

MEETING NOTICE

The City of Stoughton will hold a Regular meeting of the **Planning Commission** on **Monday, April 9, 2012 at 6:00 pm** in the **Council Chambers, Second Floor, Public Safety Building, 321 S. Fourth Street**, Stoughton WI.

AGENDA

1. Call to order
 2. Consider approval of the Planning Commission meeting minutes of March 12, 2012 and joint meeting minutes of March 20, 2012.
 3. Council Representative Report.
 4. Meeting Summary & Status of Developments/Projects. (Page 5)
 5. Request by Stoughton Area School District to construct Dugouts at the High School Girls Softball Diamond on Lincoln Avenue. (Page 7)
 6. Margaret Gasner requests a Conditional Use Permit and site plan approval to construct a new building for Weebleworld Daycare at 1815 Cedarbrook Lane. (Page 9)
 - Public Hearing
 - Recommendation to Council
 7. Resolution to amend the Comprehensive Plan to Incorporate the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan. (Page 32)
 - Recommendation to Council
 8. Future agenda items
 9. Adjournment
- 4/4/12mps

COMMISSIONERS:

Mayor Donna Olson, Chair
Eric Hohol, Vice-Chair
Scott Truehl

Todd Krcma
Dave McKichan

Ron Christianson
Rollie Odland

CC:PACKETS:

Rodney Scheel
Todd Krcma
Scott Truehl

Michael Stacey (3)
Mayor Donna Olson

Rollie Odland
Dave McKichan

E-MAIL NOTICES:

All Department Heads
Area Townships
City Attorney Matt Dregne

Council members
Stoughton Hub
Peter Sveum

Steve Kittelson
Derek Westby
Scott Wegner

MAIL NOTICES: JSD Professional Services Inc., Jim Bricker, 161 Horizon Drive, Suite 101, Verona, WI. 53593; Oakbrook Corporation, Charles Redjinski, 2 Science Drive, Madison, WI., 53744; Forward Development Group, LLC, Dennis Steinkraus, 161 Horizon Drive, Suite 101, Verona, WI. 53593; Margaret Gasner, 1740 E. Main Street, Suite D, Stoughton; Abacus Architects, Inc., Tony Tislau, 1135A Michigan Avenue, Sheboygan, WI. 53081; Formecology LLC, Eric Jacobsen, 210 Cemetery Road, Evansville, WI. 53536; Dale Hanson, 2384 Vernon Road, Stoughton;

IF YOU ARE DISABLED & IN NEED OF ASSISTANCE, PLEASE CALL 873-6677 PRIOR TO THIS MEETING.

NOTE: AN EXPANDED MEETING MAY CONSTITUTE A QUORUM OF THE COUNCIL.

Planning Commission Meeting Minutes

Monday, March 12, 2012 - 6:00 p.m.

**Public Safety Building, Council Chambers, Second Floor, 321 S. Fourth Street,
Stoughton, WI.**

Members Present: Eric Hohol, Vice-Chair; Rollie Odland; Ron Christianson; Scott Truehl and Dave McKichan

Absent and Excused: Todd Krcma; Mayor Donna Olson

Staff: Planning & Development Director, Rodney Scheel

Press: None

Guests: Jeff Zarth; Rich Walker; Bob Moe; and Betty Vinje.

1. **Call to order.** Vice Chair Hohol called the meeting to order at 6:00 pm.
2. **Consider approval of the Planning Commission minutes of February 13, 2012.**
Motion by **Christianson** to approve the Planning Commission minutes of February 13, 2012 as presented, 2nd by **Truehl**. Motion carried 4 – 0.
3. **Council Representative Report.**
Hohol gave the Council report.
4. **Status of Developments/Projects.**
Scheel introduced the status of developments. There were no questions.
5. **City of Stoughton request to rezone Stoughton Business Park North Outlot 2 from I – Institutional to PI – Planned Industrial.**
Scheel gave an overview of the request.

Hohol opened the public hearing.

Jeff Zarth: Spoke in favor of the rezoning noting the proposed development will be a diamond in the City. Covenants were written to preserve. The proposed executive office building will not generate noise and will add to the tax base.

Rich Walker: Spoke in opposition explaining he bought his house in 2002 partly due to the arboretum. There is already a lot of traffic. Plans to add onto house and is concerned about his property value. He encourages the developer to look elsewhere.

Betty Vinje: Registered in opposition of the rezoning.

Motion by **McKichan** to recommend Council approve the rezoning as presented, 2nd by **Christianson**. Motion carried 5 – 0.

6. **Future agenda items.** Kettle Park West Detailed Neighborhood Plan, Weeble World and Nelson Global.
7. **Adjournment.** Motion by **McKichan** to adjourn at 6:20 pm, 2nd by **Christianson**. Motion carried 5 – 0.

Respectfully Submitted,
Rodney Scheel

Joint Planning Commission & Town of Rutland Meeting Minutes

Monday, March 20, 2012 - 7:30 p.m.

Public Safety Building, Council Chambers, Second Floor, 321 S. Fourth Street, Stoughton, WI.

Planning Commission Members Present: Mayor Donna Olson, Chair; Eric Hohol, Vice-Chair; Rollie Odland; Todd Krcma; and Scott Truehl

Town of Rutland Board Members: Dale Beske, Chairperson; Jeanette Walker; Harley Stockstad – Town Plan Commission; Bruce Sime – Town Plan Commission; Mark Porter, Town Plan Commissioner and Dawn George – Town Clerk.

Absent and Excused: Ron Christianson; and Dave McKichan

Staff: Planning & Development Director, Rodney Scheel

Press: None

Guests: Jean Sutton

1. Call to order. Mayor Olson called the meeting to order at 7:30 pm.

2. Discuss Boundary Agreement with Town of Rutland Board.

A discussion point's document was provided to the Town Board from the Planning Commission.

Hohol explained why Cities can become land locked if Town development is allowed to develop in the ETJ area. It is more costly and less likely to annex or jump over developed Town lands. Towns should not develop on the edge of the City. A negotiation needs to benefit both parties.

Dale Beske believes the Town allowed (gave) the City something already with the recent USA amendment. Beske believes Town development in this area would enhance the traffic counts at Roby Road and encourage the WDOT to install a traffic light at Roby and US Hwy 51.

Hohol stated maybe the Town should draw a map showing areas they see commercial development and propose development standards the Town would use. Hohol noted we are pretty far apart on the Town's proposal to allow Town development to expand north of their current commercial district along USH 51.

Beske stated the Town would wait until the Granrud property is ready to develop and noted school taxes will be the same whether the property is developed in the Town or City. The Town may be willing to take out Town residential on City boundary in exchange for the City allowing some commercial development north of Oak Opening Drive.

Discussion related to #5: Term is for 15 years but freeze would only be 5 years. The Town believes they should match. Beske suggested there may be a possible levy limit benefit for using cooperative agreement as opposed to intergovernmental agreement.

Discussion related to #7: North of Kayser. Town wants to develop commercial adjacent to City commercial. Beske is not sure where we go from here. They will discuss City's discussion point's document.

Hohol would like to see a layout of how the Town proposes to develop the commercial area before we get together.

3. Future agenda items.

Meeting will be rescheduled after we get materials from the Town; possibly May 24th in the Council Chambers at 6:30pm.

4. Adjournment. Motion by Hohol to adjourn at 8:30 pm, 2nd by Truehl. Motion carried 5 – 0.

Respectfully Submitted,
Rodney Scheel



CITY OF STOUGHTON
DEPARTMENT OF
PLANNING & DEVELOPMENT
381 East Main Street, Stoughton, WI. 53589

(608) 873-6619

www.cityofstoughton.com/planning

RODNEY J. SCHEEL
DIRECTOR

Date: April 4, 2012

To: Planning Commission Members

From: Rodney J. Scheel
Director of Planning & Development

Michael Stacey
Zoning Administrator/Assistant Planner

Subject: April 9, 2012 Planning Commission Meeting - Status of Developments and Meeting Summary.

Status of Developments:

- West View Ridge - 28 improved lots remaining.
- Stone Crest - 11 improved lots remaining.
- Proposed Kettle Park West development – Comprehensive Plan Amendment
- Park Place New Building – exterior work remaining (BPN)
- Gundlach building addition in process (BPN)
- Nelson Global – in planning stage
- Proposed Settler's Pointe development – in discussions

Department of Planning & Development Information:

Planning staff has been working primarily on the following:

- Proposed Kettle Park West Development – DNP, Comp. Plan Amendment.
- Proposed Settler's Pointe Development Discussions
- Continued building and zoning inspections.
- Nelson Global site plan.
- Assisting with relocating staff members including computer network cabling, electric upgrades, painting offices and furniture relocation.
- Computer/Network Updates
- DNR Stormwater Report

Meeting Summary:

Item #5 - Request by Dale Hanson representing Stoughton Area School District to construct Dugouts at the High School Girls Softball Diamond on Lincoln Avenue.

Code requires any site amendments on all private properties except one and two family residential to be approved by the City Planning Commission. The dugout plan and orthophoto of the property is provided. Staff recommends approval contingent on building and zoning permits being attained.

Item #6 - Margaret Gasner requests a Conditional Use Permit and site plan approval to construct a new building for Weebleworld Daycare at 1815 Cedarbrook Lane.

The property at 1815 Cedarbrook Lane is zoned PB – Planned Business. A group daycare is a conditional use within the Planned Business district. The site plan, staff review, resolution and related materials are provided. Staff recommends approval contingent on the staff review letter dated March 20, 2012.

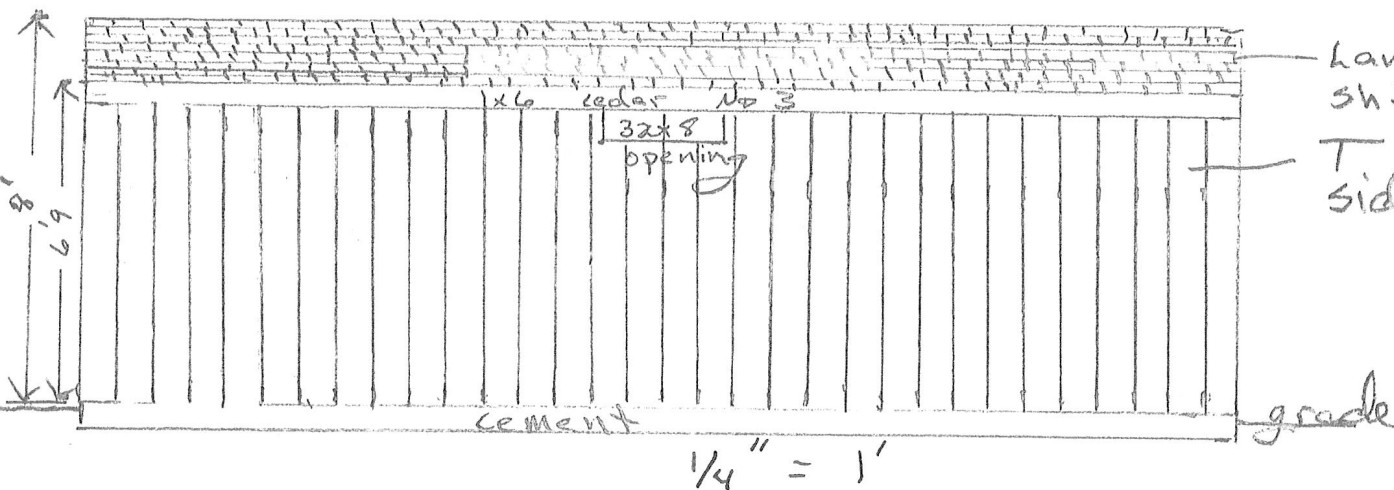
Item #7 - Resolution to amend the Comprehensive Plan to Incorporate the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan.

A resolution by the Planning Commission is necessary for the Common Council to proceed with a public hearing and ordinance approval for a proposed Comprehensive Plan Amendment. A recommendation to Council is necessary. The resolution, ordinance and related materials are provided.

Stoughton High School Girls Softball Dugout

Dale Hanson 712 5662
Rite-Way Const LLC.

Rear View

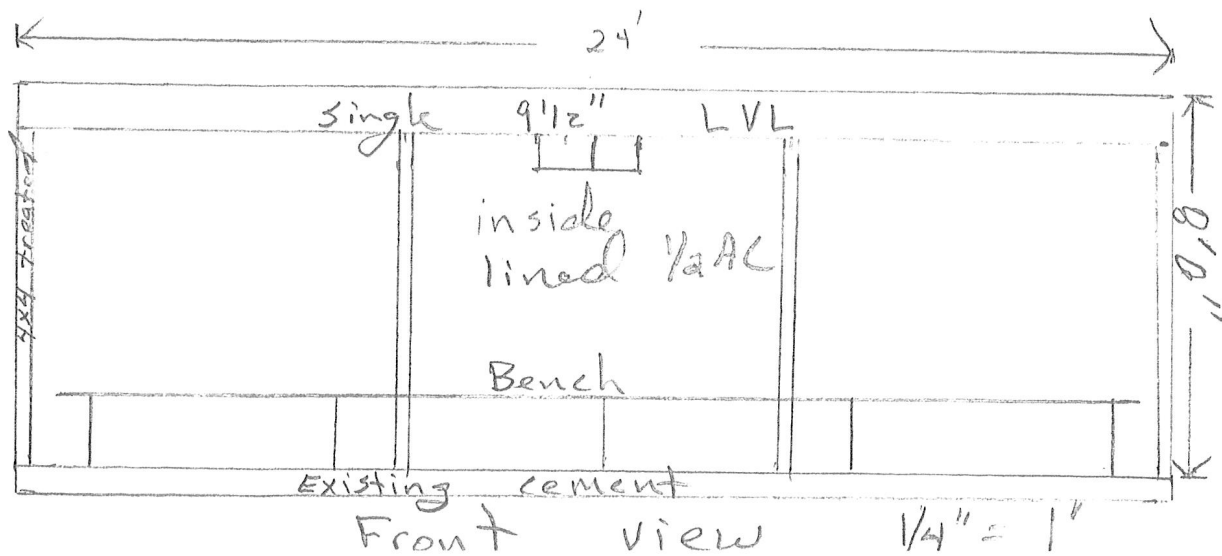
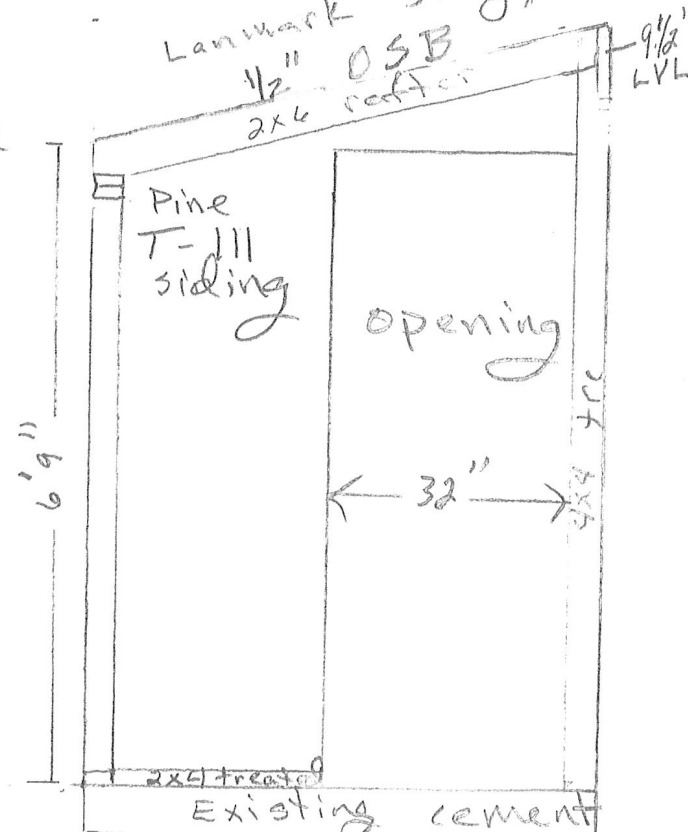


End View To
 $\frac{1}{2}'' = 1'$ Backstop

$\frac{3}{4}''$ pitch

Landmark shingles
T-111 siding

Landmark shingles
 $\frac{1}{2}''$ OSB
2x6 rafter



STOUGHTON HIGH SCHOOL SOFTBALL DIAMOND

LINCOLN
AVENUE

© 2012 Google

Google earth



CITY OF STOUGHTON, 381 E. MAIN STREET, STOUGHTON, WISCONSIN

RESOLUTION OF THE PLAN COMMISSION

Approving a Conditional Use Permit for Margaret Gasner to allow Weebleworld Daycare to operate a group daycare at 1815 Cedarbrook Lane, Stoughton, Wisconsin.

Committee Action:

Fiscal Impact: None.

File Number: R- -2012

Date Introduced: April 24, 2012

The City of Stoughton, Wisconsin, Planning Commission does proclaim as follows:

WHEREAS, on April 9, 2012 the City of Stoughton Planning Commission held a public hearing and reviewed the conditional use permit request by Margaret Gasner, for property located at 1815 Cedarbrook Lane, Stoughton, Wisconsin; and

WHEREAS, the conditional use permit is requested for Weebleworld Daycare to operate a group daycare which is projected to accommodate 82 children and 11 staff members; and

WHEREAS, the conditional use permit request was reviewed by the Zoning Administrator and found to be in compliance with the City zoning ordinance as reflected in the staff review letter dated March 20, 2012; and

WHEREAS, the Comprehensive Plan, Planned Land Use Map is used as a guide for the general pattern of permanent zoning as determined by the Planning Commission and Common Council. The Comprehensive Plan depicts this property as Single Family Residential which is not consistent with the existing Planned Business zoning or proposed use. The City is currently in the process of amending the Comprehensive Plan Planned Land Use Map to reflect the existing Planned Business zoning; now therefore

BE IT RESOLVED, by the City of Stoughton Common Council that the Conditional Use Permit request for a group daycare at 1815 Cedarbrook Lane, Stoughton, Wisconsin by owner Margaret Gasner is hereby approved with the following conditions:

- The staff review letter dated March 20, 2012

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

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

Donna Olson, Mayor

Date

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

**Conditional Use approval
For
Weebleworld Daycare, Stoughton WI**

Sec III Questions

- **How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Stoughton Comprehensive Plan, the Zoning ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the city?**
- The proposed conditional use for Weebleworld follows the city of Stoughton's ordinances and goals laid out for the community. Weebleworld aims to improve the quality of the neighborhood for residential, commercial, and educational use.
- **How is the proposed conditional use, in its specific location, in harmony with the proposed, goals, objectives, policies and standards of the City of Stoughton Comprehensive plan, the zoning ordinance, and other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?**
- Weebleworld is already open in an existing facility next door to the new facility. Weebleworld aims to continue being an excellent addition to the community.
- **Does the proposed conditional use, in its proposed location and as depicted on the required site plan, result in any substantial or undue adverse impact on nearby property ...**
Weebleworld does not propose any additional use that would be seen as a substantial or adverse affect and only aims to improve the quality of its surroundings.
- **How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.**
- Care was taken in the design of Weebleworld to reflect the residential type construction to the North and East of the site, while maintaining a business in the planned business zoning.
- **Is the proposed conditional use located in an area that will adequately served by and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.**
- Weebleworld will not impose any undue burden on existing facilities, utilities, or services.
- **Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use, after taking into consideration the applicants proposal and any other recommended by the applicant to ameliorate such impacts.**

Weebleworld will continue to be a benefit to its neighborhood and community, and can only offer more benefits for the children and community in their new facility.

**Site Plan review and approval documentation
For
Weebleworld Daycare, Stoughton WI**

- **Existing zoning district(s)**
The existing site is zoned as "Planned Business"
- **Planned land use map designation**
New construction will be a daycare.
- **Current land uses present on the subject property**
There is no existing structure on the proposed site.
- **Proposed land uses for the subject property**
Daycare facility
- **Projected number of residents, employees, and daily customers**
 - 82 children, 11 staff
- **Proposed amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density, floor area ratio, impervious surface area ratio, and landscape surface area ratio**
 - 1 dwelling unit, floor area (7,178 s.f.), ISA (19,700s.f.), LSA (15,825s.f.), FAR(.165), ISAR (.45), LSAR (.36)
- **Operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loadings, and traffic generation**

The new facility will have operating hours of 6:30AM-6:00PM. Peak traffic generation occurs between 6:30AM – 9:00AM and 3:30PM – 6:00PM.

An increase in water and sewer usage will increase as the daycare grows beyond its current size. Future growth potential for the proposed building is 45% above current enrollment.
- **Operational considerations relating to potential nuisance creation pertaining to noncompliance with the performance standards addressed in Article VII including: street access, traffic visibility, parking, loading, exterior storage, exterior lighting, vibration, noise air pollution, odor, electromagnetic radiation, glare and heat, fire and explosion, toxic or noxious materials, waste materials, drainage, and hazardous materials.**

Based upon parking requirements for a Daycare, Weebleworld would like to seek a 25% reduction in the total parking requirement. 28 parking stalls are required. Based upon supplied documentation of actual parking needs at the current facility we would like to lower the required parking totals to 22 spaces. (See attached documentation)
- **If no nuisances will be created, then include the statement "The proposed development shall comply with all requirements of Article VII".**

The proposed development shall comply with all requirements of Article VII.
- **Exterior building and fencing materials**

Exterior building materials will be of high quality creating a "residential feel". Facades will be pre-finished or painted cement board and 2x wood trim and fascia. White Vinyl windows with aluminum entrance doors. Cultured stone veneer accent walls and window bases. Dark asphalt shingle roof, with prefinished metal gutters.

The site will also feature wood privacy fencing painted to match the trim as well as a 5'-0" decorative metal fencing for the play areas.

- **Possible Future expansion and related implications for points above.**

None

- **Any other information pertinent to adequate understanding by the plan commission of the intended use and its relation to nearby properties.**

Care was taken in the design of Weebleworld to reflect the residential type construction to the North and East of the site. A detailed landscape plan has been designed and laid out to ensure Weebleworld will be a great addition to the neighboring community.

Weebleworld is being constructed as a design build project. Any additional information needed, can be provided as soon as it is made available from the hired contractors.

Zoning Map

- City of Stoughton Boundary
- Town Boundary
- Parcel Lines
- Surface Water
- Right of Way
- Railroad

Base Zoning Districts

- ER-1 - Exurban Residential
- SR-3 - Single-Family Residential
- SR-4 - Single-Family Residential
- SR-5 - Single-Family Residential
- SR-6 - Single-Family Residential
- TR-6 - Two-Family Residential
- MR-10 - Multi-Family Residential
- MR-24 - Multi-Family Residential
- NO - Neighborhood Office
- PO - Planned Office
- NB - Neighborhood Business
- PB - Planned Business
- CB - Central Business
- PD - Planned Development
- PI - Planned Industrial
- GI - General Industrial
- HI - Heavy Industrial
- I - Institutional
- I - Institutional (Park)
- RH - Rural Holding

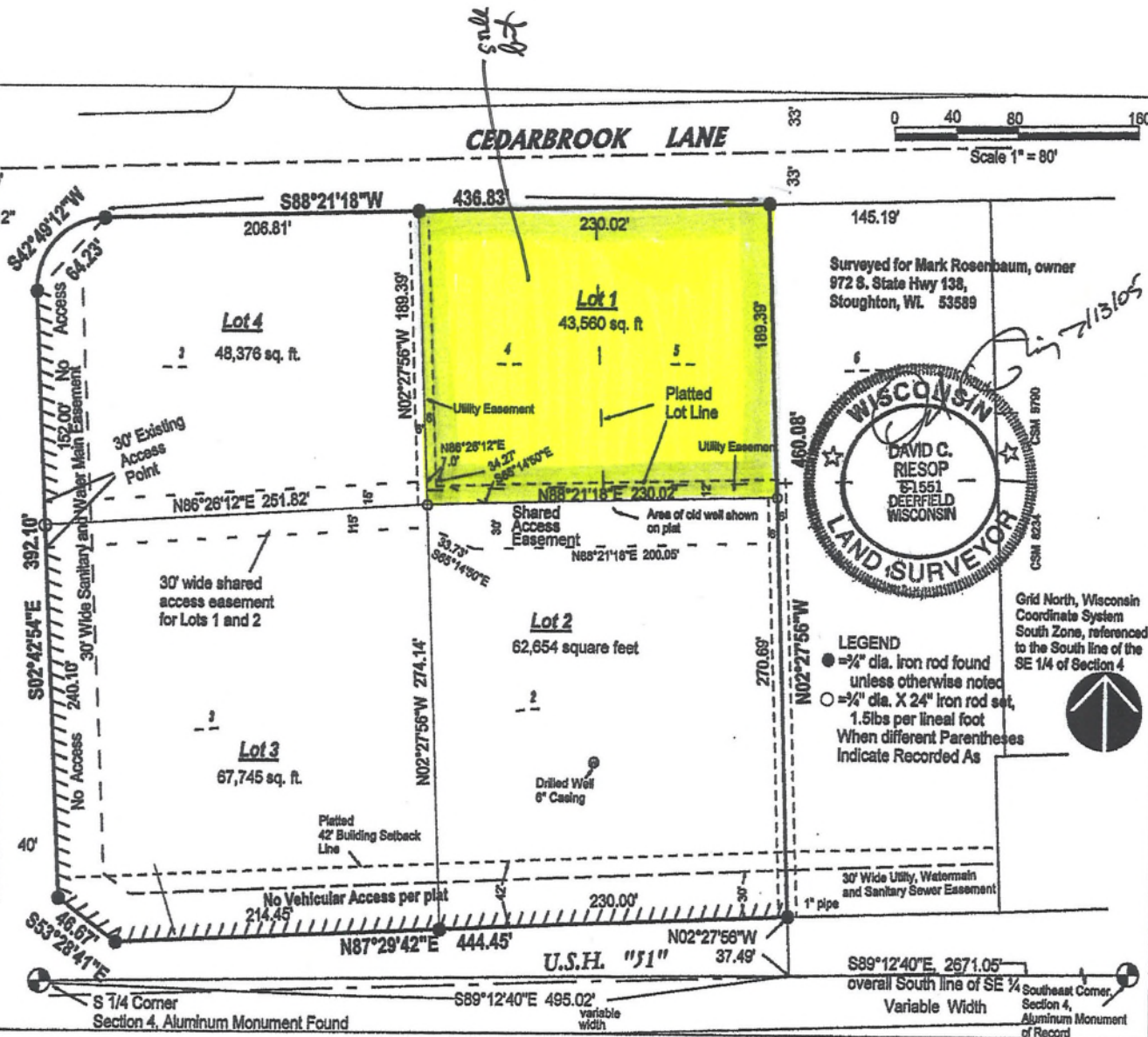
PROJECT LOCATION

Certified Survey Map

Lots 2, 3, 4, and 5, Eastwood Estates, being further located in part of the SW 1/4 of the SE 1/4 of Section 4, T.5N., R.11E, City of Stoughton, Dane County, Wisconsin

C.T.H. "N"

Radius = 45.00'
Arc = 71.53'
Delta = 91°04'12"



Wisconsin Mapping
surveying and mapping services

306 West Quarry Street, Deerfield, Wisconsin 53531
(608) 764-5502

Dwg. No. 3154-05-B Date 08/22/2005
Sheet 1 of 2
Document No.
C.S.M. No. 11461 V. P.

NEW BUILDING FOR WEEBLEWORLD

1815 CEDARBROOK LANE
STOUGHTON, WI



PROJECT LOCATION	ARCHITECTURAL DRAWINGS	STRUCTURAL DRAWINGS	PROJECT INFORMATION
	ABACUS ARCHITECTS, INC. 1135A MICHIGAN AVENUE SHEBOYGAN, WISCONSIN 53081-1004 PHONE: (920) 452-4444 FAX: (920) 452-9198		CONSTRUCTION TYPE - V-B UNFINISHED OCCUPANCY TYPE - 'E' EDUCATIONAL OCCUPANT LOAD - 203
	A101 TITLE SHEET		BUILDING AREA - 1,170 S.F. LOT AREA S.F. - 43,560 S.F.
	A201 SITE PLAN		FLOOR AREA RATIO - .95
	A202 SITE GRADING & EROSION CONTROL		IMPERVIOUS SURFACE AREA - 14,100 S.F.
	A203 SITE DETAILS		IMPERVIOUS SURFACE RATIO - .48
	A204 LANDSCAPE PLAN		BUILDING HEIGHT - 20' - 5 1/2"
	A301 ELEVATIONS		



CHECKED BY:

2011-76





CALL DIGGERS' HOTLINE
1-800-242-8511

TOLL FREE TO OBTAIN LOCATION OF UNDERGROUND BEFORE YOU DIG.
WISCONSIN STATUTE 182.0715 REQUIRES MIN. OF 3 WORK DAYS NOTICE
BEFORE YOU EXCAVATE.

NOTE:

THE LOCATION OF UNDERGROUND UTILITIES OR FACILITIES SHOWN ON PLANS ARE BASED ON AVAILABLE RECORDS AT THE TIME OF PREPARATION AND ARE NOT GUARANTEED TO BE COMPLETE OR CORRECT. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITIES 72 HOURS PRIOR TO CONSTRUCTION TO DETERMINE THE EXACT LOCATION OF ALL FACILITIES AND TO PROVIDE ADEQUATE PROTECTION DURING THE COURSE OF THE PROJECT. THE CONTRACTOR IS ALSO RESPONSIBLE FOR REPAIR OF ALL DAMAGED UTILITIES DURING CONSTRUCTION TO THE SATISFACTION OF UTILITY OWNER(S).

ABACUS



NOTE TO BIDDERS
BIDDERS SHALL VERIFY ALL INFORMATION ON ALL SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK.

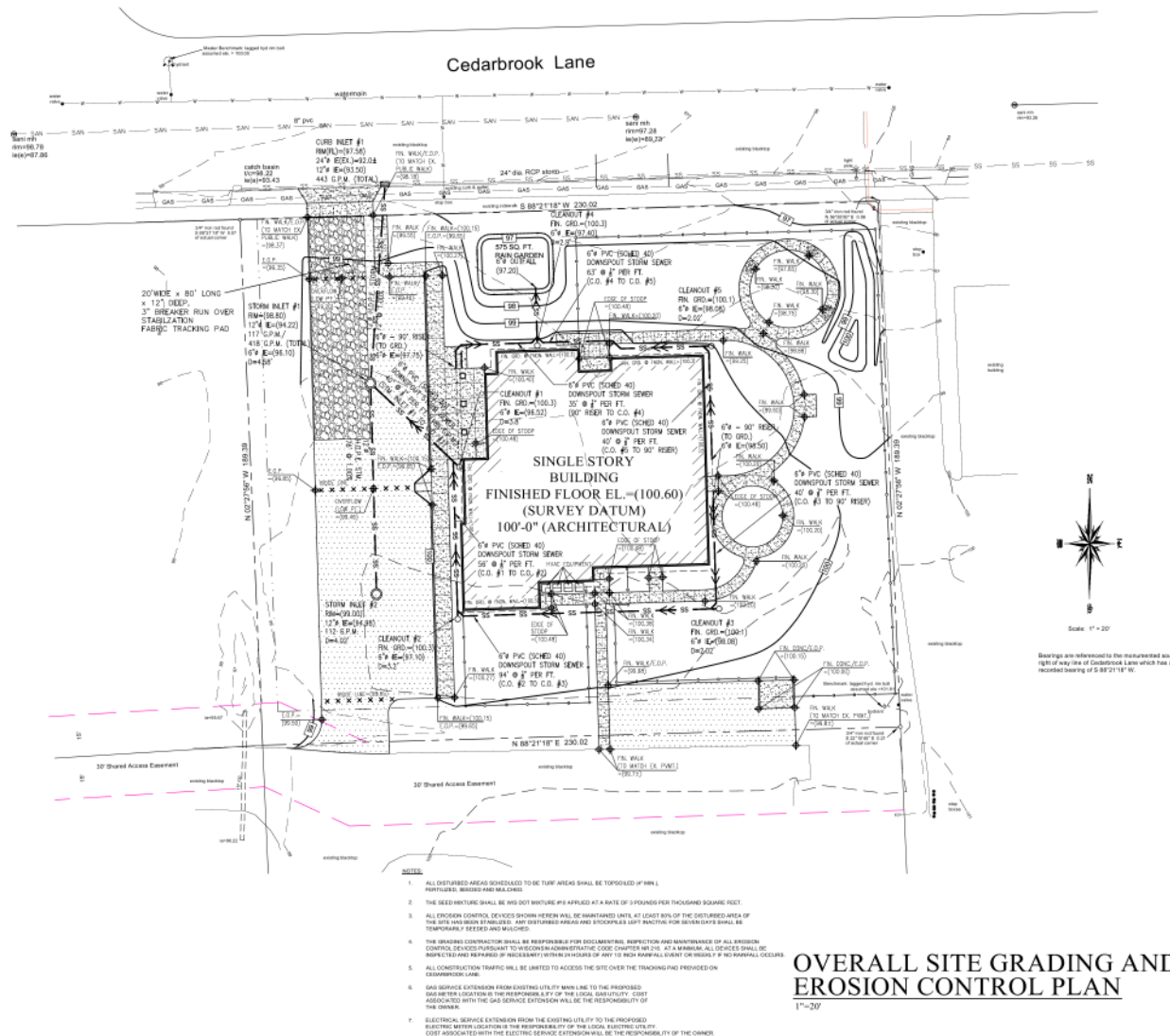
3-9-12
NEW BUILDING FOR
WEBLEWORLD DAYCARE
1815 CEDARBROOK LN., STOUTINGTON WI
ABACUS ARCHITECTS INC., 11354 MICHIGAN AVENUE, SHEBOYGAN WISCONSIN 53081 TEL: 920-452-4444 FAX: 920-452-9198

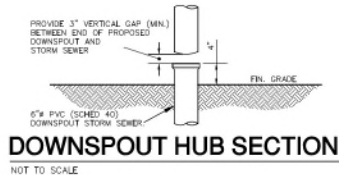
DRAWN BY: APT

CHECKED BY:

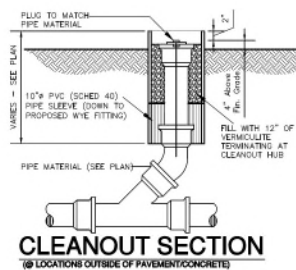
A
202

2011-76

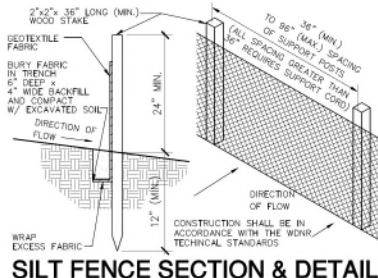




DOWNSPOUT HUB SECTION
NOT TO SCALE



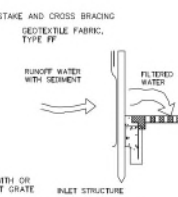
CLEANOUT SECTION
(LOCATIONS OUTSIDE OF PAVEMENT/CONCRETE)



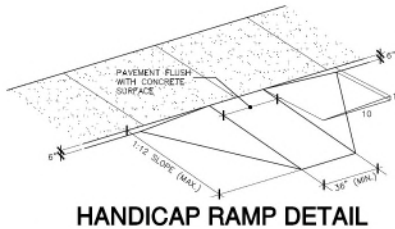
SILT FENCE SECTION & DETAIL

TYPICAL INLET PROTECTION
Construction Shall be in
Accordance with WISDOT Standards

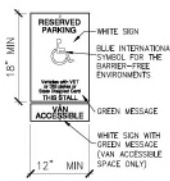
FABRIC SHALL BE REPLACED AT THE ENGINEER'S DISCRETION.
THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX.
ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENTS EROSION CONTROL PRODUCT
ACCEPTABILITY LIST MAY BE SUBSTITUTED.
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE
SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET, ANY MATERIAL
FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.
ATTACH GEOTEXTILE FABRIC:
TYPE FF TO THE TOP
OF STAKES
AND CROSS
BRACINGS
2\"/>



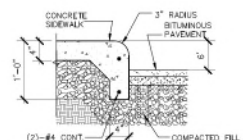
TYPICAL INLET PROTECTION
Construction Shall be in Accordance with WISDOT Standards



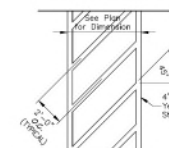
HANDICAP RAMP DETAIL



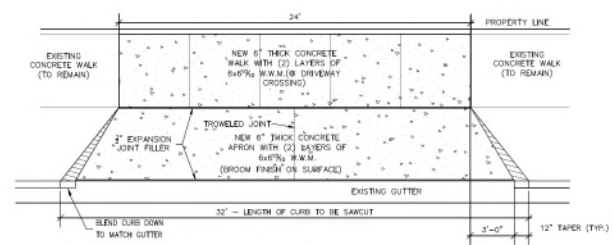
**HANDICAP
SIGNAGE**



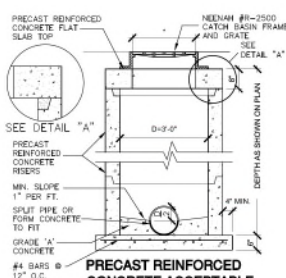
**CONCRETE CURB &
SIDEWALK SECTION**



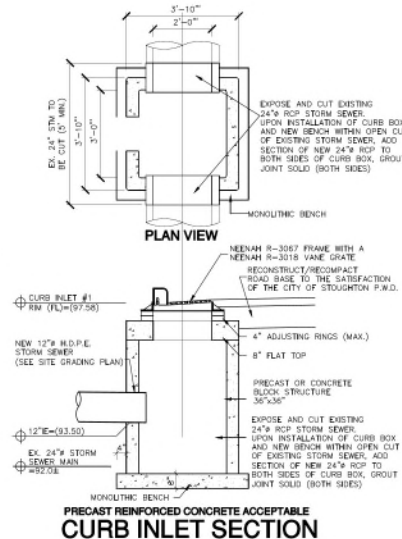
**ACCESS AISLE
STRIPING**



CONCRETE APRON DETAIL



**PRECAST REINFORCED
CONCRETE ACCEPTABLE
STORM INLET**



**PRECAST REINFORCED CONCRETE ACCEPTABLE
CURB INLET SECTION**

ABACUS

ARCHITECTS, INC.

NOTE TO BIDDERS

RENDERINGS ARE NOT TO BE USED FOR CONSTRUCTION. SPECIFICATIONS SHALL BE USED TO DETERMINE THE EXACT
OF OTHER STRUCTURES OF WORK. IN OTHER WORK.

NEW BUILDING FOR

WEEBLEWORLD DAYCARE

1815 CEDARBROOK LN., STOUGHTON WI

ABACUS ARCHITECTS INC., 11334 MICHIGAN AVENUE, SHEBOYGAN, WISCONSIN 53081 TEL: 920-452-4444 FAX: 920-452-9198

3-9-12

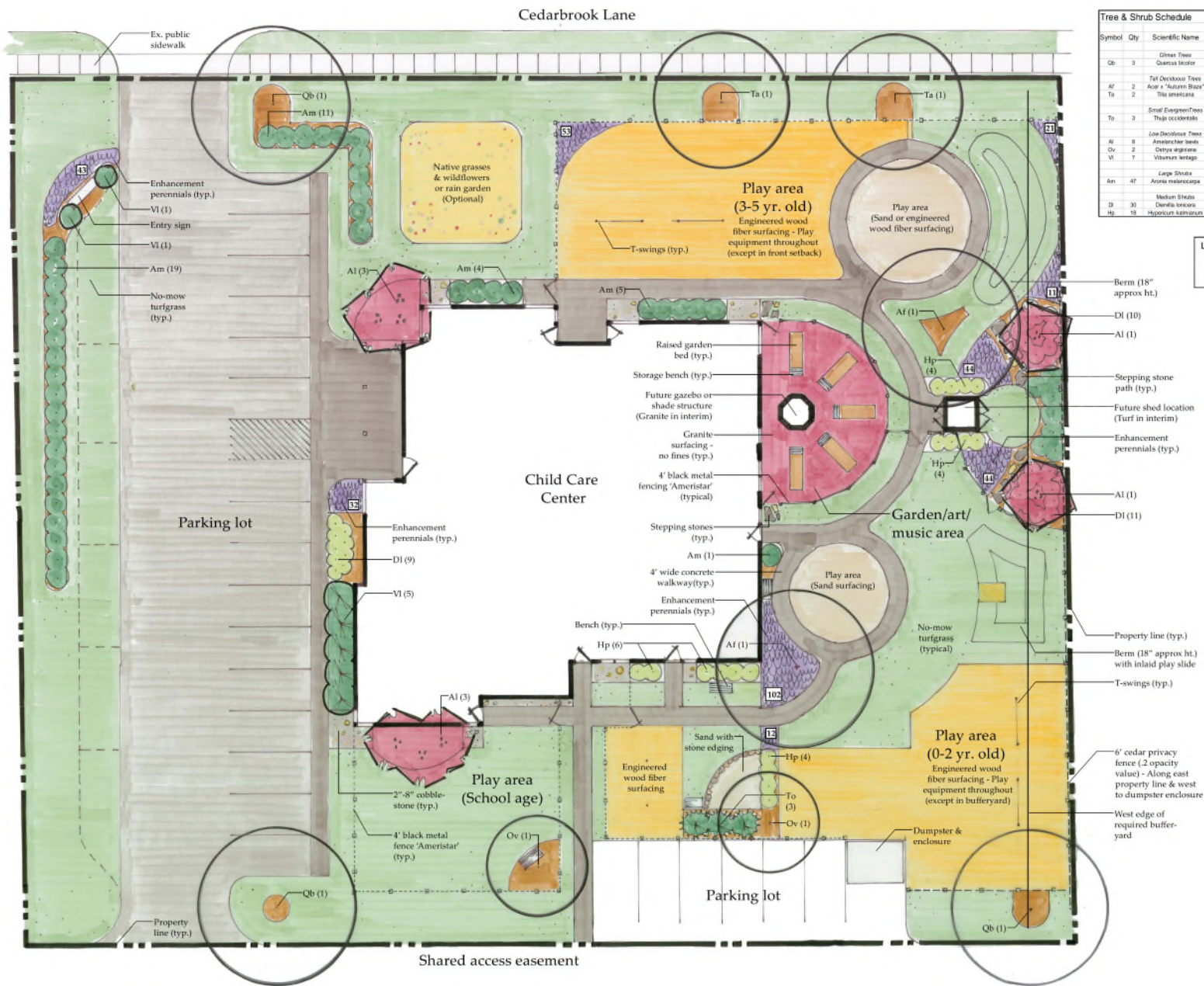
DRAWN BY: APT

CHECKED BY:

A

203

2011-76



Symbol	Qty	Scientific Name	Common Name	Conditions	Notes
Qb	3	Quercus bicolor	Swamp white oak	2" BB	single stem
Ta	2	Taxus canadensis	Eastern white cedar	2" BB	single stem
Ai	2	Aster sp.	Aster	2" BB	single stem
To	3	Thuja occidentalis	Eastern white cedar	5' 4" BB	single stem
Am	8	Aster multiflorus	Aster	6" 7" BB	multi-stem
Ov	2	Ostrya virginica	Honeylocust	1.5" BB	single stem
Vi	1	Viburnum setacea	Honeyberry	5' 4" BB	multi-stem
Am	47	Aster multiflorus	Aster	4" BB or cont.	multi-stem
Dl	30	Dennia benensis	Bush Honeylocust	24" 38" cont.	multi-stem
Hp	18	Hypocyrus kalmianus	St. Johnswort	24" 38" cont.	multi-stem

Building perimeter	374'
Street frontage	230'
Paved area	8,924 sq ft
Gross floor area	7,721 sq ft

Weebleworld Child Care Center

1815 Cedarbrook Lane, Stoughton, WI 53589

Conceptual Landscape Master Plan

Project #11-188
3.9.12
Drawn by John J. Gishnock III & Formecology, LLC



1 WEST ELEVATION
AS01 1/8" = 1'-0"



2 NORTH ELEVATION
AS01 1/8" = 1'-0"



3 EAST ELEVATION
AS01 1/8" = 1'-0"



4 SOUTH ELEVATION
AS01 1/8" = 1'-0"

Weebleworld Child Care Center Parking

- Current child capacity: 45
- Current maximum staff count: 9

At our current location, we have 16 parking spots in front of our suite (8 for parents picking up/dropping off and 8 employee spots). These 16 parking spots are also shared with Karate America. We do not encounter any problems with the number of spots we currently have. Our current operating hours are 6:30AM-5:30PM.

- Peak Drop-off times: 6:30AM-9:00AM
- Peak Pick-up times: 3:30PM-5:30PM
- Average drop-off/pick-up is 5 minutes
 - Photos #1 & #2 were taken on Monday, February 20, 2012 at 4:20PM (2 parent vehicles noted in lot and 6 employee vehicles)
- Maximum child capacity at new facility: 82 (45% increase)
 - Maximum staff count based on 82 children: 11

At maximum capacity, our staff will need 8-9 parking stalls. Currently, at least 2 of our staff members carpool, walk/bike and/or are dropped off.

Our new facility will have operating hours of 6:30AM-6:00PM. There are 22 parking spots at the new facility (8-9 for staff, 13-14 for parents).

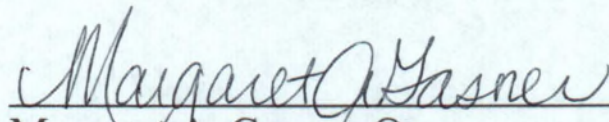
- Peak Drop-off times: 6:30AM-9:00AM
- Peak Pick-up times: 3:30PM-6:00PM

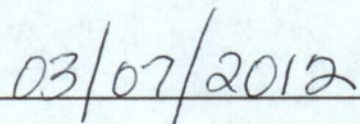
*We are currently using 8 parking spots to accommodate the parents of 45 children. Our new center will increase our capacity by 45%. A 45% increase in parking will put us at 11.6 spots. We will be providing 13-14 spots.

*We currently have 8 parking spots to accommodate 9 staff members. Maximum staff count will only increase by two at our new facility. (Currently we have 4 classrooms and 9 staff members. Our new center will have 5 classrooms and 11 staff members.)

*There will be bicycle parking available in the form of bike racks for staff and parents to utilize.

*Parking will only be on the building side of the parking lot in order to ensure that no children will need to cross the line of traffic in order to safely enter or exit the building.


Margaret A. Gasner, Owner


Date

Buy Folding Gates, Fire Extinguishers, Crowd Control Barriers, First Aid Supplies, Signs and More at Global Industrial and Save Money Today!



Log In | Your Account | Shopping Cart 0 Items - (\$0.00)

[Products](#)[Account Tools](#)[Help Center](#)[SEARCH](#)[Return to Category List](#)


Home > Safety & Medical > Parking Lots > Bike-Racks & Storage > Recycled Plastic Bike Racks > Recycled Plastic Bike Rack 6-10 Bikes 6 ft Long Green

Browse Parking Lots (1,954 Items)

Sub Category
[Bike-Racks & Storage](#) (84)
[Remove](#)

[Recycled Plastic Bike Rack 6-10 Bikes 6 ft Long Green](#)
[Remove](#)

Recently Viewed Items

 [Recycled Plastic Bike Rack 6-10 Bikes 6 ft Long Green](#)

[E-mail Page](#)[Print Page](#)Qty: [ADD TO CART](#)[Product Information](#)[Product Q&A](#)[Write a review for this product.](#)[Write A Review](#)

Recycled Plastic Bike Rack 6 ft.Long Green

Made with 2" x 4" and 2" x 3" Resinwood slats. Our bike rack is solid and sleek. It is designed to hold 6-10 bikes and it can hold bikes on both sides. The slats are carefully spaced to maximize capacity and to allow for the most common bike locks on the market. Heavy duty zinc coated hardware standard. Ships partially assembled. Green finish. Overall dimensions 72"Lx44"Dx33"H

Product Specifications

LENGTH INCHES	72
DEPTH INCHES	44
HEIGHT INCHES	33
COLOR FINISH	Green
ASSEMBLY	Unassembled
CONSTRUCTION	Recycled Plastic
TYPE	6-10 Bike Double
WEIGHT LBS	135

[Have a Question About This Product?](#)
[Chat live with a representative](#)

Give Us Your Feedback On This Page

* Help us continuously improve by reporting any errors or omissions on this page including:

- ☐ Incorrect or confusing information
- ☐ Misspellings or bad grammar
- ☐ Page not loading correctly or generating an error
- ☐ I did not find what I was looking for
- ☐ Other

Please provide an example of any missing or incorrect information.

Customers Who Bought This Item Also Bought



Yellow Speed Bump With Hardware - 72"L

From \$87.00 ☐ select

Qty: [ADD TO CART](#)



Yellow Parking Curb with Hardware 72"L x 4"H x 6"W

From \$48.00 ☐ select

Qty: [ADD TO CART](#)



Stone Panel Trash Sand Urn Brown 17-1/2" Square X 32"H

From \$275.00 ☐ select

Qty: [ADD TO CART](#)



Beige Outdoor Ashtray - 6 Gallon

From \$26.00 ☐ select
After Mail-In-Rebate

Qty: [ADD TO CART](#)



Weebleworld's Parent Sign-In/Sign-Out

Date: 2-14-12 Tu

Child's Name	Time In/Initials	Time Out/Initials
Jackson/Bla	6:42 m	3:51 PK
Elsa	7:01 NW	4:37 NW
Cornea + Brenna	7:13 m	4:01 RB
Camden	7:17 M.C.	4:45 HC
Sammie	7:17 JB	4:36 RB
Emma + Sam	7:20 XH	4:57 XH
Ashley + Madeline	7:21 KW	4:02 KW
Braeden + Jane	7:24 RB	4:59 RB
Arianna	7:26 RL	4:49 RL
Garin	7:28 dr	4:04 dr
Myles	7:28 AJ	4:10 AJ
Elizabeth	7:29 TS	4:13 SWS
Aiden + Gavin	7:33 CK	5:16 CK
Finley	7:33 JS	4:45 JS
Dakota	7:35 CP	4:47 AVB
Sanyu	7:36 CJ	4:59 CJ
Nolan + Haley	7:36 JJ	5:20 KS
Maya	7:42 mm	5:01 SRM
Xavier	7:49 RM	5:10 am
Natalie + Cooper	7:48 CF	5:27 CF
Emmett	8:04 RB	5:08 RB
HAIZIE	8:06 RB	4:52 RB
Emily	8:15 CS	4:16 SWS
Kiley	8:20 m	5:20 DW
Samuel	8:40 TJ	4:20 JF

CATLIN
Debra M

9:17 RK
4:02 mm

5:14 LK

Weebleworld's Parent Sign-In/Sign-Out

Date: 2-17-12 F

Child's Name	Time In/Initials	Time Out/Initials
Nolan	6:40	JK 5:09 JD
Blake / J	6:46 m	4:09 RK
Elisa	6:56 mm	4:30 MW
Ethan	7:02 Amj	4:57 TR
Mir Lushy-Arianna	7:10 FIC	4:50 RL
Riley & Reese	7:13 MBH	4:28 MBH
Sammie	7:13 AB	4:48 SB
Emily & Elizabeth	7:18 CS	4:17 SDCB
Cornel Bama	7:21 m)	3:36 BD
Ashley & Madeline	7:22 KW	3:45 KW
aiden & Lauren	7:25 CK	4:43 CK
Garvin	7:27 KR	4:10 KR
Myles	7:29 AT	4:05 AS
Finn	7:30 CS	4:44 CS
Smyr	7:30 SB	4:38 SD
Brook & Jovae	7:31 AS	4:48 AS
Isadora	7:33 CB	5:02 AVB
Elizabeth	7:37	4:04 SMCB
Mays	7:46 mm	5:09 mm
Xavier	7:48 RW	5:04 RW
Caitlin	7:50 TK	4:14 TK
Sam + Emma	7:53 XH	5:12 XH
Natasha & Cooper	7:54 CT	5:18 CP
Emmett	7:59 SB	4:08 CB
MARIE	8:02	4:35 TA

Reese M
Kiley

8:25 MW

8:26 MW

4:57 MW

5:13 DW





Weebleworld Child Care Center, LLC

Margaret A. Gasner

Owner/Director

1740 E. Main St., Suite D
Stoughton, WI 53589
(608) 877-2690

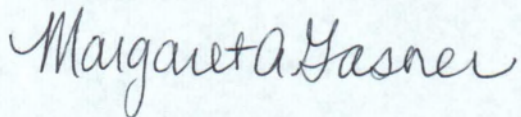
weebleworld@gmail.com
www.weebleworld.com

March 8, 2012

To Whom It May Concern:

Weebleworld does not receive large volumes of deliverables or expect large deliveries at any point in time at our current facility (1740 E. Main St.) or proposed new facility (1815 Cedarbrook Ln.).

Sincerely,

A handwritten signature in cursive script that reads "Margaret A. Gasner".

Margaret A. Gasner



CITY OF STOUGHTON
DEPARTMENT OF PLANNING & DEVELOPMENT
381 East Main Street, Stoughton, WI. 53589
www.cityofstoughton.com/planning

RODNEY J. SCHEEL
DIRECTOR
(608) 873-6619
fax: (608) 873-5519

March 20, 2012

Abacus Architects, Inc.
Tony Tislau
1135A Michigan Avenue
Sheboygan, WI. 53081

Dear Mr. Tislau:

I have completed a review of the proposed site plan for Weebleworld Child Care Center, 1815 Cedarbrook Lane, Lot 1, CSM 11461, Stoughton - Plan submitted 3/9/12. As noted, additional information may be required to be provided or shown on the plan.

Zoning Code Requirements:

1. The property at 1815 Cedarbrook Lane is zoned PB – Planned Business. **A Group Daycare Center is a conditional use within the PB district and as discussed, will require a conditional use permit/process. The CUP application and fee has been submitted.**
2. The Comprehensive Plan, planned land use map designates this property as Single Family Residential. **The Planned Land Use Map is in the process of being updated to match the proposed zoning and use.**
3. The parking requirement for a group daycare is one space per 5 students, plus one space for each employee on the largest work shift. There are 28 conforming parking spaces proposed. Code requires 28 parking stalls for 82 children and 11 employees.
The parking requirement has been met. Zoning code section 78-705 (14) allows a potential reduction in parking spaces by up to 25% based upon more than one of the following criteria:
 - **Technical documentation furnished by the applicant that indicates, to the satisfaction of the plan commission, that actual off-street parking demand for that particular use is less than the required standard set forth in this ordinance.**
 - **Bicycle parking spaces will be provided through racks, or equivalent structures located convenient to the proposed use.**
 - **A public transportation route is located within 500 feet of the property.****The applicant has indicated a desire to reduce the amount of required parking based upon past experience and with the use of bicycle parking. The proposed parking along the west side could be eliminated. Staff recommends reducing the parking requirement to 22 parking stalls.**
4. All off-street parking and traffic circulation areas shall be paved with a hard, all-weather surface and completed prior to building occupancy. All parking spaces shall be clearly marked to indicate required spaces. **This is expected.**
5. The minimum paved surface setback is five feet from the side or rear lot line and ten feet from a right-of-way. **There is a proposed parking area and trash enclosure near the rear lot line which is adjacent to the shared access easement. We believe this will meet the setback**

requirement. Additionally, there is a 12-foot wide utility easement along the rear lot line. We will need an approval letter from Stoughton Utilities allowing the easement to be paved.

6. Handicap parking spaces shall be installed at a size, number, location, and with signage as specified by state and federal regulations. **This is expected.**
7. Except for handicap parking stalls, the minimum parking stall length shall be 18 feet with a minimum width of 9 feet. **The site plan meets this requirement.**
8. The parking aisle width shall be a minimum of 24 feet. **The site plan meets this requirement.**
9. The building meets the height and setback requirements of the Planned Business district.
10. The minimum landscape surface ratio (LSR) is 25%. **This requirement has been met.**
11. The maximum floor area ratio is 1. **This is calculated by dividing the total floor area of all buildings by the gross site area. The site plan complies with this requirement.**
12. The access drive shall be a minimum of 18 feet in width and the curb opening for an access drive shall have a maximum width of 30 feet for non-residential uses, as measured at the right-of-way line. Access drives may be flared between the right-of-way line and the roadway up to a maximum of five additional feet and may be exceeded with explicit Plan Commission approval. **The access drive width is 24 feet at the right-of-way line, while the overall curb opening width is 42 feet. This may be approved by the Planning Commission.**
13. Per section 78-704 (13)(a), bicycle parking is required equal to 5% of the automobile parking space requirement. **There are specific requirements related to bicycle parking in section 78-704 (13). Two bicycle parking spaces are required and will need to be delineated on the plan. We have been informed a bike rack will be installed near the northwest building entrance canopy to accommodate 3 – 4 bikes.**
14. Off-street loading stall requirements per section 78-705. **If deliveries or shipments are anticipated, an off-street loading stall will need to be provided. One loading berth shall be required for buildings having a gross floor area of 6,000 sq. ft. to 99,999 sq. ft. Documentation has been provided to indicate deliveries are not anticipated.**
15. Architectural and design elements shall be compatible with the surrounding area and community standards and shall minimize user specific elements as determined by the plan commission. Metal panels with exposed exterior fasteners of the same color may be used on a maximum of 50 percent of the front side of the building. This material is not allowed within 50 feet of any customer or visitor entrance. **The plan describes the exterior elements and building elevations have been provided.**
16. A landscaping plan which meets the requirements of Article VI must be provided. **See section 78-604 for specific landscaping requirements. The building foundation landscaping required for 374 feet of building perimeter is 150 points. (110 points are shown, tall trees are not to be used toward foundation landscaping) The street frontage landscaping required for 230 feet of street frontage is 92 points. (135 points are shown) The paved area landscaping requirement for 28 required parking stalls is 84 points. (115 points are shown) The developed lot landscaping requirement for a building with a gross floor area of 7,721 sq. ft. is 78 points. (206 points are shown) Note: 2 climax trees are shown in the rear utility easement. We will need verification from Stoughton Utilities to allow the trees within the easement. Per section 78-612 (4), “Utility easements. Landscaping materials, fences and berms located within a duly recorded utility easement shall not count toward meeting a landscaping requirement, unless authorized otherwise by a conditional use permit.”**
17. Landscaping requirements for bufferyards per section 78-610. **Since the adjacent lot to the east is zoned MR-24, an opacity level of 0.2 is required for a bufferyard along the east side lot line. The detailed bufferyard requirements can be found in Table 78-610(4)(b) of the**

City Zoning Code. The plan meets the bufferyard requirement. Bufferyards are not required within the front setback area.

18. Article VII of the city zoning code provides the following requirements related to lighting:
“Parking and traffic circulation areas serving 6 or more vehicles shall be lit so as to ensure the safe and efficient use of said areas during the hours of use. An illumination level of between 0.4 and 1.0 footcandles is recommended for said areas, and said illumination shall not exceed 0.5 footcandles measured at the property lines.” **A photometric plan will need to be submitted to meet this requirement.**
19. Section 78-707, Exterior lighting standards, requires a maximum average on-site lighting of 2.4 footcandles. The maximum lighting as measured at the property line is 0.5 footcandles. **A photometric plan will need to be submitted to meet this requirement.**
20. A gated, screened, trash enclosure is required for the handling of waste. **The proposed dumpster enclosure appears to meet this requirement. An approval letter from Stoughton Utilities is required to allow paving within the 12-foot easement to access the enclosure.**
21. A stormwater management and erosion control plan, application and fees are required. Dane County Land Conservation, the City’s consultant, will review the plan and perform inspections. **The plan, application and fee shall be submitted to the Department of Planning & Development office at City Hall.**
22. Proposed utilities-including electrical transformers and HVAC locations shall be shown on the plan. **A street opening permit will be necessary for work in the street right-of-way. Work with Stoughton Utilities regarding electric, water and wastewater services. Note: Fencing may not be installed within any easement and not within 12 feet of an electric transformer. The plan shows HVAC locations.**
23. **The sidewalk will need to be 5 feet wide (or match existing) and a minimum of 4 inches thick, minimum 6 inches thick through the driveway.**
24. **An application, plan and fee must be paid prior to signage placement.**
25. **State of Wisconsin approved building plans will be necessary prior to issuance of a building permit but are not necessary to begin the City review process.**

If you have any questions, please contact me at 608-646-0421

Sincerely,
City of Stoughton

Michael P. Stacey
Zoning Administrator/Assistant Planner

cc. Planning Commissioners
Margaret Gasner, Owner

CITY OF STOUGHTON, 381 E. MAIN STREET, STOUGHTON, WISCONSIN

RESOLUTION OF THE PLAN COMMISSION

A Resolution to recommend the Stoughton Common Council Amend the Comprehensive Plan to Incorporate the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan

Committee Action:

Fiscal Impact: None.

File Number: R- 42 -2012

Date Introduced: April 9, 2012

The Planning Commission of the City of Stoughton, Wisconsin, does proclaim as follows:

Section 1. Pursuant to §62.23(2) and (3) for cities, villages, and towns exercising village powers §60.22(3) of the Wisconsin Statutes, the City of Stoughton is authorized to amend its comprehensive plan as defined in §66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

Section 2. The Common Council of the City of Stoughton, Wisconsin, has adopted written procedures designed to foster public participation in every stage of the preparation of the plan amendment as required by §66.1001(4)(a) of the Wisconsin Statutes.

Section 3. The City of Stoughton has prepared amendments to the City's comprehensive plan as reflected in Attachment A and the inclusion of the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan as detailed components of the City's comprehensive plan.

Section 4. The Plan Commission recognizes the importance of the City's existing land use, economic development, transportation, park and recreation, and housing planning documents as important tools to guide the City's future.

Section 5. BE IT RESOLVED, the City of Stoughton Planning Commission recommends the Stoughton Common Council Adopt an Ordinance to Amend the Comprehensive Plan to Incorporate the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan under Section 66.1001(4) Wisconsin Statutes.

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

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

Donna Olson, Mayor

Date

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

Attachment A: Recommended City of Stoughton Comprehensive Plan Amendments

Attachment B: Linnerud Detailed Neighborhood Plan

Attachment C: 51-138 Westside Detailed Neighborhood Plan

Comprehensive Plan Map Amendments

Map 1: Jurisdictional Boundaries (See attached Map 1 for extent of amendments)

1. Amend the Jurisdictional Boundaries map to reflect municipal boundary, extraterritorial boundary, and urban service area changes due to annexation of land into the City, and other minor matters.

Map 2: Natural Resources (See attached Map 2 for extent of amendments)

1. Amend the Natural Resources map to reflect municipal boundary and extraterritorial boundary changes due to annexation of land into the City, and other minor matters.

Map 3: Existing Land Use (See attached Map 3 for extent of amendments)

1. Amend the Existing Land Use map to reflect municipal boundary and urban service area changes due to annexation of land into the City, and other minor matters.

Map 6a: Planned Land Use: Central Area (See attached Map 6a for extent of amendments)

1. Amend the Planned Land Use: Central Area map to reflect municipal boundary, urban service area, and Planned Stoughton Urban Development Area changes due to annexation of land into the City.
2. Amend the Planned Land Use: Central Area map to reflect the land use pattern in the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan.
3. Amend the Planned Land Use: Central Area map to reflect existing conditions and include minor matters.

Map 6b: Planned Land Use: Peripheral Area (See attached Map 6b for extent of amendments)

1. Amend the Planned Land Use: Peripheral Area map to reflect municipal boundary, urban service area, extraterritorial boundary, and Planned Stoughton Urban Development Area changes due to annexation of land into the City.
2. Amend the Planned Land Use: Peripheral Area map to reflect the land use pattern in the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan.
3. Amend the Planned Land Use: Peripheral Area map to reflect existing conditions and include minor corrections.

Map 7: Community Character (See attached Map 7 for extent of amendments)

1. Amend the Community Character map to reflect municipal boundary, extraterritorial boundary, and urban service area changes due to annexation of land into the City, and other minor matters.
2. Amend the Community Character Map to include the updated Planned Land Use base.

Map 8: Existing Transportation Map (See attached Map 8 for extent of amendments)

1. Amend the Existing Transportation map to reflect municipal boundary, extraterritorial boundary, and urban service area changes due to annexation of land into the City, updated traffic counts, and other minor matters.
2. Amend the Existing Transportation Map to reflect existing conditions and include minor corrections.

Map 9: Transportation and Community Facilities Map (See attached Map 9 for extent of amendments)

1. Amend the Transportation and Community Facilities map to reflect municipal boundary, extraterritorial boundary, and urban service area changes due to annexation of land into the City, and other minor matters.

2. Amend the Transportation and Community Facilities Map to include the updated Planned Land Use base.

Comprehensive Plan Text Amendments

1. Revise the text on page 2 in the Introduction as follows:

This ~~2005~~ *City of Stoughton Comprehensive Plan* is intended to ~~update and replace the City's 1992 Master Plan. This Plan~~ serves as a blueprint for the short- and long-range growth and development of Stoughton for the next 20 years.

2. Revise the text on page 3 in the Introduction as follows:

At the outset of this planning process, the City of Stoughton Common Council adopted by resolution ~~on November 26, 2002,~~ its public participation plan to ensure that the resulting comprehensive plan accurately reflects the vision, goals, and values of its residents.

3. Add the following text on page 20 in section 6. Public Hearing in Chapter One: Issues and Opportunities:

During the 2012 Plan update process, the Common Council held a public hearing on the proposed amendments on April 24, 2012.

4. Revise the text on page 25 in section 1. Environmental Corridors and in the Environmental Corridor Analysis text box in Chapter Two: Agricultural, Natural, and Cultural Resources as follows:

Environmental corridors are located throughout the planning area (see sidebar for a definition of Environmental Corridors). Within the City, the dominant environmental corridor follows the Yahara River flowage. All environmental corridors shown on Map 2 ~~were mapped by the DCRPC and~~ have been a primary determinant of the recommended land use and transportation patterns. Environmental corridors are, in effect, a composite of the most important individual elements of the natural resource base and have immeasurable environmental, ecological, and recreational value. These corridors contain almost all of the best remaining woodlands, wetlands, and wildlife habitat. Protection of these corridors from additional intrusion by incompatible land uses should be an essential planning objective for the preservation of open natural spaces.

5. Revise the text on page 38 in Chapter Three: Land Use as follows:

- ~~Preserved Private Open Space: privately owned open space areas;~~
- **Environmental Corridor—Lowland Stormwater Management:** continuous systems of open space ~~that include environmentally sensitive lands and natural resources requiring protection from disturbance and development, and lands needed for stormwater management open space and recreational use, based mainly on drainageways, stream channels, floodplains, wetlands, and other resource lands and features;~~

6. Revise Table 6 on page 40 in Chapter Three: Land Use as follows:

Table 6: City of Stoughton Existing Land Use Totals

Land Use	Acres	Percent
Agriculture/Rural/Vacant	865	24%
Exurban Residential	0	0%
Single Family Residential	845	23%
Two-Family Residential	118	3%
Mixed Residential	55	2%
Central Mixed Use	13	<1%
Planned Mixed Use	0	0%
Planned Office	17	<1%
Neighborhood Office	3	<1%
Planned Business	27	1%
Neighborhood Business	2	<1%
General Business	52	1%
Planned Industrial	61	2%
General Industrial	246	7%
Landfill/Extraction	70	2%
Institutional	221	6%
Preserved Private Open Space	0	0%
Public Open Space	193	5%
Environmental Corridor	265	12.8%
<u>Stormwater Management</u>	149	4%
TOTAL NET LAND AREA	2,937	
<u>Right-of-Way</u>	487	13%
<u>Surface Water</u>	198	5%

Source: GIS Inventory, Vandewalle & Associates, ~~2002~~ 2012

7. Revise the text and text box on page 55 in Chapter Three: Use as follows:

- Environmental Corridors:** continuous systems of open space that include environmentally sensitive lands and natural resources requiring protection from disturbance and development, and lands needed for open space and recreational use, based mainly on drainageways, stream channels, floodplains, wetlands, and other resource lands and features. This overlay category is based on the DCRPC, which maps “environmental corridors” within Urban Service Areas and “open space corridors” (which are only wetlands and floodplains) outside of USA boundaries further described in Chapter Two: Agricultural, Natural, and Cultural Resources.

Environmental Corridor Analysis

Environmental corridors are a composite of the best elements of the natural resource base occurring in a linear pattern on the landscape. These corridor areas normally include one or more natural resource elements that are essential to the maintenance of an ecological balance and diversity, and the preservation of natural beauty and should be preserved and protected in essentially natural open uses. These corridors generally lie along the major stream valleys, around major lakes, and in the moraine areas of south central Wisconsin. Almost all of the remaining high-value wetlands, woodlands, wildlife habitat areas, major bodies of surface water, and delineated ~~floodlands~~ floodplains and shorelands are contained within these corridors. In ~~Dane County~~ Stoughton, environmental corridor features include:

- Surface waters and their undeveloped shorelands.
- DNR mapped wetlands and 100-year floodplains.
- Steep slopes greater than 12 percent.
- Woodlands and areas of unique vegetation or geology.
- County, state, and federal public lands.
- Existing and proposed greenways and stormwater management areas.

~~The corridors also contain existing and proposed parks, greenways, conservancy areas and stormwater management areas.~~

8. Remove the following text on page 68 in Chapter Three: Land Use:

Northwest Planned Neighborhood

~~The Northwest Planned Neighborhood, encompassing about 190 acres, is located on the City's far northwest corner (between USH 51 and CTH B). This neighborhood is a key entryway into the City and, as such, creates opportunities for establishing a positive, distinctive image for Stoughton. This neighborhood should be organized around creating an attractive, cohesive, inviting environment with a boulevard, roundabouts, gathering points, central open space, low to medium density residential development, neighborhood-serving office and business uses, and limited community-serving commercial uses (e.g. grocery store) that are fully integrated into this neighborhood. Map 6a shows the general arrangement of these recommended uses, but the specific lot and street layout, development pads, and design features should be reviewed by the City under the Detailed Neighborhood Planning process. This neighborhood is particularly well-suited for Traditional Neighborhood Design (TND) concepts.~~

~~This *Plan* recommends that Nygaard Street, Kings Lynn Road, and Kriedeman Drive eventually extend into this Northwest Planned Neighborhood to connect it to the rest of the community. Future access and land use patterns in this neighborhood will need to consider any planned improvements or expansions to USH 51 and CTH B as part of a potential bypass system. This neighborhood should~~

also be linked to Sandhill Middle School with a pedestrian/bike route and possible driveway access. Consistent with the City's 2002 *Park and Open Space Plan*, this Northwest Planned Neighborhood should contain a park in the middle of the site to serve surrounding homes. Residents in this future neighborhood will benefit from convenient walking distance to planned shopping areas, active park space, and nearby middle school, and biking or short driving distance to an elementary school, high school, and downtown area.

Given the importance of this neighborhood on community character, this *Plan* recommends specific guidelines to ensure that all proposed development be of high quality and generally contemporary in design, including the following specific recommendations:

- ~~The commercial and higher density residential uses in this neighborhood should incorporate high-quality, attractive exterior building materials and site design.~~
- ~~Larger buildings should include varied setbacks, building heights, and architectural details on all four sides to soften their scale. Where larger buildings are proposed in this neighborhood far from USH 51, the development should include smaller buildings in "outlots" closer to highway or internal street. This will avoid a "strip commercial" look to the site (see Figure 4).~~
- ~~Pedestrian connections to and from the commercial buildings and higher density residential areas should be provided.~~
- ~~Large parking lots directly abutting the highway should be avoided.~~
- ~~The overall public and private landscaping theme should emphasize native plantings, including prairie plantings. Development along or backing up to USH 51 should be attractively landscaped to create a favorable first impression at this gateway. Street trees should be provided in the terrace areas of all streets.~~
- ~~Private signage should be controlled to protect and enhance the desired character of this area. Ground signs should be limited to low-profile, monument style signs in commercial areas.~~
- ~~Commercial, office and multiple-family residential lighting should be carefully controlled, particularly given the mixed-use character of this site.~~

Figure 4: Undesirable vs. Desirable Design

9. Add the following text on page 76 at the end of the "Gateway Business Park" and Related Office Development section in Chapter Three: Land Use:

Given the importance of this area on community character, this *Plan* recommends specific guidelines to ensure that all proposed development be of high quality and generally contemporary in design, including the following specific recommendations:

- The uses in this area should incorporate high-quality, attractive exterior building materials and site design.
- Larger buildings should include varied setbacks, building heights, and architectural details on all four sides to soften their scale.
- Pedestrian connections among buildings and between parking lots should be provided.
- Large parking lots directly abutting the highway should be avoided.
- The overall public and private landscaping theme should emphasize native plantings, including prairie plantings. Development along or backing up to USH 51 should be attractively landscaped

to create a favorable first impression at this gateway. Street trees should be provided in the terrace areas of all streets.

- Private signage should be controlled to protect and enhance the desired character of this area. Ground signs should be limited to low-profile, monument style signs in commercial areas.

10. Revise the text in the Planned Mixed Use Areas section on page 76 in Chapter Three: Land Use as follows:

Two *Planned Mixed Use* areas are recommended in peripheral areas on the Planned Land Use Map, ~~in addition to the *Planned Mixed Use* area incorporated into the Northwest Planned Neighborhood.~~

The ~~largest~~ larger recommended peripheral *Planned Mixed Use* area is ~~the **Westside Mixed Use Area** envisioned directly west of the existing businesses along STH 51 located southwest of the US 51/Rutland Dunn Townline Road intersection~~ and contains approximately ~~265~~ 90 acres. It is planned to contain a mixture of commercial uses designed to supply the day-to-day goods and services for residents living in both Stoughton and surrounding areas. Senior housing and smaller-scale office development would also be appropriate for this area. Potential commercial uses might include a deli, coffee shop, specialty retail, dry cleaners, drug store, restaurant, and grocery store. Development in this mixed-use center could include first floor retail, accented by the potential for upper story office space and residential units, and/or a mix of uses and buildings within the same development.

Overall, it is recommended that, to the extent possible, this mixed-use center be planned to create compact, pedestrian-friendly clusters of complementary businesses, housing, and civic uses. In evaluating proposed neighborhood-scale stores at this location, important factors to consider include the proximity and ease of pedestrian access from residential areas, pedestrian-bicycle connections and routes throughout the entire neighborhood, the range of convenience goods and services available, hours of operation, and the level of amenity provided. All commercial development projects should meet the recommended site, building, and landscape design criteria in Chapter Seven.

The second *Planned Mixed Use* area is the **Williams Drive Mixed Use Area** located south of CTH B and just east of the railroad tracks, along Williams Drive. This *Planned Mixed Use* area of approximately 6 acres is intended to provide small-scale commercial services, such as those described above, but also, this area serves as a logical transition between the industrial area to its east and the residential areas north, south, and west of it. To ensure adequate buffering, the Planned Land Use Map identifies small green areas between this area and the residential neighborhoods directly north and south.

11. Revise the text in the USH 51 East Planned Business and Office Area section on page 77 in Chapter Three: Land Use as follows:

The design guidelines provided in the ~~Northwest Planned Neighborhood gateway~~ “Gateway Business Park” and Related Office Development section, including the concepts depicted in Figure 6, should apply to these commercial areas.

12. Revise Table 9 on page 78 in the Chapter Three: Land Use as follows:

Table 9: Stoughton Urban Development Area Acreage Totals

Land Use	Acres	Percent
Agricultural/Rural	90	1%
Single Family Residential	1,249	18%
Two Family Residential	130	2%
Mixed Residential	90	1%
Planned Neighborhood	2,200	31%
Neighborhood Office	3	<1%
Planned Office	204	3%
Neighborhood Business	32	<1%
Planned Business	251	4%
General Business	96	4%
Central Mixed Use	13	<1%
Planned Mixed Use	189	3%
Planned Industrial	451	6%
General Industrial	294	4%
Institutional	391	6%
<i>Development Sub-Total</i>	5,683	
Public Open Space	507	7%
Surface Water	197	3%
Right-of-Way	666	9%
TOTAL	7,053	

13. Revise pages 60 and 111 to refer to the Linnerud Neighborhood rather than the Northwest Planned Neighborhood.
14. Revise page 116 in section 4. Major Public Utility Recommendations in Chapter Five: Utilities and Community Facilities as follows:

4. Major Public Utility Recommendations

In general, public utility needs will be addressed through more detailed engineering studies on utility systems and specific required improvements following the completion of this *Comprehensive Plan*. Given the planned expansion of the City over the planning period, certain utility upgrades will be necessary. This *Plan* anticipates for the substantial interceptor and lift station investments to accommodate future growth outside of the existing City limits and the Northside Planned Neighborhood and the Southwest Planned Neighborhood and the Westside Planned Mixed Use area located between STH 138 and the curve in USH 51 west. The City should ideally begin investigating specific sites and capacities for these utilities as part of the detailed neighborhood plans recommended throughout this document.

15. Revise Table 22 on page 157 in Chapter Nine: Implementation as follows:

Category	Recommendation	Reference	Implementation Timeframe
Detailed Planning	Prepare a Detailed Neighborhood Development Plan for the Northwest Planned Neighborhood.	Chapters Three & Six	2005-2006
	Prepare a Detailed Neighborhood Development Plans for Planned Mixed Use and Planned Neighborhood Areas the Westside Planned Mixed Development Area—ideally in conjunction with the Town of Rutland.	Chapters Three & Seven	2006-2007 <u>As Needed</u>

16. Add Appendix A: Linnerud Detailed Neighborhood Plan after Chapter Nine: Implementation.

17. Add Appendix B: 51-138 Westside Detailed Neighborhood Plan after Appendix A.

Municipal Boundaries

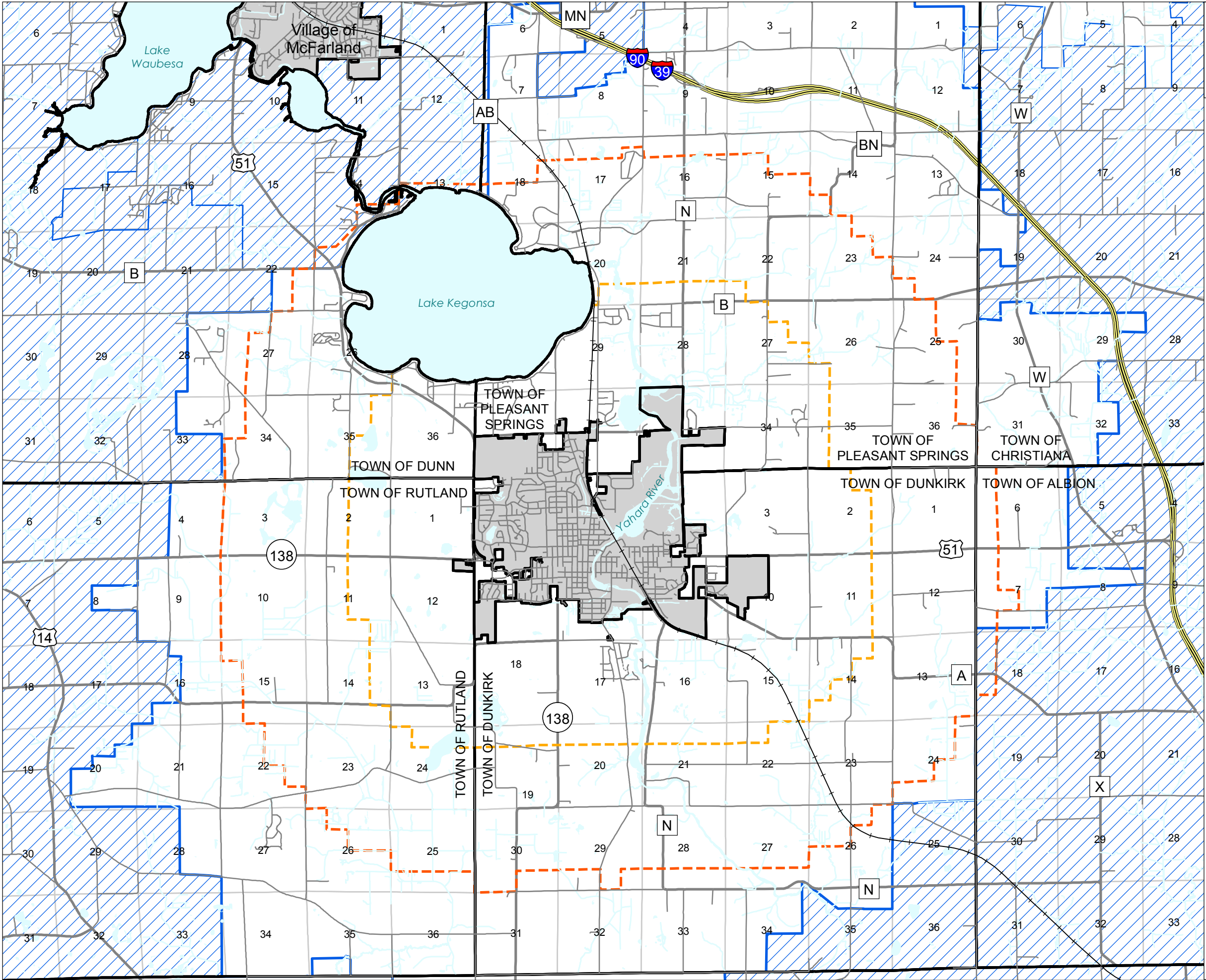
- 2012 ETJ Boundary (1.5 Miles)
- Potential ETJ Boundary (3 Miles)
- City and Village Municipal Boundary
- Town Boundaries
- Stoughton School District Boundaries
- Other School District Boundaries
- Interstate
- US, State, and County Highway
- Railroads
- Section Boundaries
- Surface Water

6,000 3,000 0 6,000 Feet

Draft: March 23, 2012

Sources: Dane County LIO, City of Stoughton.

**VANDEWALLE &
ASSOCIATES INC.**
Shaping places, shaping change



Natural Resources Base

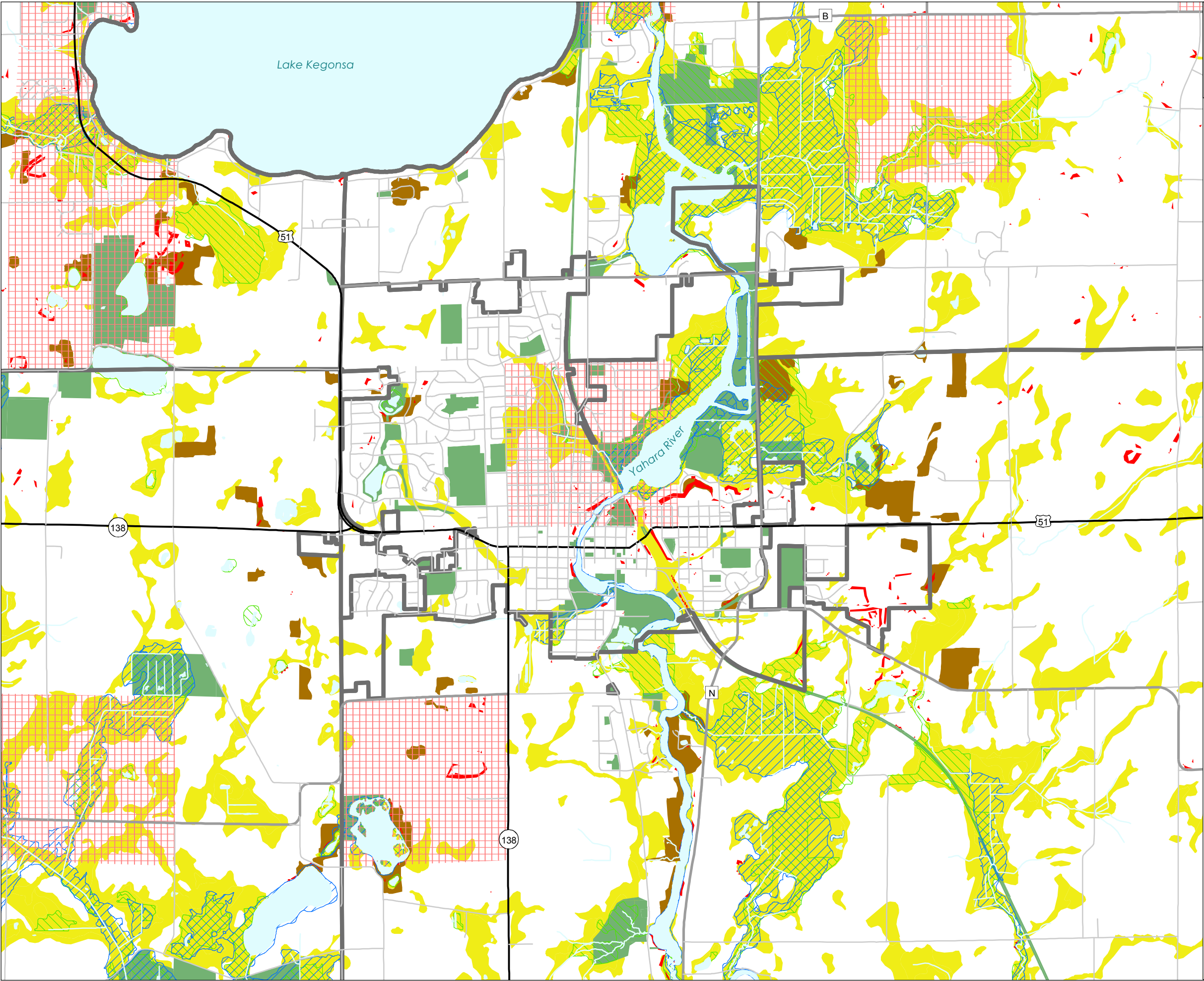
- 2012 ETJ Boundary (1.5 Miles)
- Municipal Boundaries
- US and State Highway
- County Highway
- Surface Water
- Slopes > 20%
- Slopes 12 - 20%
- Floodplains
- Wetlands
- Woodlands
- Hydric Soils
- Public Lands
(Federal, State, County & Local)
- Endangered Species Section

3,000 1,500 0 3,000 Feet

Draft: March 23, 2012

Sources: Dane County LIO, City of Stoughton.

**VANDEWALLE &
ASSOCIATES INC.**
Shaping places, shaping change



Existing Land Use

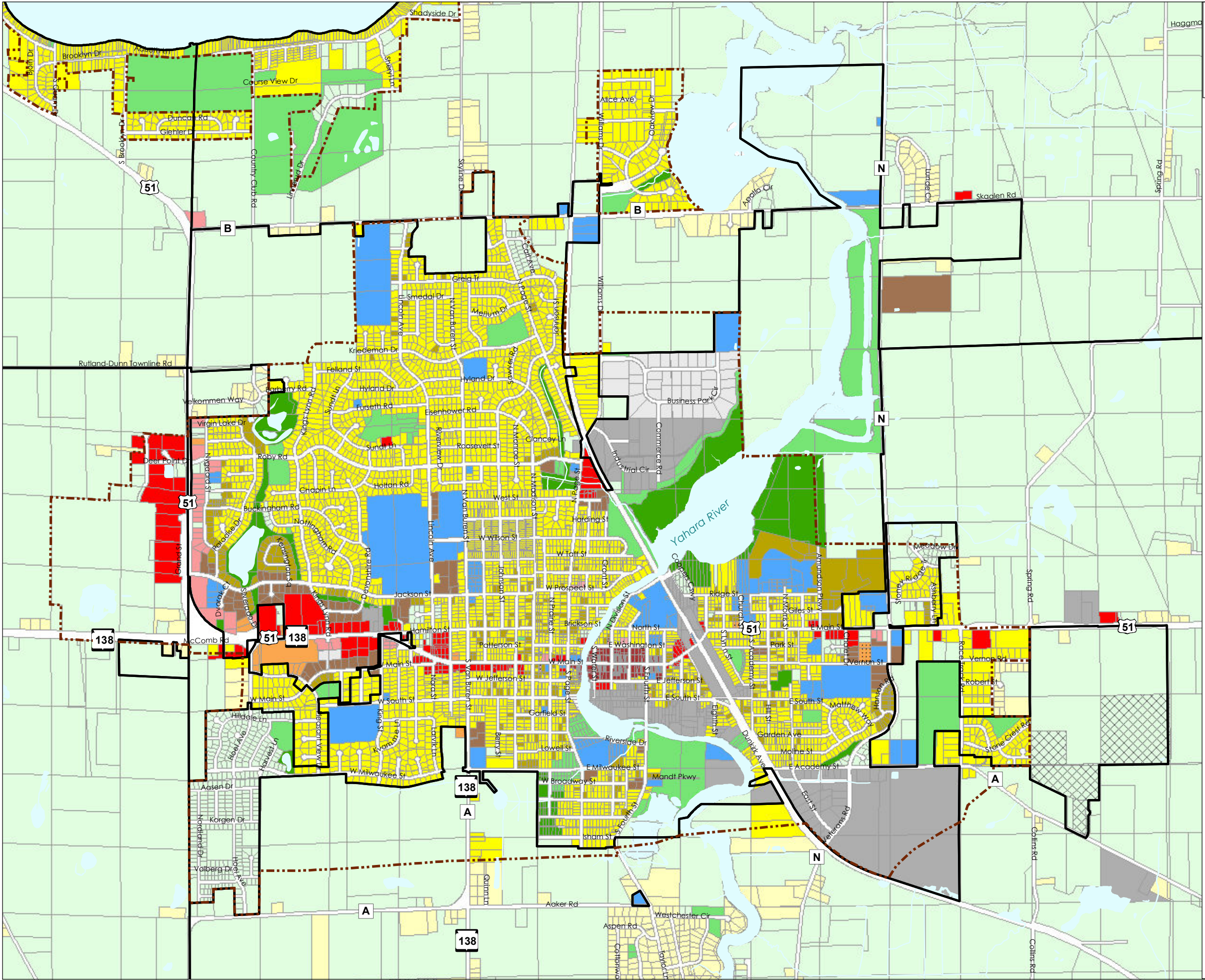
- 2012 Urban Service Areas
- 2012 Municipal Boundaries

- Agriculture/Rural/Vacant
- Exurban Residential
- Single Family Residential
- Two-Family Residential
- Mixed Residential
- Central Mixed Use
- Planned Mixed Use
- Planned Office
- Neighborhood Office
- Planned Business
- Neighborhood Business
- General Business
- Planned Industrial
- General Industrial
- Landfill/Extraction
- Institutional
- Public Open Space
- Stormwater Management
- Surface Water
- Right-of-Way

2,000 1,000 0 2,000 Feet

Draft: March 23, 2012

Sources: Dane County LIO, City of Stoughton.



Planned Land Use

- Planned Stoughton Urban Development Area**
- 2012 Urban Service Areas
- 2012 Municipal Boundaries

Planned Land Use

- Agriculture/Rural
- Exurban Residential
- Single Family Residential
- Two-Family Residential
- Mixed Residential
- Planned Neighborhood
- Central Mixed Use
- Planned Mixed Use
- Planned Office
- Neighborhood Office
- Planned Business
- Neighborhood Business
- General Business
- Planned Industrial
- General Industrial
- Landfill/Extraction
- Institutional
- Public Open Space
- Environmental Corridor*
- Surface Water
- Right-of-Way



- 1. Single Family
- 2. Two-Family
- 3. Mixed Residential
- 4. Institutional
- 5. Neighborhood Office
- 6. Neighborhood Business
- 7. Public Open Space

Shapes on map represent general recommendations for future land use. Actual boundaries between different land use types and associated zoning districts may vary somewhat from representations on this map.

*Environmental Corridors depicted on this map use generalized boundaries of environmental features identified on air photos by the DNR and the Dane County RPC. These generalized boundaries are refined through detailed on site investigation at the time of land division and site plan review.

** See Table 9 for Acreage Totals.



Draft: March 23, 2012

Sources: Dane County LIO, City of Stoughton.



Planned Land Use

- Planned Stoughton Urban Development Area**
- 2012 Urban Service Areas
- 2012 Municipal Boundaries
- 2012 ETJ Boundary

Planned Land Use

- Agriculture/Rural
- Exurban Residential
- Single Family Residential
- Two-Family Residential
- Mixed Residential
- Planned Neighborhood
- Central Mixed Use
- Planned Mixed Use
- Planned Office
- Neighborhood Office
- Planned Business
- Neighborhood Business
- General Business
- Planned Industrial
- General Industrial
- Landfill/Extraction
- Institutional
- Public Open Space
- Environmental Corridor*
- Surface Water
- Right-of-Way



1. Single Family
2. Two-Family
3. Mixed Residential
4. Institutional
5. Neighborhood Office
6. Neighborhood Business
7. Public Open Space

Shapes on map represent general recommendations for future land use.
Actual boundaries between different land use types and associated
zoning districts may vary somewhat from representations on this map.

*Environmental Corridors depicted on this map use generalized boundaries
of environmental features identified on air photos by the DNR and the Dane
County RPC. These generalized boundaries are refined through detailed
on site investigation at the time of land division and site plan review.

** See Table 9 for Acreage Totals.

3,000 1,500 0 3,000 Feet

Draft: March 23, 2012

Sources: Dane County LIO, City of Stoughton.



Community Character and Strategic Development Areas

Community Gateways

- Current
- ⊙ Future

Community Character Corridors

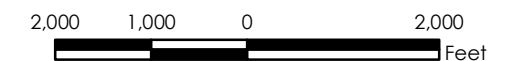
- Primary
- - Secondary

Strategic Development Areas

- ▨ Downtown Development Area
- ▧ Redevelopment and Rehabilitation
- ▩ Infill
- ▤ Peripheral

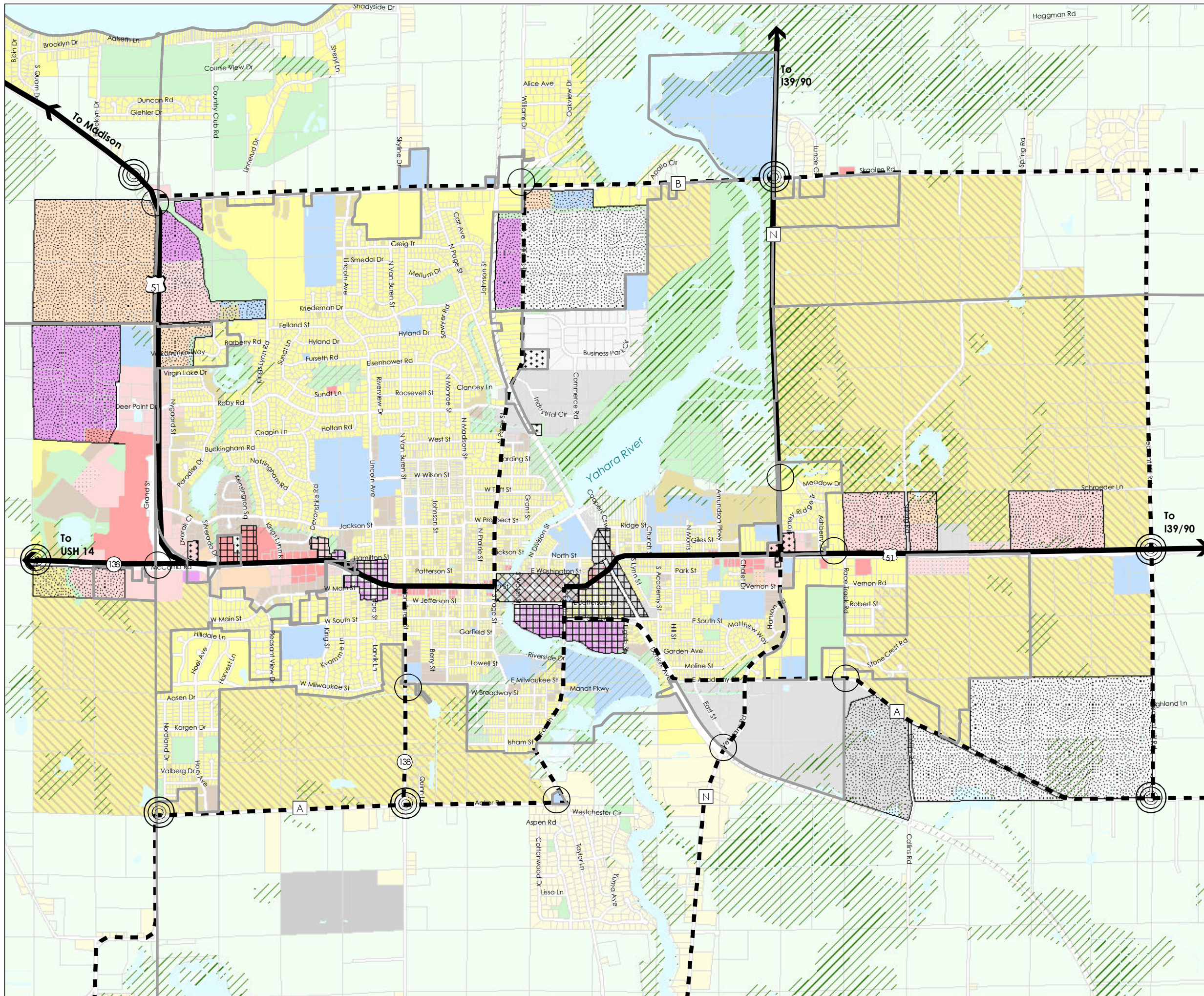
— 2012 Municipal Boundaries

(Background Map is the Land Use Plan)



Adopted: March 23, 2012

Sources: Dane County LIO, City of Stoughton.



Existing Transportation

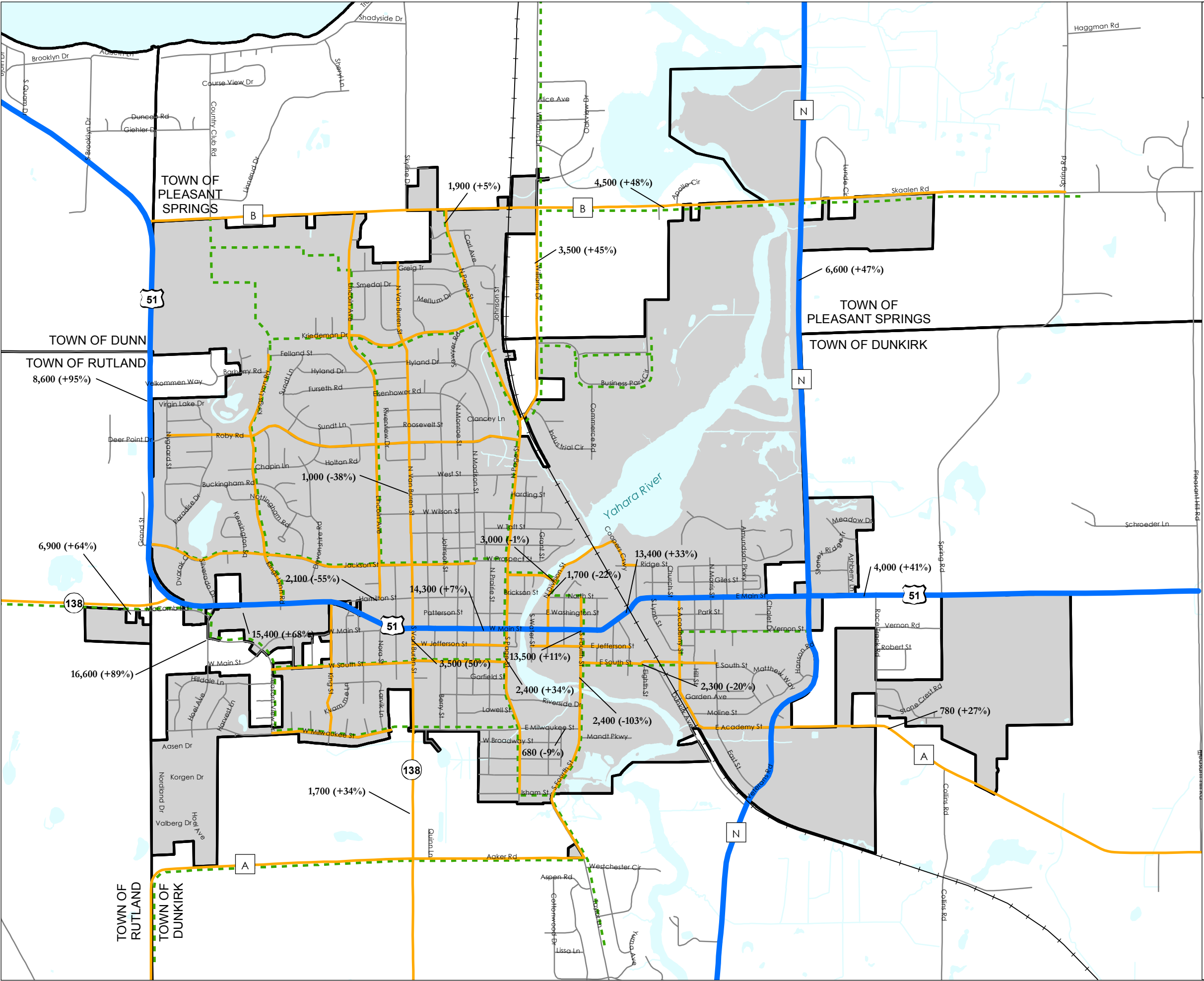
- City of Stoughton Municipal Boundary
- Town Boundaries
- Arterial Roads
- Collector Roads
- Local Roads
- Public Bike Trails/Routes
- Railroads
- Surface Water

Numbers on map indicate 1999 average daily traffic volume (number of cars), and percent change in volume from 1984 to 1999, using WisDOT traffic counts.

2,000 1,000 0 2,000 Feet

Draft: March 23, 2012

Sources: Dane County LIO, City of Stoughton.



Planned
Transportation and
Community Facilities

Planned Transportation Facilities

- ➔ Planned Local Street Extensions*
- Planned Expanded Right-of-Way*
- - - Conceptual New Collector Street*
- Planned Pedestrian/Bike Path

*All with on-street bike lanes and access limitations

Planned Community Facilities

(General Locations are Depicted)

- ⊗ Community Park
- 🌳 Neighborhood Park
- Sanitary Interceptors
- ⬮ Lift Station

- 2012 Municipal Boundaries
- ▨ Environmental Corridor

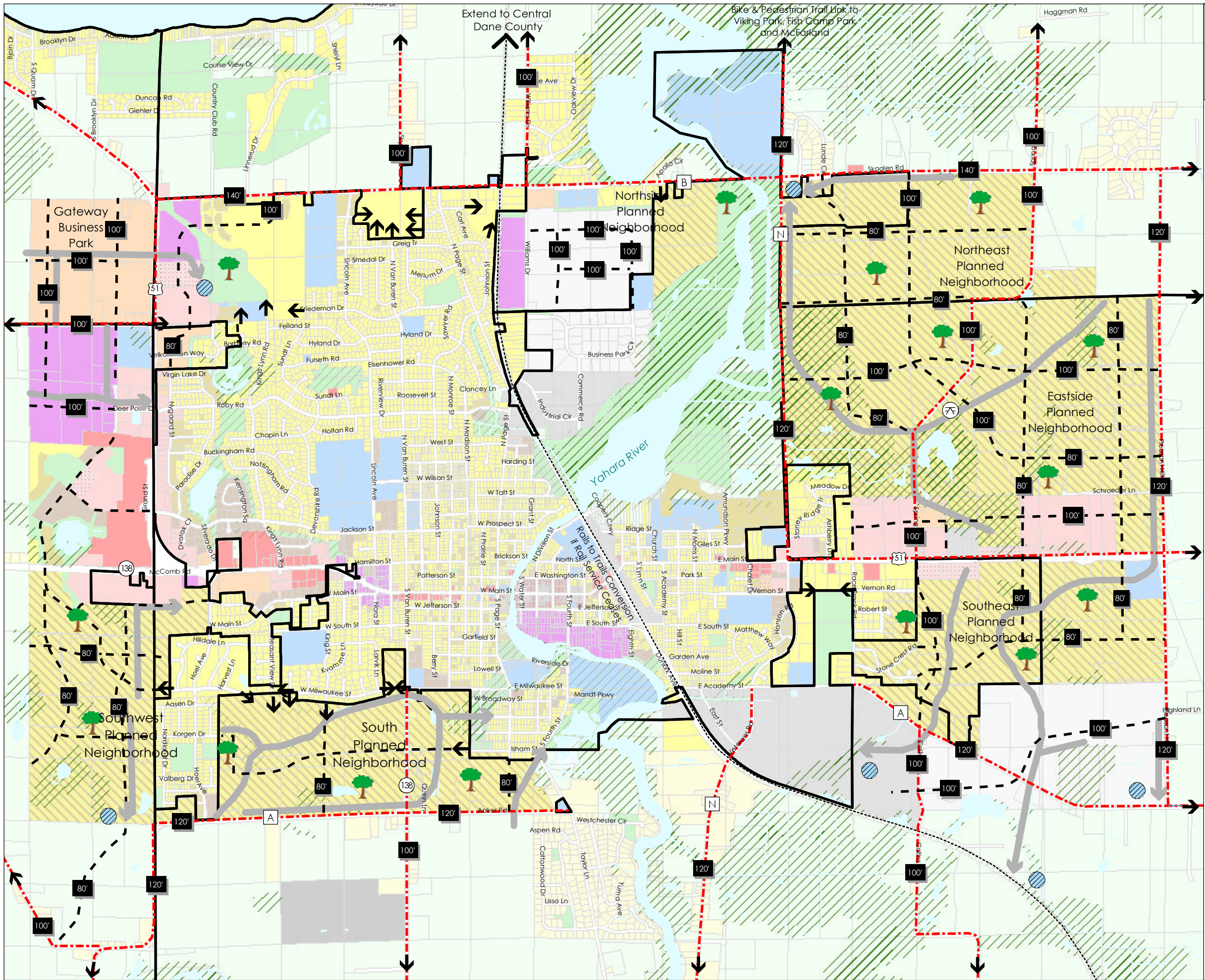
(Background Map is the Land Use Plan)

2,000 1,000 0 2,000 Feet

Scale: One inch equals 2,000 feet

Adopted: March 23, 2012

Sources: Dane County LIO, City of Stoughton.



NOTICE OF PUBLIC HEARING

The City of Stoughton Common Council will hold a **Public Hearing** on **Tuesday, April 24 at 7:00 o'clock p.m.**, or as soon thereafter as the matter may be heard, in the **Council Chambers, Public Safety Building, 2nd Floor, 321 South Fourth Street**, Stoughton, Wisconsin, to offer the citizens of the City of Stoughton and area residents an opportunity to review and comment on an **amendment to the City's Comprehensive Plan**.

Comprehensive Plan Amendment Summary:

The Stoughton Comprehensive Plan requires that a Detailed Neighborhood Plan be prepared and adopted for all new neighborhoods. Detailed Neighborhood Plans determine the general arrangement of land uses, density, development character, and infrastructure needs and design for new neighborhoods. The Developer, Forward Development Group LLC has prepared a Detailed Neighborhood Plan for land on the west side of the City with the assistance of JSD Professional Services, Inc. pursuant to these requirements.

The 51–138 Westside Detailed Neighborhood Plan creates a detailed vision and design standard for an approximately 295-acre, mixed-use neighborhood on Stoughton's western side. The neighborhood will feature a variety of residential densities, community scale commercial, employment focused uses, large and small open space areas, and a neighborhood commercial center. The design accommodates regional and site-related traffic and stormwater without undue burden on adjacent existing neighborhoods. The development design character and aesthetics meets a high standard with emphasis on quality architecture, materials, and landscaping. This Plan will be the second Detailed Neighborhood Plan in the City under the City's Comprehensive Plan, adopted in May 2005.

The 51–138 Westside Detailed Neighborhood Plan has evolved through a deliberate process of data collection, goal formation, and analysis of potential alternatives, as outlined in the Comprehensive Plan. The community has participated in the process through a City-appointed Steering Committee, stakeholder interviews, and community meetings.

The Plan will guide the general arrangement and character of future development in the Detailed Neighborhood Plan area. The Detailed Neighborhood Plan will be considered as the baseline upon which more refined Neighborhood Plans could be proposed by the development community. Where developers can demonstrate an improvement over a Detailed Neighborhood Plan, the Comprehensive Plan permits the City to adopt such improvements as an amendment to the Detailed Neighborhood Plan.

Opportunities to Review the Amendment:

Copies of the plan amendment are available for review at the City Hall (381 East Main Street, Stoughton, WI 53589) in the Planning & Development Department and at the Stoughton Public Library (304 S. Fourth St., Stoughton, WI 53589). The plan amendment is also available at <http://www.cityofstoughton.com/planning>. Click on "Kettle Park West Development Information". Hard copies of the plan amendment are available upon request from Stoughton City Hall for \$10.00.

If you have any questions about the proposed amendment, contact Rodney Scheel, Planning & Development Director at 608-873-6619

Nick Probst
City Clerk

ORDINANCE OF THE COMMON COUNCIL			
An Ordinance Amending the Comprehensive Plan to Incorporate the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan			
Committee Action:			
Fiscal Impact:		None	
File Number:		O- 8 -2012	Dates Introduced: April 24, 2012 May 14, 2012

The Common Council of the City of Stoughton, Wisconsin, does ordain as follows:

Section 1. Pursuant to §62.23(2) and (3) for cities, villages, and towns exercising village powers §60.22(3) of the Wisconsin Statutes, the City of Stoughton is authorized to amend its comprehensive plan as defined in §66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

Section 2. The Common Council of the City of Stoughton, Wisconsin, has adopted written procedures designed to foster public participation in every stage of the preparation of the plan amendment as required by §66.1001(4)(a) of the Wisconsin Statutes.

Section 3. The Planning Commission of the City of Stoughton by a majority vote, recorded in its official minutes, has adopted a resolution recommending adoption of certain amendments to the City's Comprehensive Plan as reflected in Attachment A and the inclusion of the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan as detailed components of the City's Comprehensive Plan.

Section 4. The City Common Council has held at least one public hearing on this ordinance, in compliance with the requirements of §66.1001(4)(d) of the Wisconsin Statutes.

Section 5. The Common Council of the City of Stoughton, Wisconsin, does, by enactment of this ordinance, ordain that the text and map amendments set forth in Attachment A are hereby adopted as amendments to the City's Comprehensive Plan and the Linnerud Detailed Neighborhood Plan and the 51-138 Westside Detailed Neighborhood Plan are hereby adopted as detailed components of the City's Comprehensive Plan, pursuant to §66.1001(4)(c) of the Wisconsin Statutes.

Section 6. This ordinance shall take effect upon passage by a majority vote of the members of the Common Council as required by law.

Council Adopted: _____

Mayor Approved: _____

Donna Olson, Mayor

Published: _____

Attest: _____

Nick Probst, City Clerk

Attachment A: Recommended City of Stoughton Comprehensive Plan Amendments

Attachment B: Linnerud Detailed Neighborhood Plan

Attachment C: 51-138 Westside Detailed Neighborhood Plan

STOUGHTON COMPREHENSIVE PLAN PLANNED LAND USE MAP AMENDMENTS

<u>PARCEL #</u>	<u>ADDRESS</u>	<u>LANDUSE</u>	<u>NOTES</u>
281/0511-081-8190-2	567 E. MAIN STREET	INSTITUTIONAL	
281/0511-072-8530-2	2105 MCCOMB ROAD	PLANNED BUSINESS	ADD TO THE CITY
MULTIPLE PARCELS	2125 MCCOMB ROAD	PLANNED MIXED USE	ADD TO THE CITY
	LINNERUD DNP	VARIES	ADD TO THE CITY
281/0511-044-4621-2	1740 E. MAIN STREET	PLANNED BUSINESS	
281/0511-044-4659-2	1800 E. MAIN STREET	PLANNED BUSINESS	
281/0511-044-4610-2	1815 CEDARBROOK LANE	PLANNED BUSINESS	
MULTIPLE PARCELS	1817 & 1825 CEDARBROOK LANE	MIXED RESIDENTIAL	
281/0511-063-4260-2	2300 US HIGHWAY 51	PLANNED BUSINESS	ADD PORTION TO CITY
281/0511-063-4270-2	2250 US HIGHWAY 51 & 138	PLANNED BUSINESS	ADD TO THE CITY
281/0511-071-0735-4	324 NORA STREET	TWO FAMILY RESIDENTIAL	
281/0511-062-2627-2	1324 NYGAARD STREET	PLANNED BUSINESS	
281/0511-064-9329-2	1324 US HIGHWAY 51 & 138	PLANNED BUSINESS	ADD TO THE CITY
281/0511-064-9319-2	1410 US HIGHWAY 51 & 138	PLANNED BUSINESS	
281/0511-064-9340-2	1400 US HIGHWAY 51 & 138	PLANNED BUSINESS	
MULTIPLE PARCELS	KENSINGTON SQUARE PROPERTIES	MIXED RESIDENTIAL	
281/0511-053-0527-2	803 N. PAGE STREET	PLANNED BUSINESS	
281/0511-092-8440-9	200 VETERANS ROAD	PLANNED BUSINESS	
BUSINESS PARK NORTH	BUSINESS PARK CIRCLE	PLANNED INDUSTRIAL	ALL PROPERTIES
281/0511-081-0371-2	400 S. LYNN STREET	GENERAL INDUSTRIAL	
281/0511-081-0382-9	400 S. LYNN STREET	GENERAL INDUSTRIAL	
281/0511-052-7351-2	400 HYLAND DRIVE	TWO FAMILY RESIDENTIAL	
281/0511-052-7356-2	402 HYLAND DRIVE	TWO FAMILY RESIDENTIAL	
	NORDIC RIDGE DEVELOPMENT	VARIES	ADD TO CITY & SEE ZONING MAP
281/0511-084-8665-2	1000 S. FOURTH STREET	SINGLE FAMILY RESIDENTIAL	
281/0511-084-8671-2	1008 S. FOURTH STREET	SINGLE FAMILY RESIDENTIAL	
281/0511-071-8227-2	324 PINE STREET	TWO FAMILY RESIDENTIAL	

281/0511-071-8229-2	326 PINE STREET	TWO FAMILY RESIDENTIAL	
281/0511-052-7539-2	820/822 N. PAGE STREET	TWO FAMILY RESIDENTIAL	
281/0511-052-7548-2	GLEN OAKS LOT 247	PUBLIC OPEN SPACE	ALSO ENVIRONMENTAL COR.
281/0511-051-8681-2	1540 WILLIAMS DRIVE	PLANNED INDUSTRIAL	
281/0511-071-3211-2	1524 W. SOUTH STREET		ADD TO CITY
281/0511-092-0642-1	CHALET SUBDIVISION PARK	PUBLIC OPEN SPACE	
281/0511-071-0107-4	217 S. GJERTSON STREET	PLANNED BUSINESS	
281/0511-081-3946-1	425 S. FIFTH STREET	SINGLE FAMILY RESIDENTIAL	
281/0511-071-0390-2	1222 US HIGHWAY 51 & 138	PLANNED BUSINESS	
281/0511-072-0265-2	1809 PLEASANT VIEW DRIVE	TWO FAMILY RESIDENTIAL	
281/0511-072-0271-2	1802 W. MAIN STREET	TWO FAMILY RESIDENTIAL	
281/0511-071-1301-2	HAMILTON STREET CONDOS	MIXED RESIDENTIAL	
281/0611-322-9211-2	700 COUNTY HIGHWAY B	INSTITUTIONAL	ADD TO CITY
281/0511-082-2230-2	509 W. MAIN STREET	GENERAL BUSINESS	
281/0511-081-9945-2	623 EIGHTH STREET	MIXED RESIDENTIAL	
281/0511-081-9935-2	623 EIGHTH STREET	PUBLIC OPEN SPACE	
	LOT AT END OF EIGHTH STREET	PUBLIC OPEN SPACE	NO PARCEL NUMBER

51-138 WESTSIDE
DETAILED NEIGHBORHOOD PLAN

STOUGHTON COMMON COUNCIL

Mayor Donna Olson

District One

Tim Swadley

Steve Tone

Sonny Swangstu

District Two

Paul Lawrence

Ron Christianson

Dave McKichan

District Three

Carl Chenoweth

Greg Jenson

Ross Scovotti

District Four

Eric Olstad

Eric Hohol

Larry Peterson

PLANNING COMMISSION

Mayor Donna Olson, Chair

Eric Hohol, Vice Chair

Ron Christianson

Todd Krcma

Dave McKichan

Rollie Odland

Scott Truehl

CITY STAFF

Rodney Scheel, Planning Director

Michael Stacey, Zoning Administrator/Assistant Planner

FORWARD DEVELOPMENT GROUP LLC (FDG)

Dennis Steinkraus, Development Manager

FDG PLANNING TEAM

JSD Professional Services

Jim Bricker, AICP, Senior Planner

Justin Frahm, Landscape Designer

Wade Wyse, PE, Project Engineer

Executive Summary

The 51 x 138 Detailed Neighborhood Plan articulates a framework to guide the planning and design of future re-development and development of land that is generally west of and within 1500 feet of the United States Highway (USH) 51 and Wisconsin State Highway (STH) 138 intersection – both highways are key arterial routes connecting the City of Stoughton to the Madison Metropolitan Area. The plan describes the general layout of land use, public infrastructure, and design guidelines to support the creation of viable sites for commercial and residential development, and to establish attractive visual character and aesthetics with an emphasis on quality architecture, construction materials, and landscaping. The development character and guidelines described in the Plan are considered to be the baseline for the future preparation of more refined site master plans addressing specific properties and locations within the Planning Area.

The Neighborhood Plan encompasses approximately 295 acres. Development in this area will be predominately commercial in character along the highway frontages and will transition to planned residential uses as distance from the highways increases. When ultimately built out, generalized land use in the Planning Area is anticipated to be:

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

This Detailed Neighborhood Plan has been prepared with the guidance of the City Planning Commission, satisfies the requirements of Section 78-205 (e)(4 and 5) of the Zoning Ordinance, and is intended to be interpreted as a component of the City of Stoughton Comprehensive Plan.

TABLE OF CONTENTS

Part 1 -- Planning Context, Considerations, and Strategies

Part 2 – Detailed Neighborhood Plan

APPENDICES

1. Kettle Park West Concept Master Plan (dated 8 August 2011)
2. CARPC USAA approval correspondence and Environmental Corridor Map

Separate supporting reference documents:

KPW Preliminary Traffic Impact Analysis Report (Dated: 7 October 2011)

KPW Preliminary Stormwater Management Plan (Dated: 27 December 2010)

Part I – Planning Context, Considerations, and Strategies

BACKGROUND AND CONTEXT

In 2007, the City entertained initial conversations with several property owners in the vicinity regarding the potential development of a mixed use residential and commercial neighborhood encompassing the northwest quadrant of the USH 51 x STH 138 intersection and the extension of municipal utilities and services. Due to various factors, these discussions did not progress beyond the initial/informal discussion phase.

In 2009, the Forward Development Group, LLC (FDG) brought forth a new development proposal that was initially focused primarily on creating a commercial center on the 23+/- acres of land immediately adjoining the northwest corner of the USH 51 x STH 138 intersection. Through multiple cooperative discussions between the City and FDG, the proposed conceptual commercial center morphed into a larger development concept that would anchor the City's plan for mixed use development west of USH 51. In late 2010, the City and FDG jointly sought, and eventually obtained, approval of a 192+/- acre Urban Service Area Amendment (USAA) from the Capital Area Regional Plan Commission (CARPC) which enables the future extension of sanitary sewer infrastructure into the area. (see Appendix 2)

Upon the successful conclusion of the USAA process, FDG determined that there was sufficient community and investor confidence to support continuing the planning and engineering design studies necessary to pursue the annexation and the necessary zoning and land division approval procedures to initiate the eventual development of the property. To date, these studies include: a Preliminary Stormwater Management Plan (presented to and reviewed by CARPC), and a Traffic Impact Analysis (presented to and reviewed by the Wisconsin Department of Transportation WisDOT).

The current iteration of the concept plan for the FDG proposal is now referred to as Kettle Park West. The initial phase of this project encompasses approximately 83 acres, and includes the following generalized land uses:

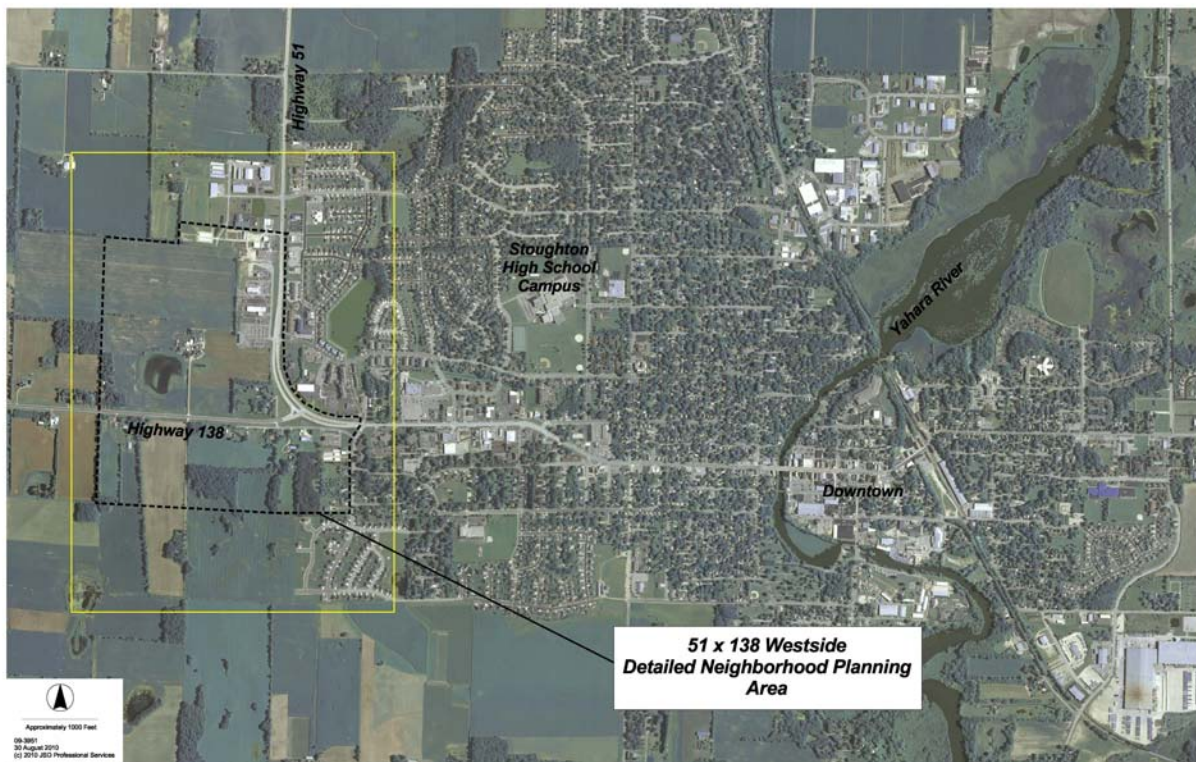
Residential Neighborhood	17
Commercial	23
Office	7
Open Space	29
(including stormwater mgt, park and conservancy)	
Street ROW	7
(not including USH 51 or STH 138)	
Total	83 Acres

The current concept plan for Kettle Park West is attached as Appendix 1.

The City's Zoning Ordinance requires the preparation of this Detailed Neighborhood Plan since the area designated for commercial development within the Kettle Park West could potentially accommodate several commercial buildings that could exceed a combined total of 80,000 square feet of gross floor area (GFA).

PLAN PREPARATION PROCESS

As noted the conceptual planning and USAA for the proposed Kettle Park West development has been publically discussed by the City and CARPC since the fall of 2010, including: 5 meetings by the Stoughton Planning Commission (including a joint meeting with the Town of Rutland), 1 meeting of the Stoughton Common Council, 4 meetings before the CARPC board and 3 presentations to local community groups. Since the USAA approval by CARPC, FDG has refined the concept plan for Kettle Park West, and has meet collaboratively with City Staff on numerous occasions, and has presented project progress reports and conceptual layouts for the 51 x 138 Westside Detailed Neighborhood Plan at City Planning Commission meetings in November and, December 2011, and January 2012.



PLANNING AREA CHARACTERISTICS

Planning Area

Section 78-205 of the Zoning Ordinance requires that a Detailed Neighborhood Plan must be prepared for areas within 1500 feet of the proposed Kettle Park West Commercial Center, and other nearby lands as determined by the Plan Commission and Common Council.

The Planning Area for the 51 x 138 Westside Detailed Neighborhood Plan, as established by the Plan Commission, includes lands located in:

- the southeast quarter section of Section 1, Town 5 N, Range 10 E (Town of Rutland), and lands accessed from the existing frontage road (Hults Road) located west of USH 51 north of Jackson Street extended,
- the north half of the northeast quarter section of Section 12, Town 5 N, Range 10 E (Town of Rutland), and
- the northwest quarter of the northwest quarter of Section 7, Town 5 N, Range 11 E (Town of Dunkirk) west of Hoel Avenue.

The westerly boundary of the planning area is co-terminus with the western boundary of the Planned Land Use Map that is part of the adopted City Comprehensive Plan.

Within this Planning Area, the Plan must address land uses, provision of multi-modal transportation, utility, stormwater management and community character elements that support the objectives of the City's Comprehensive Plan. Additionally, the 51 x 138 Westside Detailed Neighborhood Plan will incorporate considerations for street/traffic circulation and linkages to City Collector Streets (West Milwaukee Street, Hoel Avenue, and Roby Road) that are outside of the delineated Planning Area.

Existing Land Use

Within the planning area the existing generalized land use includes:

	<u>Acres</u>
Rural Non-farm residential	24
Mixed Use Commercial	2
(upper level residential)	
Commercial	31
Transportation, Communication, Utilities	--
Agriculture	<u>205</u>
Subtotal	262
Highway ROW	<u>33</u>
Total	295

The Planning Area is divided north from south by the STH 138 ROW. The sub-area north of STH 138 totals approximately 175 acres; the sub-area south of the highway is approximately 120 acres.

Existing Transportation Network

Access to the 51 x 138 Westside Planning Area is provided by:

Arterial Highways:

USH 51 – A two/four-lane highway which carried 9200 vehicles per day in 2009

STH 138 – A two lane highway which carried 8900 vehicles per day in 2006

City Collector Streets:

Roby Road/Deer Park Road

Jackson Street

Hoel Avenue

Terrain and Drainage

Though located in the Yahara River and Lake Kegonsa sub-watershed of the Yahara River Watershed/Lower Rock River Basin the vast majority of the Planning Area is internally drained to a kettle wetland that is located just to the north of STH Hwy 138. The nearest perennial stream is the Yahara River which is located approximately 1.5 miles to the east.

According to the Wisconsin Geological Survey, the terrain of the Planning Area is classified as an undulating hummocky moraine and outwash plain complex with scattered lake plains. This area is located in an area referred to as the East Johnstown-Milton Moraines. When the glacier receded these moraines contained large blocks of ice which created kettles and potholes as they melted. The 9.2 acre kettle wetland located just north of STH 138 is a remnant of a glacial kettle.

Approximately 154 acres (51 %) of the Planning Area drain into this kettle wetland (which by definition has no outlet). There are an estimated 30 additional acres outside of the Planning Area boundary draining to this kettle.

Approximately 20 acres of the Planning Area drains to other kettles located to the northwest and southwest and an estimated 127 acres appears to drain into the City's current stormwater management infrastructure.

Surface elevation within the Planning Area ranges from 902 (feet above sea level) at the kettle wetland, to 946 in the far northwest corner. For reference, the Jackson Street x USH 51 intersection is approximately elevation 910.

Soils.

According the Natural Resource Conservation Service (NRCS) Soil Survey of Dane County, the two soil associations in the Planning Area are: the Dodge-St. Charles-McHenry Soils Association, and the Batavia-Houghton-Dresden. These soils are generally deep silt loams underlain by sands, gravel and glacial till. These soils are generally productive farmland with corn being the most common crop.

Wetlands.

The Wisconsin Wetland Inventory describes the noted wetland as a palustrine wetland with open, standing water and an adjacent excavated pond. In 2007, these wetland resources were further delineated by Natural Resources Consulting (now Stantec) as an 8.7 acre isolated wet meadow associated with and surrounding a shallow open water pond (Wetland 1) and a one-half acre isolated, depressionnal, farmed wetland area that surrounds a small excavated pond (Wetland 2).

The NRC report describes Wetland 1 as a wet meadow community with areas of exposed mudflat that transitions to open water and is dominated by Pennsylvania knotweed and invasive reed canary grass. The margins of portions of the wetland have been farmed and portions have been plowed and/or treated with herbicide. Wetland 2 is described as an excavated pond farmed up to the pond edge with pockets of invasive reed canary grass. The hydrology of both wetlands is maintained by shallow groundwater and local surface water runoff. Both wetlands are considered to be “waters of the state”.

Endangered Resources

The WDNR Bureau of Endangered Resources maintains a data base representing the known occurrences of rare species and natural communities that have been recorded in the Wisconsin Natural Heritage Inventory (NHI). While it is likely that the landscapes in the Town of Rutland provide a variety of suitable habitats, no portion of the Town has been identified as having any occurrences of endangered and/or threatened species.

NHI, has specifically determined that there is not any suitable habitat within the Kettle Park West area to indicate the presence of endangered species, and further action to comply with state and/or federal endangered species protection requirements is not necessary.

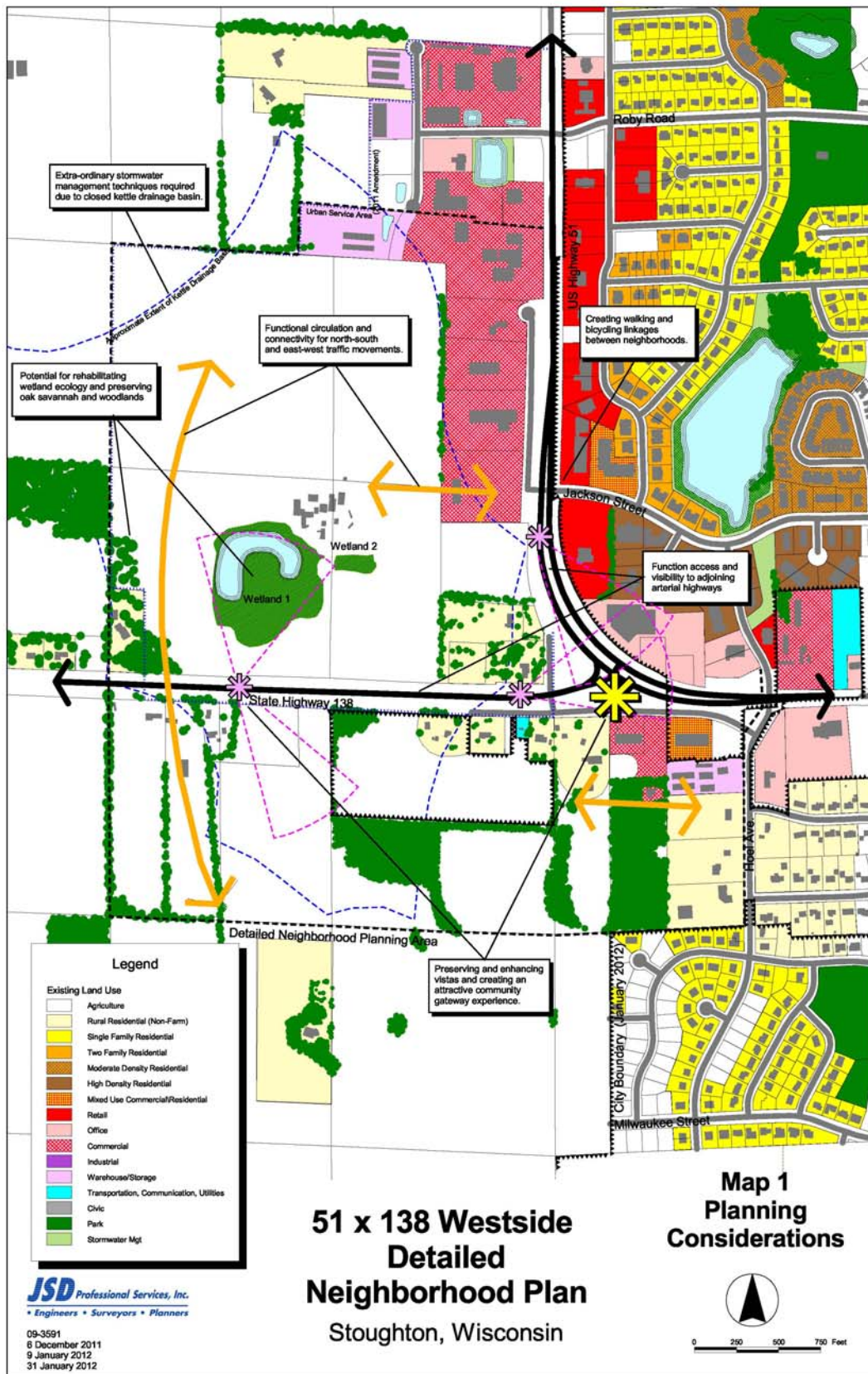
Woodlands.

As shown on Map 1, there are three separate woodland areas within the Planning Area that appear to meet the City’s criteria to warrant special attention in the planning of future development. No determination has been made to ascertain the quality or health of these wooded areas.

Designated Environmental Corridors

As an element of the USAA approval process, CARPC has designated the kettle wetlands and an adjoining 75 foot wide buffer area as Environmental Corridor. In addition to this corridor CARPC also delineated an environmental corridor to include the proposed stormwater infiltration basin(s) based on the initial preliminary stormwater management plan for Kettle Park West. As development plans are finalized, it is anticipated that the environmental corridor delineations will be refined as necessary in consultation with DNR and CARPC.

The CARPC Environmental Corridor Map is attached as Appendix 2.



APPLICABLE CITY PLANNING GOALS, OBJECTIVES AND STRATEGIES

The City of Stoughton Comprehensive Plan, adopted in 2005, articulates general development policies for lands within the City boundary and peripheral areas. These policies are outlined as Goals, Objectives, Policies, and Recommendations. The following excerpts from the Comprehensive Plan are applicable to the development concepts proposed for the Planning Area.

Economic Development

Goals:

- Attract and retain businesses that enhance Stoughton's desired "small city" character.
- Strengthen and diversify the non-residential tax base and employment opportunities.

Objectives:

- Continue to provide a strong supply of easy to access, serviced and developable land in the city devoted for industrial and commercial land uses.
- Provide for planned commercial development in concentrated areas and discourage unplanned, incremental strip commercial development along major community corridors, particularly along portions of US51, on both the west and east sides of the community.
- Improve the quality of new non-residential development in community entryway corridors, and particularly at community gateway locations.
- Diversify the range of employment opportunities available in the community, with particular focus on skilled professional and technical jobs.

The Plan notes that the City is similar to many other communities around Madison in that there is a mis-match between the purchasing power of local households and the number of local establishments where purchases can be made. This results in a significant leakage of wealth from the community, and unnecessary automobile trips, as residents of the City travel outside the community for much of their shopping. A greater quantity and variety of everyday retail shopping geared specifically toward the local market would help re-circulate local wealth while bolstering City tax revenues. More local shopping and employment would also put less strain on regional roads (e.g. USH 51 and STH 138) resulting in less auto pollution and greater convenience. Much of this new retail could be accommodated within the proposed westward expansion of the commercial development (shown in the Planned Mixed Use land use category on the City's west side, and within the Planned Business and Neighborhood Business areas shown on the east side.

Land Use

Goal:

- Enhance and maintain the City's unique neighborhoods.

Objectives:

- Design livable neighborhoods in Stoughton that are pedestrian oriented and are generally located within a ten minute walk of a public park or open space area.
- Discourage high traffic volumes and speeds in residential neighborhoods
- Design new neighborhoods so that they are centered around civic spaces such as parks, schools, churches, monuments, and similar features.
- Prohibit incompatible land uses from locating within or next to residential neighborhoods
- Protect and enhance Stoughton's economic independence

Goal:

- Maintain the City as a predominantly single family community.

Objectives:

- Incorporate general neighborhood design standards to provide for a minimum of 65 percent single family dwelling units, a maximum of 20 percent multiple family apartment dwelling units, and a maximum of 15 percent attached single family duplex two-flat, townhouse and condo dwelling units in each new "planned neighborhood".

Goal:

- Preserve and establish visually attractive development

Objectives:

- Preserve and re-establish attractive gateways and entryways into the community.
- Establish high design standards in the City's Zoning Ordinance for building, landscaping signage exterior lighting, building materials and parking lots.

Goal:

- Create an efficient and sustainable development pattern.

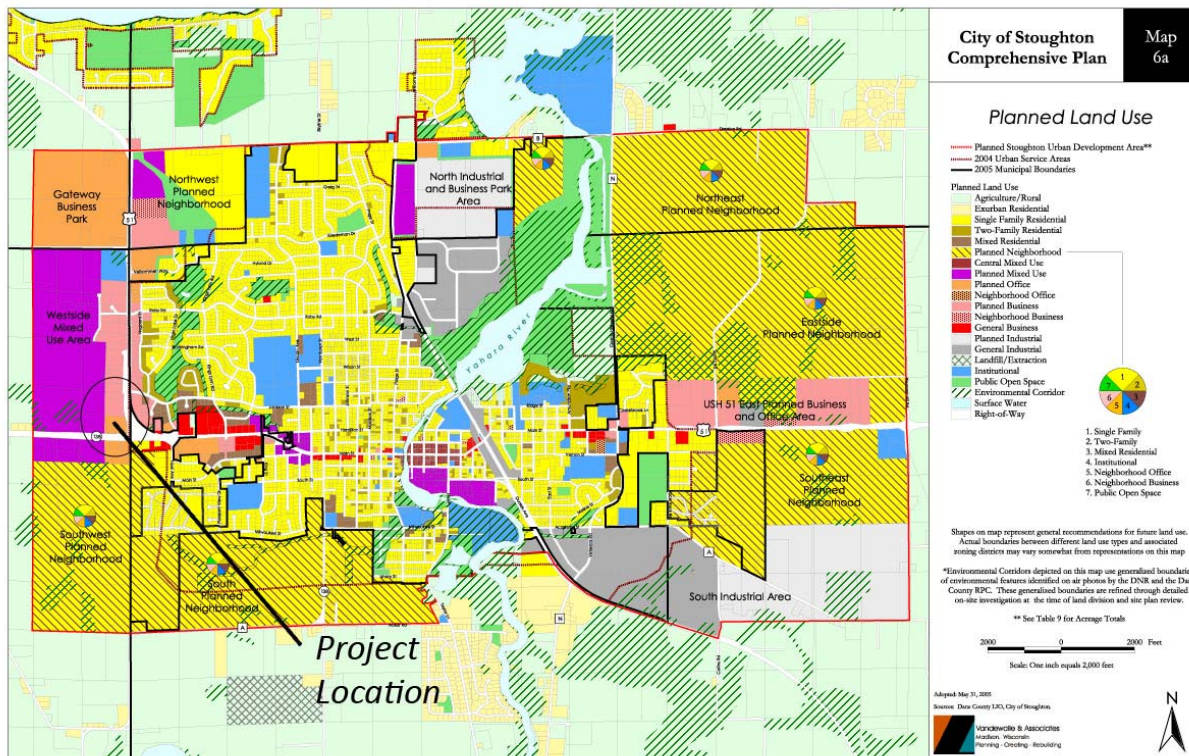
Objectives:

- Ensure that conflict between neighboring land uses are minimized with logical land use transitions and buffer-yards.
- Ensure that a desirable balance and distribution of land uses is achieved.
- Use existing public facilities to serve new development whenever possible.
- Require all new development within Stoughton's long term growth area to be served with a full array of municipal service, including sanitary sewer, storm sewer, municipal water, police and fire, and garbage collection service.
- Encourage collaboration between the City, Dane County, and neighboring jurisdictions with regard to planning initiatives and development policies.
- Coordinate Land Development with Transportation system improvements

Adopted Planned Land Use Map and Peripheral Area Plan (relating to the West Side)

The 51 x 138 Westside Detailed Neighborhood Plan encompasses several land use categories that are included in the adopted Planned Land Use Map. These are:

- **Planned Neighborhood:** a carefully planned mixture of predominantly single family residential development, combined with one or more of the following land use categories: two family/townhouse residential, mixed residential, neighborhood office, neighborhood business, institutional, and public open space. This category is intended to accommodate both conventional and Traditional Neighborhood Design (TND)) forms of full service neighborhood development. To implement this, the residential components in Planned Neighborhoods should be arranged with variety of housing types with a ratio generally approximating a minimum of 65 % single family detached homes, a maximum of 15% two family and /or single family attached dwelling and a maximum of 20% multi-family dwellings.
- **Planned Office:** high quality office institutional and office-supporting land uses with very generous landscaping and limited signage:
- **Planned Business:** high-quality indoor commercial office and institution land uses, with generous landscaping and limited signage;
- **Planned Mixed Use:** high quality commercial, office, institution and residential uses planned for areas outside of the downtown.
- **General Business:** indoor commercial office institutional and controlled outdoor display land uses, with moderate landscaping and signage.
- **Environmental Corridors:** generally a continuous systems of open space that include environmentally sensitive lands and natural resources requiring protection from disturbance and development, and lands needed for open space and recreational use. Environmental corridors are delineated by CARPC and are based primarily on drainage-ways, stream channels, mapped floodplains, delineated wetlands, and other sensitive habitat and resource features.



In addition to describing and illustrating these general land use categories for the west side of the community, the Comprehensive Plan also articulates recommendations for development in the City's Peripheral Area – the lands within the 1.5 miles of the 2006 City limits -- and specifically the USH 51 corridor.

Stoughton has always been very conservative in its approach to expanding the periphery of the community and has maintained an emphasis on achieving a relatively compact urban form. This policy has minimized the loss of farmland resulting from the City's growth and development. This approach has also assured that City's utility infrastructure is constructed in the most efficient manner possible.

Most of the large scale commercial development in Stoughton is planned for the City's west side – west of USH 51 and between STH 138 and Rutland Dunn Town line Road, and on the east side along USH 51. The designation of this large west side area as *Planned Mixed Use* is intended to provide City officials with the ability to respond to evolving market conditions and enable a carefully planned blend of high quality office, professional service, commercial and light industrial development. In addition, the area north of Rutland-Dunn Town Line Road is proposed for *Planned Office* development to accommodate a high quality office park location as a long term "gateway" feature to the community at its northwest corner. The substantial areas of *Planned Business* Development on the east USH 51 corridor is a departure from recent trends, but a reflection of the most preferred location for new commercial development according to the community survey.

The 51 x 138 West Detailed Neighborhood Plan encompasses portions of two of the eleven planning districts depicted in the Planned Land Use Map adopted as an element of City of Stoughton Comprehensive Plan:

- the Southwest Planned Neighborhood, and
- the Westside Mixed Use Area

The Southwest Planned Neighborhood

The Southwest Planned Neighborhood encompasses approximately 280 acres. As a Planned Neighborhood, it is planned for predominantly *Single Family* residential development, *Mixed Residential* development may be most appropriate for the area directly south of the *Planned Mixed Use* and *Planned Office* uses recommended along STH 138. Effective buffers should be incorporated between the mixed use and office areas and the residential uses. Between the South Planned Neighborhood and the Southwest Planned Neighborhood, the City should ensure that development proposal are coordinated to ensure logical land uses are adjacent to one another and the transportation corridors are interconnected between the two areas. This area contains the entire extent of a large wetland, and a portion of another wetland. These wetlands should be identified on site plans, and protected from adverse effects.

The Westside Mixed Use Area

The Westside Mixed Use Area is envisioned to encompass the area located directly west of the existing businesses along USH 51 and contains approximately 265 acres. It is planned to contain a mixture of commercial uses designed to supply the day-to-day good and services for residents living in both Stoughton and surrounding areas. Senior housing and smaller scale office development would also be appropriate for this area. Potential commercial uses might include a deli, coffee shop, specialty retail, dry cleaners, drug store, restaurant, and grocery store. Development in this mixed use center could include first floor retail, accented by the potential for upper story office space and residential units, and/or a mix of uses and building within the same development. Overall, it is recommended that, to the extent possible, this mixed use center be planned to create compact, pedestrian friendly clusters of complementary businesses, housing, and civic uses. In evaluating proposed neighborhood-scale stores at this location, important factors to consider include the proximity and ease of pedestrian access from residential areas, pedestrian-bicycle connections and routes throughout the entire neighborhood, the range of convenience goods and services available, hours of operation, and the level of amenity provided.

Distinguishing between Planned Neighborhoods and Detailed Neighborhood Plans.

The Comprehensive Plan advocates that new areas of residential development be developed as neighborhoods, rather than merely as an assemblage of subdivisions. To accomplish this the plan encourages that future neighborhoods include a variety of housing choices, and also provide for a mix of non-residential uses such as parks, schools, religious institutions and small scale-shopping and service areas as deemed appropriate by the developer, Plan Commission

and Common Council working together. This approach is reflected in the Peripheral Area Land Use Plan Map showing much of the territory located south of STH 138 as planned neighborhood.

Creating planned neighborhoods mandates consideration of complementary vehicle and pedestrian transportation networks, urban design strategies including the preservation and enhancement of vistas, neighborhood gathering places and visual focal points. Planned Neighborhood areas are intended to provide a highly planned mix of residential dwelling unit and density types, neighborhood oriented shopping opportunities such as a small grocery store, barber shop, bakery or pharmacy, a range of employment opportunities (usually located on the edges of the neighborhoods, and education facilities (usually an elementary school) for area residents. The neighborhoods should be connected to other neighborhoods by a network of streets that discourage high travel speeds but still allow access to emergency and maintenance vehicles

The Plan also recognizes that to improve the City's capability to effectively address the complexity of inter-relationships between land uses and to effectively manage the impacts that new development will have on the whole community requires the preparation and incorporation of Detailed Neighborhood Plans as a component of the City Comprehensive Plan.

The Detailed Neighborhood Plan articulates the desired (acceptable) characteristics of specific development proposals that would be considered the base line or framework upon which a more refined Neighborhood Plan (or Master Plan) could be proposed by a developer.

Urban Design and Community Character

Through its Comprehensive Plan and Zoning Ordinance the City has established requirements and expectations for the desired visual and community character that new development should address. These include consideration of suitable materials, building and site design, signage, landscaping, transitions between uses, and views. In addition, the Comprehensive Plan notes the desirability of a clearly defined edge between "City and Country" and the importance of defining the entryway experience at the USH 51 x STH 138 intersection. To the extent practical, architectural styles and quality of materials in the City's gateway locations should emphasize long term, timeless characteristics, rather than being reflective of short-term trends.

Natural Resource Stewardship

Goal:

- Protect natural resources and features in Stoughton's Planning Area

Objectives:

- Preserve streams, drainage ways, floodplains, wetland wildlife habitat, steep slopes, woodland areas, and other natural features.
- Protect surface water and ground water quality

- Prevent future problems associated with developing land too close to natural areas, drainageways, and floodplains
- Cooperate with other units of government on resources under shared authority.

Natural and Unique Habitats. The primary Comprehensive Plan policies to effectuate this goal and its objectives are to: prohibit construction in wetlands, stream banks, floodplains, and on slopes steeper than a 20% gradient; and to discourage construction on hydric soils outside of (delineated) wetlands, and on slopes with 12-20% gradients where other more appropriate sites are available. To further protect wetlands, Dane County regulations preclude building construction within 75 feet of the wetland boundary, and restrict grading and land disturbance within 30 feet of the wetland boundary. Additionally, CARPC requires the wetland and a surrounding 75 foot buffer to be designated as an environmental corridor which limits its use to open space and recreational activities. Permissible recreational improvements within the environmental corridor buffer include: bike paths with permeable pavement (outside of the wetland boundary), and amenity structures supporting recreational/educational use such as boardwalks, benches, pathways, and interpretive kiosks.

Because of the wetland habitat in the kettle, CARPC has required that a portion of stormwater runoff (after it is treated to remove sediment and oil/grease contamination) be diverted to the kettle wetland north of STH 138 to periodically inundate the area in order to improve and maintain the wetland ecology once it is rehabilitated.

The City also has set rules to preserve woodlands. Upon evaluation of the health and quality of the woodlands, the City may determine that portions of potential development sites are restricted as permanently protected open space.

Surface Water Quality. CARPC has promulgated rules for stormwater management practices to protect and improve the quality of surface waters. In a closed watershed, such as a kettle, water quality protection is especially important as there is only a finite amount of water within the drainage basin. Within the Planning Area, stormwater management efforts are required to:

- Reduce the Total Suspended Solids (TSS) by 80 percent during the 1-year, 24-hour storm event assuming no re-suspension.
- Provide the best oil and grease removal technology available at the time of project construction to effectively treat the first 0.5 inch of stormwater runoff.
- Maintain pre-development peak runoff rates for the 1-year, 2-year, 10-year and 100-year, 24-hour storm event.
- Safely pass the 100-year, 24-hour storm event both internally and from the closed watershed assuming system failure of infiltration devices.
- Establish and maintain infiltration practices to infiltrate sufficient runoff volume so that the post-development runoff volume is equal to the pre-development runoff volume up to, and including, the 100-year, 24-hour storm event.
- Provide for on-lot infiltration of 90% of pre-development volume (on lots tributary to the kettle/wetland system).

- Maintain existing normal water elevations in the kettle pond/wetland within +/- 6 inches for the design storms up to the 10 year event.

Transportation

Goals:

- Provide a safe and efficient transportation system that meet the needs of multiple users in and around the City.
- Develop and maintain a comprehensive system of bicycle and pedestrian facilities in the Stoughton area.

Objectives

- Ensure that transportation system improvements are coordinated with land development.
- Provide a quality transportation system for the growth areas identified on the Planned Land Use Map that result in safe and convenient access between neighborhoods, employment centers, schools, service centers and recreation centers.
- Encourage pedestrian-oriented neighborhood designs that support a range of transportation choices as new developments are platted and existing neighborhoods are revitalized.
- Plan and implement a comprehensive network of sidewalks and bicycle routes in the City that serve neighborhoods, schools, parks, playgrounds and activity centers.
- Encourage and support regional transit service in Dane County.
- Coordinate multi-jurisdictional and state transportation system improvements in the City's planning area.

Policies and recommendations with applicability to development in Planning Area include:

- working with WisDOT to coordinate land use with future improvements to USH 51 and STH 138,
- design an interconnected network of local streets (with consideration of adjoining land uses, topography and natural areas and alignment of intersections with existing streets) to serve the planned growth areas,
- require sidewalks, and
- establish (expand) the network of bike paths and on-street bike routes to connect neighborhoods.

Collector Streets. The Plan noted that since the existing Hults Road frontage road is too close to USH 51 and is poorly designed to serve business in the area, a new north-south collector street located about 2000 feet west and parallel to USH 51 was critically needed as a "traffic mover" to support the *Planned Mixed Use* area. This collector street would potentially extend from the planned Gateway Business Park (north of the Rutland-Dunn Townline Road) to south of STH

138. Jackson Street (extended) and Pleasant View Drive extended were envisioned to be the east-west collector streets connecting to the new north south street. An 80 foot wide right-of-way (ROW) is required for City Collector Streets

Bicycle Travel. Planned growth should accommodate or at least not impede safe bicycle and pedestrian travel as an integral part of the community's growth. According to national standards, bike routes should be designed along streets that provide a direct route to a useful destination, have traffic volumes of less than 2000 cars per day and have speed limits of 30 mph or less. Bike routes on streets that do not meet these standards should have wider travel lanes and/or designated bike lanes to safely accommodate bike traffic.

From a regional perspective, the 2000 Bicycle Transportation Plan for the Madison Urban area and Dane County recommends bicycle facility improvements to include widening the paved shoulders along USH 51 and STH 138 to better accommodate on road bike traffic.

Part 2 – Detailed Neighborhood Plan

General Context

The form and direction for a Detailed Neighborhood Plan is the product of several factors: Landowner preferences, opportunities and constraints posed by site features, the Developer's comfort with market analysis information, the strength of investor confidence, the City's comprehensive planning policies, and discussions and deliberations by the Planning Commission and Common Council.

In the case of the 51 x 138 Westside Detailed Neighborhood Plan, the planning considerations and provisions are also required by the zoning ordinance to address lands within 1500 feet of the potential site(s) of large format retail buildings. This requirement extends the Planning Area boundary to include a significant amount of territory that is beyond the control of FDG.

As noted previously, FDG has a purchaser's interest in approximately 83 acres of land located north of STH 138 and has a collaborative relationship with the owner/developer of the adjoining 51+/- acres for a total of 134 acres (46%) of the Planning Area.

It should be noted that it is not the intent of this plan to prescribe uses for other lands in the planning area (generally any lands located south of STH 138 and any lands fronting on Hults Road). The provisions contained in this plan therefore are simply intended to identify and articulate issues, opportunities and a potential development scenario to provide insight for future City planning decisions.

Section 78-205 of the Zoning Ordinance requires this Detailed Neighborhood Plan to demonstrate how future development in the Planning Area can compliment and achieve the objectives of the City's Comprehensive Plan – especially those relating to land use, multi-modal transportation, municipal infrastructure, stormwater management, and community character.

A Detailed Neighborhood Plan must also include details addressing the following elements:

- Land Use with specific zoning districts,
- Transitions between differing land uses,
- Street network,
- Pedestrian and Bicycle routes,
- Transit routes, where applicable,
- Conceptual stormwater management facilities,
- Public facility sites (including: parks, schools, conservation areas, public safety facilities and public utility facilities, and
- Recommendations for architectural standards and materials, landscaping, streetscaping and signage.

The following general principles were utilized as a foundation for preparing the 51 x 138 Westside Detailed Neighborhood Plan.

- *Economic Opportunity.* New neighborhoods encourage 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 new neighborhoods on the west side 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 neighborhoods should minimize their environmental impact by thoughtful planning and maintenance of naturalized areas for stormwater management, considering use of porous pavement, to the extent practical, for parking lot surfaces and pedestrian and bike paths, providing bike racks and transit stops (when available) to encourage alternate modes of travel, and minimizing light pollution. Additionally, all uses within the neighborhoods (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.* New neighborhoods provide an expanded inventory of housing styles and opportunities for current and future residents and are based on considerations that capture 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.

PLANNED LAND USE AND RELATIONSHIPS BETWEEN USES

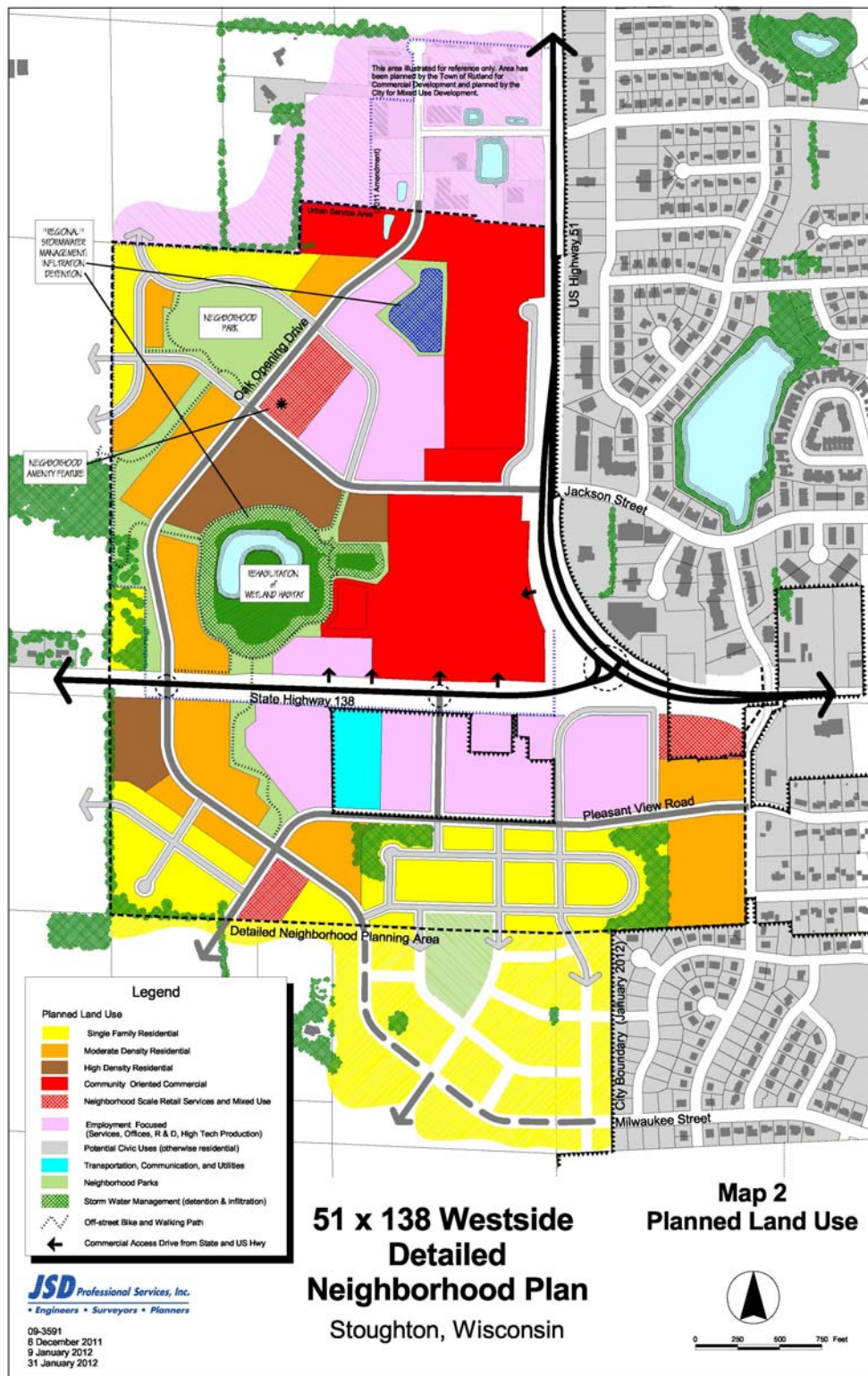


Table 1
51 x 138 Westside Detailed Neighborhood Plan
Development Statistics and Parameters

Planned Land Use	Area (Acres)			
	North of 138	South of 138	Total	%
Residential	28	50	78	26%
Low Density Residential	9	24	33	
Presume for planning a 50-50 split: Conventional single family neighborhood with 8600 SF lots and 7200 SF lots				
Moderate Density Residential	10	22	32	
Presume for planning a one-third split: small lot cottages 6600SF, duplexes 10000, townhomes 4356/unit				
High Density Residential	9	4	13	
Presume for planning 1555 SF/unit				
Neighborhood Scale Commercial & Mixed Use	4	5	9	3%
Mixed Use Commercial with upperlevel residential				
Community Scale Commercial	46	0	46	16%
Single or multi-tenant Shopping Center, Services, Specialty Retail Centers				
Generally sites larger than 2 acres and with total building GFA > 20,000SF				
Employment Focused Uses	22	21	43	15%
Professional Offices, Research and Development, Specialized Manufacturing				
Civic Uses	0	0	0	0%
Religious, Educational, Governmental				
Transportation, Communication, Utilities	0	4	4	1%
Stoughton Utilities Substation				
Open Space	39	5	44	15%
Parks	9	2	11	
Stormwater Management				
Treatment	2		2	
Detention	14		14	
Infiltration	4		4	
Conservancies	10	3	13	
Public Rights of Way	36	35	71	24%
Highways (US, State, County)	19	10	29	
Collector Streets				
Oak Opening Drive	6	3	9	
Jackson Street	3		3	
Pleasant View Road		5	5	
Local Streets	8	17	25	
TOTAL	175	120	295	

Date: 9-Feb-2010

No stand alone civic uses are included in the detailed neighborhood plan at this time

Proposed Stoughton Utilities Substation

Community Commercial District.

Located at the USH 51 and STH 138 intersection, the most intense land use proposed in this Detailed Neighborhood Plan is a 48+ acre tract designated for a community scale commercial uses. (this designation on the plan extends north along the USH 51 frontage to include the existing auto dealerships). This location provides an extremely visible and accessible site at the intersection of the two major arterials serving the City and the surrounding market area. The characteristics of the uses anticipated for this district include larger scale retailers and service uses typically requiring significant area for display of inventory (e.g. car dealerships) and/or businesses focused on customers who typically travel by car. This commercial location benefits the community in that residents will not need to travel to the Madison Metropolitan area for goods and services. The location also has the further advantage in that it is accessible by other travel modes if the customer so chooses.



Employment Focused Land Use District.

This district encompasses uses such as professional offices, corporate headquarters, medical services and clinics, research and development laboratories, and specialized manufacturing (wholly enclosed without outside storage). These areas have been primarily located near to USH 51 and STH 138 to minimize traffic impacts so there are opportunities for businesses needing highway visibility. An important consideration in the layout of and dimensioning of parcels within this district is that the adjoining streets provide adequate access and create sites with suitable dimensions and frontage. This district has also been laid out with the kettle wetland, existing tree lines and woodlands south of 138, and the street network providing significant buffering and transition to future residential neighborhoods.



Neighborhood Business Nodes.

Each of the two future neighborhoods envisioned in the Planning Area contain a location for a neighborhood business node. These areas offer locations for businesses that provide day-to-day goods and services supporting the surrounding residential neighborhood and could include uses such as a coffee shop, restaurant, hair salon/spa, dry cleaner, insurance office, or day care.

Neighborhood businesses compliment the community-scale commercial district at the 51 x138 corner but would have a higher level of design and are oriented toward pedestrians while still convenient to drivers. Each of the neighborhood business areas could potentially include mixed use/multi-story buildings and have a focal point such as a plaza that would create a “sense of place” and support community activities and events.

The respective intersections of Jackson Street and Pleasant View Road with Oak Opening Drive are the obvious location for each neighborhood center. Not only are these identifiable (and findable) locations but the adjoining residential and business development sites means that each potentially provides a central location with surrounding supportive land uses – residences and employment (e.g. Customers). Churches, child day care and adult day care and assisted living facilities would also compliment the “neighborhood place” attribute of these locations.



Residential Neighborhoods.

As noted previously, the 51 x 138 Westside Detailed Neighborhood Plan encompasses area that is anticipated to become portions of two future residential neighborhoods. These neighborhoods are intended to be walkable, focused on a neighborhood park, convenient to neighborhood businesses and civic activities and will provide a range of housing opportunities and styles including:

- Single Family Detached Residential. Including both conventional residential lots in the 6,000 to 9,000 SF size range and smaller “Traditional Neighborhood Lots” (potentially with alleys). Proposed density: 5 to 6 Dwelling Units per Net Acre (DUA).
- Moderate Density Mixed Residential. This category includes duplexes, three- and four-plexes, and townhomes, and provides a transition between the conventional single family homes and higher intensity areas within each neighborhood. Proposed density: 7 to 15 DUA.
- Multi-family Residential. Moderate and High Density residential uses are also intended to be part of the fabric of each neighborhood. Multi-family residential is located with convenient access to the collector and arterial street network to minimize traffic impacts within the neighborhood. Proposed density: 16 to 32 DUA.



- **Senior Housing.** It is anticipated that the overall character of development and land use in the planning area (and the two neighborhoods) will create a vibrant and attractive setting that would facilitate Stoughton's active senior residents. The convenience of the community-scale commercial center, the walkable neighborhood business center(s), parks, and the attractive open space amenities are all desired elements of high quality senior living environment. Proposed density: 24 to 30 DUA



Residential densities in the neighborhoods within, and adjoining, the planning area are envisioned to range between 5.5 dwelling units per acre in the Single Family Detached areas up to 32 dwelling units per acre for the higher density condominium, apartment, and senior housing sites. Overall, the future residential neighborhoods are expected to incorporate a range of housing categories as recommended by City planning policies.



Open Space.

Open space is a defining feature of the neighborhoods within the planning area. There will be a large conservancy surrounding kettle wetland and the City plan has endorsed the location of a neighborhood parks serving future residents living north and south of STH 138. The parks and open spaces will be connected by a bike and walking path system which will also link to the neighborhood centers, employment and commercial districts.



- **Parks.** In the neighborhood north of 138 a neighborhood park is proposed along Oak Opening Drive adjacent to the neighborhood business center. This site is centrally located to serve the anticipated future surrounding residential development. Another neighborhood park is designated for the area south of STH 138 and is conceptually located just beyond the south line of the planning area.

Based on the land use scenario depicted on Map 2, the residential development north of STH 138 could potentially total 428 dwelling units which would generate a requirement for 14.4+/- acres of parkland. Map 2 illustrates an 8 acre park site plus additional trail corridors that would serve the future residents in the Planning Area north of STH 138.

- **Conservancies.** This land use includes the kettle wetland and infiltration components of the stormwater management system supporting the development in the Planning Area, and the small woodland in the southwest corner of the property north of STH 138. All of the conservancy lands will be dedicated to the City of Stoughton.



The kettle wetland habitat located just north of STH 138 is proposed for rehabilitation to provide an extensive wildlife habitat and to serve as a component of the stormwater management system for the initial phases of the proposed Kettle Park West development. This wetland complex is connected to drainage from lands south of STH 138 as well. (The stormwater management function of this wetland area is discussed in the stormwater management section of this plan). It is envisioned that this wetland

habitat will be rehabilitated and will have a perimeter walking/bike path to provide an exceptional recreational amenity to the neighborhood and community.

The preliminary stormwater management plan for the planning area indicates that in addition to the rehabilitated wetland, there will be a relatively large stormwater detention and infiltration basin in the northeast corner of the Planning Area just west of the Stark auto dealership. This basin is also designed as a community amenity providing a naturalized environment for the neighborhood and passive recreation opportunities for walking and wildlife viewing. The 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.



Stormwater Management

The stormwater management system to serve the initial phase of development is depicted in Map XX and is comprised of:

- Wet detention basins, as needed (to provide water quality treatment run-off to meet the TSS standards),
- the kettle / wetland basin (which will be expanded to allow temporary detention of runoff from very large storm events)
- several infiltration basins (to accommodate infiltration of the pre to post run-off volume), and
- an auxiliary pumping system to maintain/restore normal water level in the wetland/kettle pond within the timeframe required by DNR to maintain the habitat in the rehabilitated wetland.



In general concept, the storm water management system supporting the 51 x 138 Westside Neighborhood is designed to function in the following sequence:

- Stormwater runoff from development will be captured in a private storm sewer system, treated to reduce sediment and oil and grease contamination.
- The treated runoff will be detained on each lot in order to infiltrate 90% of the predevelopment stay-on volume from the one-year average annual rainfall and to manage the volume of discharge into the kettle wetland.
- Once the treated stormwater reaches the kettle/wetland basin, a pump and force main system conveys the stormwater to the multi-celled infiltration basin. The bottom of each of the infiltration cells is engineered to that provide maximum infiltration and to support re-vegetation of the infiltration basin as an expansive mesic prairie environment.



- The pump system will discharge the treated stormwater runoff into the first cell via a rock trench which evenly disperses the water across the infiltration basin. The volume of stormwater that does not infiltrate into the soil in the first cell is then captured and discharged into the next downstream cell, and so on. In the extreme event that runoff volumes have not infiltrated by the downstream edge of the final cell, the excess water is conveyed back into the kettle/wetland basin.
- Within 24 to 72 hours after each storm event, the water level of the permanent pool in the kettle/wetland basin will be restored to within 6 inches of the normal water level. In the case of extreme events (storms exceeding the 1% chance rainfall amounts or back to back storm occurrences), excess stormwater volume remaining in the kettle/wetland basin after 72 hours will be pumped to the City's existing storm sewer system located east of Hwy 51. The City will maintain and operate this emergency pump and storm sewer system.

Preliminary schematic stormwater planning for the long range Future Development area will integrate several "neighborhood" (regional) bio-retention basins that will accommodate all required treatment, infiltration and detention criteria. The runoff from the extreme storm events will be managed by a system of overland swales and/or storm sewer facilities connecting to the kettle/wetland basin and the City's emergency pump system.

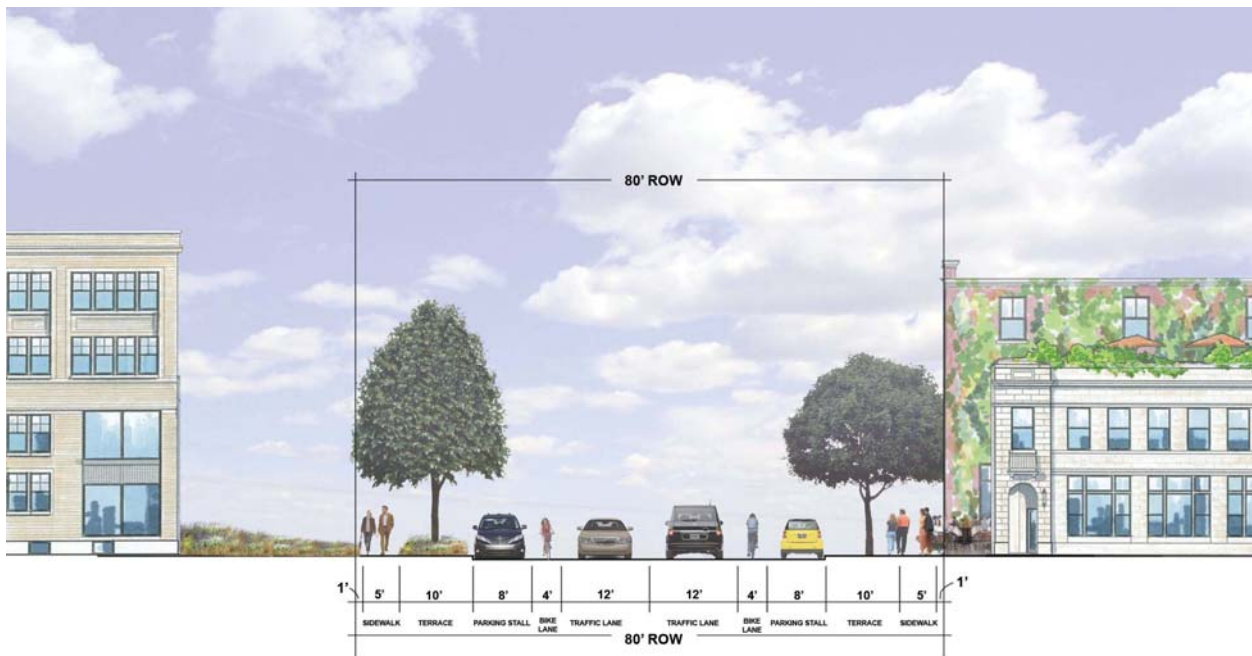
The ultimate size and possible expansion of the infiltration basin(s) will be based on further soil borings specific to the proposed basin location and depth. Soil infiltration rates are critical to determining final infiltration basin design. Similarly, the additional regional bio-retention basins will require soil investigations at the time of development to determine the final size requirement.

Transportation Network

When there are few streets, few intersections, and few connections to surrounding streets, internal streets become congested. When streets are exceptionally wide with little or infrequent pedestrian or commercial activity and on-street parking, vehicle speeds increase. Both scenarios conflict with the objective of creating vibrant livable streets. To the extent practical the collector and local neighborhood street system has been designed to efficiently move traffic, calm vehicle speeds, and promote alternative modes of travel.

Collector Streets. Oak Opening Drive is planned as the main north-south collector in the Planning Area. To the north, Oak Opening Drive is envisioned to align with Deer Park Road and eventually be extended north to serve the proposed Gateway Business Park. To the south, Oak Opening Drive is anticipated to link with Milwaukee Street.

East-west collector streets that are planned to connect to Oak Opening Drive include Pleasant View Road, Jackson Street, and Roby Road.



Neighborhood Street Circulation and Connectivity. The easterly and central portions of the Planning Area that are north of STH 138 are planned to be predominantly commercial and business oriented with traffic circulation provided primarily by Jackson Street and Oak Opening Drive. A short connecting street will provide suitable access to business sites and employment opportunities in the northeasterly area (west of Stark Auto).

As the area west of Oak Opening Drive develops into a residential neighborhood, access and circulation will be provided by a network of local streets. The proposed layout illustrates these streets as eventually extending to the west and north to provide safe and convenient access to potential (long term) future neighborhoods.

The planned development in the area south of STH 138 is predominantly employment focused land use transitioning to a *Planned Neighborhood*, as noted in the Comprehensive Plan. Oak Opening Drive and Pleasant View Road provide the primary access to the development sites visible from STH 138 along with a secondary connection that aligns with the main commercial entry-drive to the proposed Kettle Park West community commercial parcel. To alleviate the intersection spacing conflict with the USH 51 x STH 138 intersection, the existing McComb Road connection to STH 138 should be closed in conjunction with a new connecting street linking McComb Road to Pleasant View Road.

South of Pleasant View Road, the neighborhood street network focuses on providing internal access to and circulation for the future *Planned Neighborhood*.

Sustainable Transportation. In addition to bike racks located at all businesses, bike and walking routes have been designed throughout the Planning Area to encourage non-motor vehicle travel between the various uses.

- All streets will have 5 foot wide sidewalks on both sides of the street (wider in the neighborhood business centers).
- The collector streets are designed to accommodate on street bike lanes in addition to the two travel lanes and designated locations for on street parking.
- Off-street paved walking and bike paths link the parks and conservancy areas and connect to the City's bike path system.
- The bike route/path system is envisioned to cross USH 51 at a signalized intersection at Jackson Street and to cross STH 138 at a future underpass connection installed with stormwater management improvements linking to the neighborhood south of STH 138.



Though transit service is not yet available in Stoughton, consideration for bus stop locations at key locations in proximity to the neighborhood centers, employment areas and the community commercial site will be part of the site plan review process.

Urban Design Considerations

City Gateways. From a community perspective, the 51 x 138 Westside Planning Area is the critically important west gateway for the City. Creating and maintaining a distinct edge between the rural landscape of the Town of Rutland and the City as an urban center will be achieved by continuing to assertively manage land use change within the Extra-territorial jurisdiction to avoid “strip” commercial development along the corridor, articulating strong architectural design expectations for all buildings and uses visible from STH 138, and establishing a visual landmark at the Oak Opening Drive and STH 138 intersection, and a complimentary landmark at the USH 51 and STH 138 interchange. The current discussions with WisDOT regarding potential round-a-bout improvements present an excellent opportunity to address gateway design goals.



Neighborhood Place. In addition to the community commercial and employment locations supported by the intersection of USH 51 and STH 138, the “blank canvas” aspect of the Planning Area provides opportunities to create neighborhoods that have a sense of “place” with a focal point and civic identity. Sociologists refer to these locations as “third places”. Third places are traditional community gathering places found outside the home (the “first place”) and the workplace (the “second place”) and are organized around local businesses, cafes, taverns, and especially public spaces town squares, plazas, greens and walkable streets -- community and neighborhood elements that have only recently been given attention by developers.

In each of the two neighborhood business node locations special attention should be given to planning use mix and building design: Key considerations include:

- Creating building space that can be adaptable to future market and business needs,
- defining the public realm of the streets and open places in the center,
- creating a human scale for the buildings,
- balancing the needs of businesses and civic facilities/activities with the needs and expectations of residents, and
- creating a comfortable transition from the adjoining residential and employment uses.

Buildings do much more than house people and shops: they establish the design vocabulary of places and the visual rhythm of streetscapes. Architectural elements that contribute to the overall sense of place include:

Height (of buildings and floors)	Scale and massing
Attached or detached	Spacing between buildings

Proportions of windows, doors

Architectural style

Materials and finishes

Design elements (including shadows and landscaping

Streetscapes. With these future neighborhoods, there are two types of streets: Collector streets and local streets. Collector streets are intended to carry traffic from the residential and business areas to the primary arterial routes (USH 51 and STH 138) and have a wider cross section, on-street bike lanes, on-street parking and sidewalks on both sides. Local streets are narrower with parking on at least one side and sidewalks along both sides.

All streets are intended to be pedestrian and bike friendly. Design options include: curb bulb-outs located at the intersections along the collector streets to effectively calm traffic speeds and to shorten street crossing distances for pedestrians, colored and/or textured pavement and pedestrian scale mid-block (non intersection) street lighting with shorter light poles and full cut-off fixtures.

All streets will have street trees per City standards. In the mixed use neighborhood centers, streetscape design elements that are being considered feature: wider sidewalks, decorative lighting, furniture, and landscape planters (instead of grassed terraces).

Neighborhood Design Guidelines

The following Neighborhood Design Guidelines describe zoning districts and additional development standards and parameters envisioned for the Planning Area.

General Site and Building Design Parameters

	Residential Neighborhoods			Neighborhood Center	Community-Oriented Commercial	Employment Focused
Land Use	<u>Low Density:</u> Single Family Detached Dwellings, Institutional Uses (schools, churches), Parks, Stormwater Management	<u>Moderate Density:</u> Single Family Detached Dwellings, Duplexes, Townhomes, Institutional Uses (schools, churches), Parks, Stormwater Management	<u>High Density:</u> Townhomes, Apartments, Condominiums, Institutional Uses (schools, churches), Parks, Stormwater Management	Neighborhood scale, mixed-use commercial buildings with upper story residences, Institutional Uses (schools, churches, government offices), Stormwater Management	Larger, single and multi-tenant commercial buildings with businesses oriented predominantly to community wide and regional markets, and needing highway visibility, Stormwater Management	Small to large scale buildings housing professional offices, community services, research and development laboratories, and manufacturers meeting stringent performance standards, Stormwater Management
				Examples: retail goods, personal and professional services, restaurants, taverns, government offices facilities, small scale transient lodging (boutique hotels, B&B and corporate housing	Examples: Medium to large format retailers, grocery, discount retailers, shopping centers, vehicle sales and service, convenience stores with fuel, personal and professional services, government offices and facilities, lodging	Examples: Corporate offices, research centers, medical and dental clinics, specialized manufacturing
Potential Zoning Districts	SR-3, SR-4, SR-5, SR-6 PUD	SR-5, SR-6 TR-6 MR-10 PUD	MR-10 MR-24 PUD	PUD	PB PUD	PB PO PI PUD
Building Setbacks	Structures Per Ordinance	Per Ordinance	Per Ordinance	Street: 0-15' (max), 50% of first floor façade located closer than 15' Side: 0 -20' Rear: 20'	Per Ordinance	Per Ordinance
	Pavement		Per Ordinance	Parking Pavement: 5' from ROWs, 5' from property lines except for business areas by agreement	Per Ordinance	Per Ordinance
Building Height	35' above street grade	35' above street grade	35' or 4 stories above street grade	35' or 4 stories above street grade	45 feet (maximum)	45 feet (maximum)
Density	6.0 (MGD)	10.0 (MGD)	24 (MGD) PUD: 32 (MGD)	FAR: 1.0	FAR: 1.0	FAR: 1.0
Parking	Per City Ordinance	Per City Ordinance	Per City Ordinance	* Per Ordinance for Commercial Uses - not to exceed 120% of ordinance standard except with CUP	* Per Ordinance for Commercial Uses - not to exceed 120% of ordinance standard except with CUP	* Per Ordinance for Commercial Uses - not to exceed 120% of ordinance standard except with CUP

General Site and Building Design Parameters

	Residential Neighborhoods			Neighborhood Center	Community-Oriented Commercial	Employment Focused
Parking			* Min 60% of stalls to be located to side or rear of building unless approved by PC	* Parking located to side or rear of building		* Min 60% of stalls to be located to side or rear of building unless approved by PC
Urban Design			<ul style="list-style-type: none"> * Front façade of the principal building faces onto a public street * Four-side architecture * Building entrance(s) are defined and visible with identified walkways connecting to vehicle and bike parking facilities and street sidewalks 	<ul style="list-style-type: none"> * Front façade of the principal building faces onto a public street * At least 50% of ground floor front façade is transparent * Four-side architecture * Building entrance(s) are defined and visible with identified walkways connecting to vehicle and bike parking facilities and street sidewalks 	<ul style="list-style-type: none"> * At least 10% of ground floor front façade is transparent * Four-side architecture * Building entrance(s) are defined and visible with identified walkways connecting to vehicle and bike parking facilities and street sidewalks 	<ul style="list-style-type: none"> * Front façade of the principal building faces onto a public street * At least 25% of ground floor front façade is transparent * Four-side architecture * Building entrance(s) are defined and visible with identified walkways connecting to vehicle and bike parking facilities and street sidewalks
On-lot Open Space and Landscaping	Per City Ordinance	Per City Ordinance	Per City Ordinance * On-lot open space includes on-site stormwater mgt facilities	* 10% of lot maintained as vegetated openspace <u>inclusive of</u> on-site stormwater facilities and req'd pavement and building setbacks	Per City Ordinance * On-lot open space includes on-site stormwater mgt facilities	Per City Ordinance * On-lot open space includes on-site stormwater mgt facilities
Signage	n/a	n/a	1 monument sign only	1 Wall sign per business tenant	* 1 wall sign per tenant on front façade * 1 wall sign per building face * 1 monument sign per street frontage	* 1 wall sign per tenant on front façade * 1 monument sign
Lighting			<ul style="list-style-type: none"> * Site lighting is directed away from adjacent residential properties. * All luminaires are full cut off downcast fixtures * 0.50 foot candles (max) along lot lines 	<ul style="list-style-type: none"> * Site lighting is directed away from adjacent residential properties. * All luminaires are full cut off downcast fixtures * 0.50 foot candles (max) along lot lines 	<ul style="list-style-type: none"> * Site lighting is directed away from adjacent residential properties. * All luminaires are full cut off downcast fixtures * 0.50 foot candles (max) along lot lines 	<ul style="list-style-type: none"> * Site lighting is directed away from adjacent residential properties. * All luminaires are full cut off downcast fixtures * 0.50 foot candles (max) along lot lines

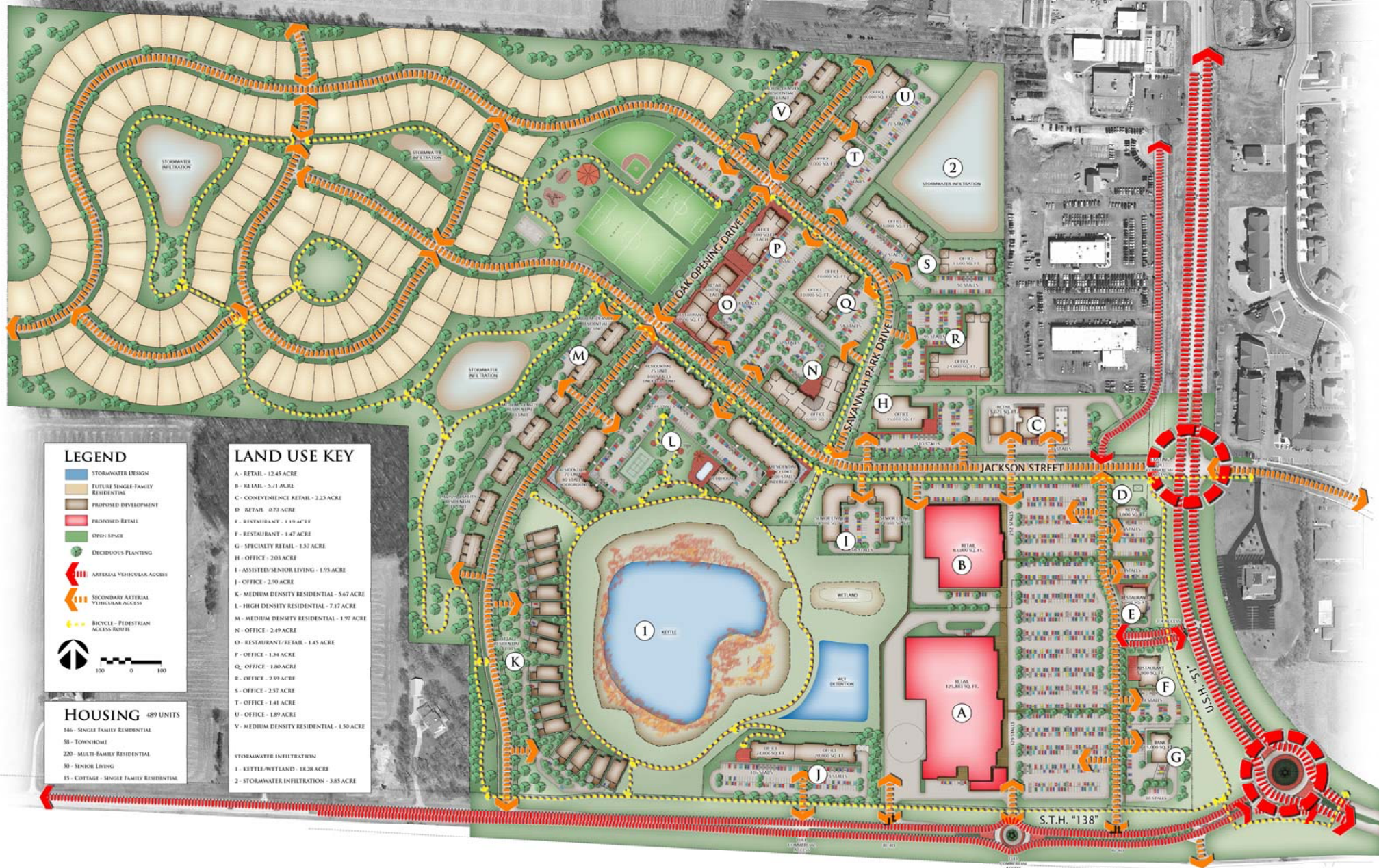
Appendix 1



KETTLE PARK WEST



JSD Professional Services, Inc.
• Engineers • Surveyors • Planners



Appendix 2

Re: Consideration of Stoughton USA Amendment in the City of Stoughton and Town of Rutland: Resolution CARPC No. 2011-5 amending the *Dane County Land Use and Transportation Plan* and *Dane County Water Quality Plan*

Decision Items:

1. Consider adoption of Resolution CARPC No. 2011-5

The public hearing on this item was held at the at the March meeting of the Commission. At that meeting the Commission voted to postpone action on the Stoughton USA amendment for 90 days. The rationale for the motion to postpone was “to allow for the City and Town to continue discussions and to allow for water quality and other issues to be addressed which were raised during discussion” at the meeting. Shortly after that meeting, the City was made aware of the need for approval by June 2011 due to deadlines associated with the proposed development. However, at the April CARPC meeting, the motion to suspend the rules to consider the amendment failed. The 90 days have passed, and the amendment is again before the Commission for its consideration.

The staff analysis of the proposed amendment was provided on February 8, and is available at the CARPC website at http://danedocs.countyofdane.com/webdocs/PDF/capd/2011_postings/2011_SAs/Stoughton_Mabie/SA_Stoughton_2.8.11.pdf

An addendum to the staff analysis has been prepared to outline the restoration potential of the Mabie wetland (attached).

The City has passed a resolution to continue discussions with the Town of Rutland in pursuit of an intergovernmental agreement, acknowledging that the results of such discussions are never certain, and the time needed for finalizing such agreements is highly variable. The Town of Rutland has provided a letter concerning the proposed amendment (attached), expressing willingness to continue intergovernmental discussions and expressing hope that an agreement can be crafted in 18 months.

The public hearing for the amendment request was held on March 10. A summary of the proposal was provided in the cover sheet for the corresponding agenda item. The public hearing raised water quality issues related to the use of pumps to infiltrate the treated stormwater and to provide emergency discharge in case infiltration practices require maintenance or repair, and the associated concern that the water level variation in the wetland area would be too much for a wetland habitat.

Pumps are currently used for emergency drainage of stormwater in the region already, notably in Middleton and Stoughton. The emergency pumping will only be needed if the infiltration area needs to be off-line for maintenance. Pumps are also routinely used for wastewater, which is potentially a much more critical water quality concern in cases of failure. In other states, such

as in Illinois, pumps are used for infiltration practices in median, roundabout, and parkway areas. Furthermore, failure of the pump system in a storm is not damaging to any resource, since the treated stormwater would collect for 24 hours until pumps are back in use again or backup pumping is provided. Therefore, this aspect of the proposal is not expected to result in adverse water quality impacts. It does increase the need for maintenance, and it does require back-up capabilities. The City of Stoughton has already used pumps to drain its stormwater ponds near the proposed amendment area and is looking into acquisition of back-up equipment that can be used in both areas. Furthermore, the City of Stoughton is surrounded by closed basin wetland kettles, and this approach will be required in a number of other potential growth areas around the city.

The concern for the increase of water levels on the health of the wetland area has been addressed in the stormwater conditions that have been accepted by the city. The stormwater management plan will in part maintain the necessary water level in the wetland within the range required by the wetland habitat. The addendum to the staff analysis indicates that excessive dewatering of the wetland is likely to be more detrimental to the re-establishment of its vegetation as opposed to excessive water. The wetland is currently extremely degraded, and has been farmed and inhabited by livestock, as outlined in the addendum to the staff analysis.

CARPC staff recommends approval of this amendment, based on the land uses, services, and mitigation standards proposed by the City of Stoughton. The City of Stoughton has agreed to pursue and implement the following:

1. Submit a detailed stormwater management plan for CARPC and DCL&WCD staff review and approval prior to any land disturbing activities in the amendment area. The stormwater management plan will include the following:
 - a. Install stormwater and erosion control practices prior to other land disturbing activities in each phase. Protect infiltration practices from compaction and sedimentation during land disturbing activities.
 - b. Control peak rates of runoff for the 1, 2, 10, and 100-year 24-hour design storms for each phase to “pre-development” levels (i.e. maximum Runoff Curve Number = 68 for agricultural land use and hydrologic soil group B) prior to discharge to the wetland.
 - c. Maintain the post development stay-on volume to at least 90% of the pre-development stay-on volume for the one-year average annual rainfall period, as defined by WDNR prior to discharge to the wetland.
 - d. Maintain the post development stay-on volume of 100% of the pre-development stay-on volume for up to and including the 100-year 24-hour design storm prior to discharge from the amendment area to maintain the current closed basin hydrology.
 - e. Provide an emergency outlet for the closed basin to safely pass the 100-year 24-hour storm in the event of system failure. The timing of the construction of this outlet will be determined based on the detailed stormwater design of each phase. It may be possible to postpone the construction of the emergency outlet to a

subsequent phase of the proposed development, based on City of Stoughton, CARPC and DCL&WCD staff review of the stormwater design.

- f. Maintain suitable wetland hydrology by controlling the wetland water level bounce for the 1-, 2-, and 10-year, 24-hour design storms to within 0.5 feet of existing conditions and providing a maximum drawdown time in the wetland to within 24-hours of existing conditions for the 1- and 2-year, 24-hour storms and within 72-hours of existing conditions for the 10- and 100-year, 24-hour storms.
 - g. Maintain pre-development groundwater recharge rates from the Wisconsin Geological and Natural History Survey's 2009 report, *Groundwater Recharge in Dane County, Wisconsin, Estimated by a GIS-Based Water-Balance Model* (an average of 9 in./yr. for the amendment area) or by a site specific analysis.
 - h. At least 80% sediment control in accordance with existing ordinances, prior to discharge to the wetland.
 - i. Oil and grease control from parking lots in accordance with local ordinances.
 - j. Stormwater practices should have perpetual legal maintenance agreements with the City, to require the City to maintain facilities if owners fail to do so.
2. Restrict the lowest level of any structure to a minimum of one foot above the seasonal high water table, based on site soil evaluations conducted in accordance with COMM 85.60. The on site soil evaluations will be conducted where ever the NRCS Soil Survey of Dane County indicate seasonal zone of water saturation within 5 feet of the ground surface and hydric, very poorly drained, poorly drained, or somewhat poorly drained soils.
 3. All stormwater management facilities will be designated as environmental corridors, and stormwater easements will be provide for the facilities. Final environmental corridor delineations will be based on CARPC criteria and wetland delineations.

It is also recommended that the City of Stoughton consider pursuing the following:

1. Work with the developer to develop and implement a wetland restoration plan for the wetlands within the amendment area.
2. Require a field archaeological survey to be completed by a qualified archaeologist of the area adjacent to the kettle/wetland and associated drainages. The archaeological investigations should include an area sufficient to identify sites on higher ground that may border the kettle. Please send three copies of the report to CARPC, which will forward two copies to the office of the State Archaeologist at the Wisconsin State Historical Society.
3. Require an inventory by a certified arborist of the two acres of woods located in the southwestern corner of the proposed amendment area to evaluate the quality, function, and sensitivity of the woodland. Consider requiring a tree protection plan if the quality of the trees and the function of the woodland warrant such an action.

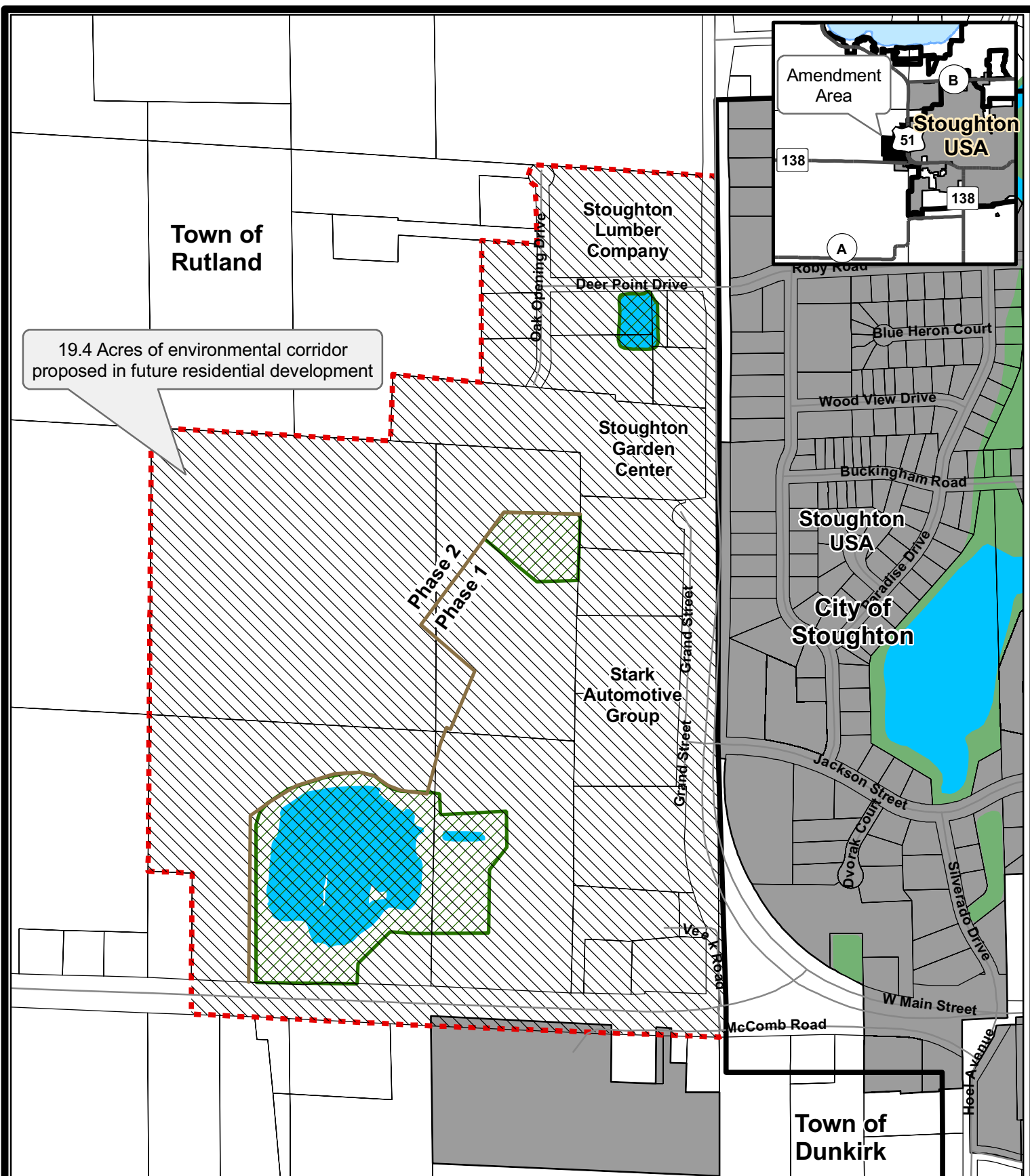
4. Work closely with the developers to carefully design the interior street/driveway and sidewalk layout of the commercial center to reduce pedestrian/bicyclist and motor vehicle conflicts. Sidewalks should be provided along both sides of Hults Road extended and all interior streets/drives. Sidewalks should also be required on the north side of STH 138 in conjunction with development of the commercial center.
5. The conceptual plan shows multiple driveway access points to the commercial center from STH 138. Access to this arterial roadway should be limited to one or two streets with no driveway access to maintain good traffic flow and safety in the future.
6. The extension south of Oak Opening Drive should be officially mapped to ensure that this important future north-south collector street be constructed. Both Jackson Street and Oak Opening Drive should be constructed with bike lanes.
7. Work with WisDOT to plan for and address short- and long-term pedestrian and bicyclist facility and safety needs in the USH 51 and STH 138 corridors in the vicinity of the amendment area as the City's west side develops. Given that the WestEnd commercial center is being designed to "supply day-to-day goods and services for residents", safe pedestrian and bicycle access to the center from the existing neighborhoods east of USH 51 and future surrounding neighborhoods is important. Consideration should be given to converting these state roadways to urban cross-sections when they are reconstructed in the future.
8. Consider extension of the trail system to connect to the City's existing trail system and recreation facilities nearby.
9. Continue to work with the Town of Rutland to identify and discuss issues of mutual concern. CARPC staff and commissioners are available to assist in this endeavor.

Materials Presented with Item:

1. The staff analysis was mailed and posted to the website on February 8, 2011, concurrent with the Public Hearing Notice
2. Addendum to the staff analysis, outlining the restoration potential of the Mabie wetland
3. Letter from the Town of Rutland
4. Letters from the City of Stoughton (from Rodney Scheel, and Mayor Olson, originally provided for the April meeting)
5. City of Stoughton Plan Commission Resolution to enter into intergovernmental discussions with the Town of Rutland and delay annexations to October 2012
6. Draft Resolution CARPC No. 2011-5

Contact for Further Information:

Kamran Mesbah, Deputy Director
266-9283
KamranM@CapitalAreaRPC.org



Map 1 West End Development
 Amendment to the Stoughton Urban
 Service Area and Environmental
 Corridors in the City of Stoughton
 and Town of Rutland

- Service Area to be added (192.8 acres)
- Proposed Environmental Corridor (42.1 acres)*
- Existing Environmental Corridor
- Incorporated Area
- Existing Urban Service Area Boundary
- Proposed Urban Service Area Boundary

8 Feb. 2011

0 600

Feet

Prepared by staff
of the CARPC.