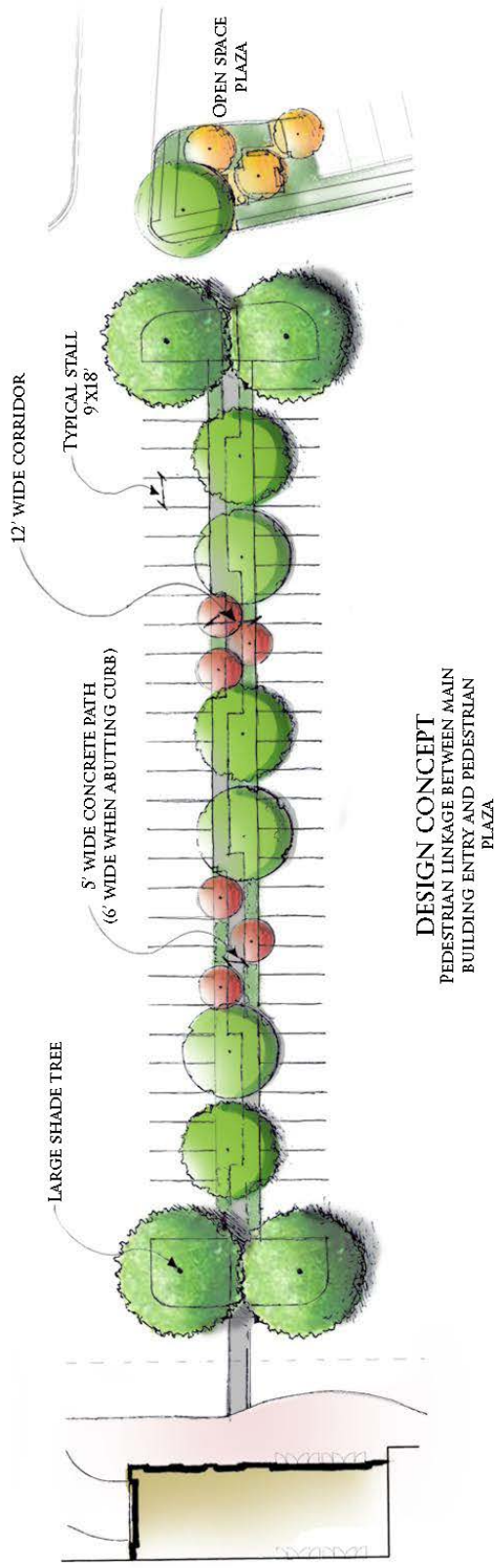


B-B' - WEST PROPERTY LINE LANDSCAPE TREATMENT CONCEPT



A-A NORTH LANDSCAPE TREATMENT
CONCEPT





Attachments

Large Development Questionnaire

Economic and Fiscal Analysis Summary

Traffic Impact Analysis (Separate Document)

51 x 138 Westside Neighborhood Plan