

**Planning and Zoning Commission  
Tuesday February 28, 2023 2/28/2023 6:00:00 PM  
DeForest Village Hall – DeForest Commons  
120 S. Stevenson St. DeForest WI 53532**

**AGENDA**

**Join Zoom Meeting**

**<https://us06web.zoom.us/j/84327941883?pwd=OEIwQi8xbVRUYzc2RG14d3BLRFRwUT09>**

**Meeting ID: 843 2794 1883**

**Passcode: 270180**

**Phone 1-312-626-6799**

- 1. Call to Order and Roll Call.**
- 2. Pledge of Allegiance.**
- 3. Approval of Minutes.**
- 4. Appearances before the Commission.**
- 5. Action/Recommendation**
  - 5.1. Presentation and discussion of a concept plan for a potential retail and fueling center, Buc-ee's, located north of County Highway V, east of County Highway I and west of Interstate 39-90-94 (Parcels #0909-133-9133-0 and 0909-133-9083-0)
  - 5.2. Recommendation for Acquisition of Easements for Sanitary Sewer Extension to Serve Recently Annexed Lands
  - 5.3. Discussion and recommendation on the proposed vacation of a portion of a public alleyway, and acceptance of access easement, located in the block between Washington Street, Columbia Avenue, Cleveland Avenue, and Holum Street (former Holum Education Center), Village of DeForest
  - 5.4. Discussion and action on a site plan for an approximately 163,600 square foot office/warehouse/distribution building at 4189 Bear Tree Parkway (Parcel #0910-332-9220-1), with associated green space extending into 6847 Pederson Crossing Boulevard (Parcel #0910-332-6554-1), Village of DeForest
  - 5.5. Public Hearing on a petition for a rezoning, from the B-2, General Business district to the M-2, General Industrial district, 20.6 acres, consisting of all of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest
  - 5.6. Public Hearing on an application for a Conditional Use Permit to allow a “Motor freight operations, including truck terminals, transfer facilities, vehicle maintenance, cleaning and repair as a component of trucking operations” land use on 20.6 acres consisting of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest
  - 5.7. Discussion and recommendation on a petition for a rezoning, from the B-2, General Business district to the M-2, General Industrial district, 20.6 acres, consisting of all of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest
  - 5.8. Discussion and action on a request for a Conditional Use Permit to allow a “Motor freight operations, including truck terminals, transfer facilities, vehicle maintenance, cleaning and repair as a component of trucking operations” land use on 20.6 acres consisting of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest

- 5.9. Discussion and recommendation on the proposed vacation of a segment of unimproved Meridian Drive right-of-way, within the North Towne Corporate Park First Addition plat, Village of DeForest.
- 5.10. Discussion and recommendation on a Certified Survey Map combining all of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, and reconfiguring other lots in that plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest
- 5.11. Public Hearing on a petition for a rezoning, from the C-1, Conservancy district to the O-R Office and Research district, for the northern approximately 80 feet of Parcel #0910-333-0025-1, located along Pederson Crossing approximately 1,500 feet north of Highway 19, Village of DeForest
- 5.12. Discussion and recommendation on a petition for a rezoning, from the C-1, Conservancy district to the O-R Office and Research district, for the northern approximately 80 feet of Parcel #0910-333-0025-1, located along Pederson Crossing approximately 1,500 feet north of Highway 19, Village of DeForest
- 5.13. Discussion and recommendation on the proposed transfer of the northern approximately 80 feet of Parcel #0910-333-0025-1
- 5.14. Discussion and recommendation on a Certified Survey Map adjusting the line between Lot 81 of the Fox Hill Estates Replat and Outlot 8 of the Fox Hill Estates plat, and reconfiguring other lots in that plat, located along Pederson Crossing approximately 1,500 feet north of Highway 19, Village of DeForest
- 5.15. Public Hearing to gather public input on proposed updates to the Village of DeForest's Comprehensive Plan and Official Map
- 5.16. Discussion and action on a resolution recommending updates to the Village of DeForest's Comprehensive Plan and Official Map

**6. Presentation/Discussion**

**7. Any Other Business That Lawfully Comes Before the Village of DeForest Planning and Zoning Commission**

- 7.1. Chair's Report
- 7.2. Staff Report
- 7.3. Site Plan Approvals
- 7.4. CSM Approvals
- 7.5. Development Process and Enforcement Suggestions
- 7.6. Next Meeting Date:
  - 7.6.1. Special Meeting; Monday March 13, 2023
  - 7.6.2. March 28, 2023

**8. Adjourn**

**POSTED: DeForest Village Hall WWW.VI.DEFOREST.WI.US**

Any person who has a qualifying disability as defined by the Americans with Disabilities Act that requires the meeting or materials to be in accessible location or format must contact the DeForest Municipal Center at 846-6751, 120 S. Stevenson Street by 2 PM the Friday prior to the meeting so any necessary arrangements can be made to accommodate each request. **A quorum of members of other Village governmental bodies (boards, commissions, committees) may attend the above noticed meeting in order to gather information. The only action to be taken will be by the Planning and Zoning Commission** Wisconsin State Statutes require all agendas for Committee, Commission or Board meetings be posted, in final form, 24 hours prior to the meeting. Any posted agenda is subject to change up until 24 hours prior to the date and time of the meeting.



**To:** Village Planning and Zoning Commission  
**FROM:** Mark Roffers, Village Planning and Zoning Consultant  
**DATE:** February 22, 2023  
**RE:** Potential retail and fueling center (Buc-ee's)



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**Requested Approval:** Conceptual review of large retail establishment and fueling center.

**Site Area and Location:** Approximately 23 acres north of County Highway V, east of County Highway I, and west of Interstate 39-90-94 (Parcels #0909-133-9133-0 and 0909-133-9083-0). The subject site is already in the Northern Urban Service Area, and is currently in the DeForest-Vienna extraterritorial zoning area. The land owner has applied for annexation of the subject site to the Village, which the Board will consider in March.

**Current Use and Conditions:** The subject site is currently undeveloped, with a change in elevation from about 970 feet near its north end to 950 feet near its south end. A recent delineation revealed wetlands near the center and southeast corners of the site (see map exhibit to attached Preliminary Traffic Review). There are power lines running along the west end, and one driveway to Highway I near the V intersection that will not be utilized.

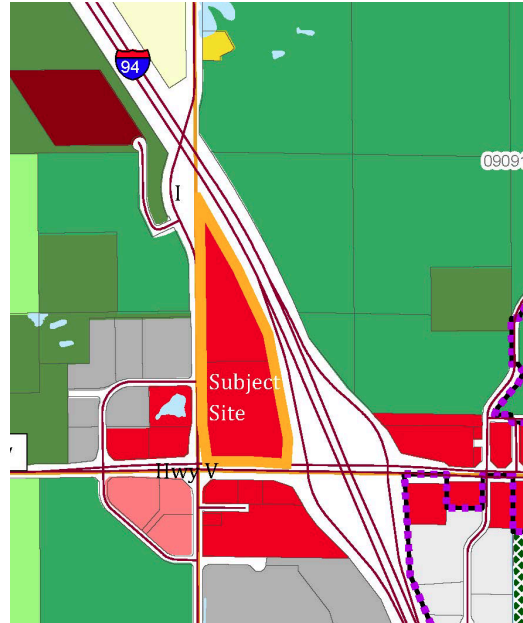
**Proposed Use:** Buc-ee's, which is a travel center, merchandise store also providing packaged food, and vehicle fueling center with 50+ locations mainly in the U.S. south. This would be its first Wisconsin location. Buc-ee's does not accommodate truckers and does not include any restaurant. The conceptual proposal for the DeForest site includes the following:

- ~73,400 sf building, located near the center of the site, with its front towards Highway I.
- 120 fueling positions under two large canopies between Highway I and the building and the two main parking lots north and south of the building.
- ~613 parking spaces, including 6 designated large vehicle parking spaces, 20 dedicated EV charging spaces, and 19 handicapped accessible spaces.
- Driveway access from Highway I only, including a primary access forming a 4-way intersection at Gene Street and a second access further north.
- A number of suggested improvements to the adjacent highway network.

These improvements are to highways under WisDOT and at least partial Dane County jurisdiction, but likely not County access control once the annexation is completed. The prospective applicant has submitted to the Village the attached Preliminary Traffic Review document, acknowledging that this is not the full Traffic Impact Analysis (TIA), and is seeking WisDOT advice on TIA scoping. The Preliminary Traffic Review notes that nearby intersections and Interstate ramps currently operate an acceptable "Level of Service C" or better today, with some exceptions during peak hours. Also, the Review suggests that 85% of the proposed Buc-ee's traffic was assumed to come from I-39/90/94 and return to I-39/90/94 after visiting Buc-

ee's. Given projected traffic volumes and movement patterns, without improvements nearby intersections and ramps would not operate to acceptable service levels. As a result, the Preliminary Review suggests the likely need for Interstate ramp improvements, an additional right turn lane on Highway V, additional turn lanes on Highway I, and possible signalization at both the V/I/Hickory Lane intersection and the Gene Street/I/main driveway intersection. The detailed TIA and its review may require changes to these preliminary thoughts.

**Current and Proposed Zoning:** B-3 Highway Business (red on map to right), within which a gas station is a permitted use (provided all equipment 10+ feet set back and all tanks underground). A conditional use permit is required for retail sales of "soft goods" occupying a 20,000+ square foot building. Such "large retail and commercial service uses" are subject to additional building and site design standards laid out in the zoning ordinance. Also, with the conditional use permit application, submittal of a "Compatibility Report" including a comparison to Village plans and community and economic impact analysis, a Traffic Impact Analysis (TIA) meeting WisDOT standards, and an Emergency Services and Security Plan are also to be submitted.



**Later Approvals Required:** Following concept plan review and annexation of the subject site, the proposal will include the following approvals, scheduled for later meetings:

- Conditional use permit, which may be granted by P&Z following a public hearing.
- Site plan, which for large retail and commercial service buildings is also a P&Z function.
- Possible sign special exception permit, which may be granted by P&Z following a hearing
- CSM to consolidate current two lots into one lot, likely dedicate additional highway right-of-way, and address the prior wetland delineation, easements, setbacks, and notes from the 2000 CSM (attached).
- Possible development agreement with the Village associated with extension of utilities and possibly commitment to road improvements.
- WisDOT approval of proposed changes to freeway ramps at minimum.
- Unless the County defers to the Village and/or WisDOT, County approval of County Highway I and V improvements.
- WisDNR approval of a wetland fill permit, with possible mitigation.

### Surrounding Zoning and Land Use

North: A-3 Agricultural Transition, Interstate and undeveloped lands

East: A-3 Agricultural Transition and B-3 Highway Business, Interstate and undeveloped lands recently annexed to the Village plus Culver's

South: B-3, gas station and park and ride lot south of Highway V

West: From south to north, B-3, M-2 General Industrial, and A-3, with gas station, truck service center, cropland, and a single-family residence

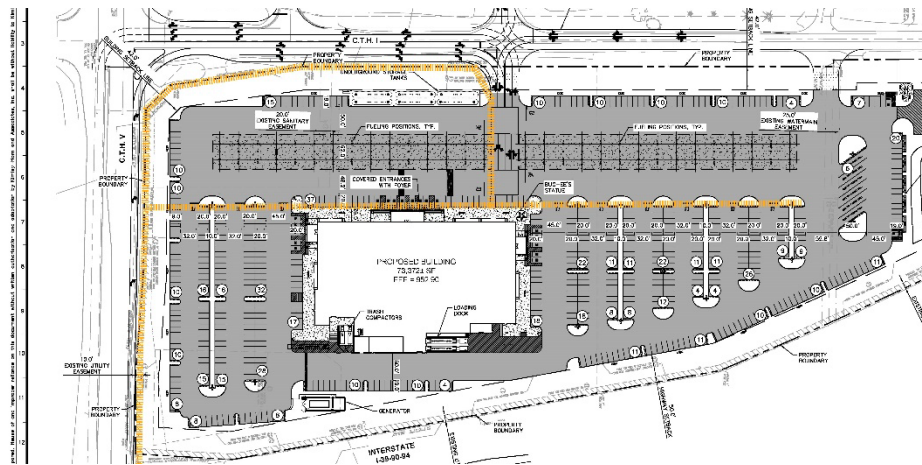
**Relationship to Comprehensive Plan:** Both the current and pending Village Plan identify the subject site as appropriate for future “Commercial” land use. The pending Comprehensive Plan also includes the Northern Interstate Corridor Plan, which has a similar future use recommendation (“Shopping and Services”), which anticipates “high-quality indoor retail, commercial service, office, health care, and institutional buildings on sites with generous landscaping and modest lighting and signage.” The pending Plan also advises the Highway V/I/Hickory intersection for a “future intersection control upgrade” and advises an 90 foot wide right-of-way for Highway I adjacent to the subject site (already provided).

**Analysis Summary:**

1. This seems an appropriate land use for this location. The subject site enjoys excellent Interstate and highway visibility and access, ideal for such a highway-oriented commercial use. If, instead, the site were developed industrially, it would be underused, and if instead developed residentially it would be a noisy, traffic-filled, and otherwise unappealing living environment. Further, the Buc-ee’s proposal avoids a truck-oriented facility, such as what yielded opposition to a different proposal here 20+ years ago. A community and economic impact analysis is required with the conditional use permit application to come, with its required components laid out in the zoning ordinance. Based on experiences in other places where Buc-ee’s has located, the impact on nearby existing fueling stations should be considered in that analysis.
2. The project requires detailed wetland analysis and interactions, plus traffic analysis and road, intersection, and ramp improvements. While seemingly necessary to serve the proposed development, such transportation improvements would have benefits beyond it. The applicants are on their way to detailing out needs, issues, and improvements, and appropriate agencies will be involved with review of transportation improvements and wetland matters. While general P&Z comments on these matters are welcome, I would encourage members not to focus too tightly on particular improvements at this concept stage or beyond the Village’s jurisdiction.
3. Police and fire protection matters will be addressed within the Emergency Services and Security Plan required with the conditional use permit application to come.
4. Village engineering and public works staff are advancing utility service to the site. The site plan as proposed would require significant site regrading, as the proposed stormwater basin is near the current high point of this site. A detailed stormwater management and erosion control plan will be subject to Village and WisDNR approvals.
5. Zoning requirements specify that “parking lots in which the number of spaces is 20% or greater than the minimum number of parking spaces required [by ordinance] shall be permitted only if the Planning & Zoning Commission finds specific and reasonable justification therefore.” This concept plan has about twice as many parking spaces as required by ordinance. The conditional use permit submittal should include justification for this many spaces based on actual parking demand statistics from other locations.
6. Village consultants and staff have worked with the applicants on proposed building and site design. I believe the overall site design to be appropriate, including the proposed

access plan and building and parking orientation. The following are site and building design matters that should be considered and detailed as the project is detailed through later submittals. P&Z may have others.

- a. I do not believe that the 6 large vehicle parking spaces will be sufficient for summer travel needs. The applicant has stated that nearby standard rows could be used in overflow situations. At minimum, I would encourage the removal of the between-row median on the 18-space bay near the north end of the site to facilitate such overflow.
- b. There is a sidewalk along Highway V that should be replaced with any road expansion. I also recommend a private walkway connection from that replaced sidewalk into the parking lot from V, and extension of sidewalk along Highway I north to the Gene Street intersection. Also, I advise a north-south walkway internal to the site, from the parking areas to the front building walkway currently shown. Orange lines below illustrate these suggestions.



- c. The landscape plan is very conceptual at this point, and offset perhaps 30-40' north of where it should be. As that plan is refined, all perimeter landscaping should be kept on the site rather than in road rights-of-way. Existing power lines along Highway I should be considered for both landscaping and highway improvements. Their location and any associated easement should be surveyed.
- d. Village ordinance was amended a few years ago to require parking lot islands or peninsulas every 20 spaces, instead of every 12 spaces which is what is shown on the current conceptual site plan.
- e. As suggested in the conceptual landscape plan, screen landscaping should be emphasized between the "business" (east) end of the building and the Interstate, and walls screening loading docks should be incorporated in building plans.
- f. In general, it appears that the building will be able to meet Village material and design requirements.
- g. The fueling canopies and their supports should be compatible in materials and design to the building, and not overloaded with signage. Other Buc-ee's appear

to have such support poles wrapped with limestone or a similar matter, which should be deployed here too.

- h. Proposed on-building signage (1 per side) exceeds the normal maximum wall signage allowed by Village ordinance (2 per business), which would require a special exception permit at a future meeting from P&Z. Such permit may be reasonable for this large site if fueling canopy signs and freestanding signs are kept modest and within ordinance standards (2 freestanding signs, one max 45' and 2nd max 20'), and temporary signs are restricted or highly limited. The pole sign shown on the conceptual landscape plan near the north corner of the site will need to be kept out of the 50' Interstate setback.
- i. Outdoor display of merchandise for sale should be limited, and any proposed areas for outdoor merchandise should be clearly indicated on the site plan.
- j. In addition to the EV charging spaces, I understand that eventually some of the 120 fueling stations could be converted to alternative fuel delivery spots. I also encourage Buc-ee's to explore solar or wind generation on top of the large building and/or fueling canopies.





**DIGGERS HOTLINE**  
Toll Free (800) 242-8511



GRAPHIC SCALE IN FEET

0 100 200 400

A horizontal line with vertical tick marks at 0, 100, 200, and 400 feet. The segment between 0 and 100 is divided into two equal parts by a dashed line. The segment between 100 and 200 is divided into two equal parts by a dashed line. The segment between 200 and 400 is divided into four equal parts by three dashed lines.

ORIGINAL ISSUE:	01/20/2023
KHA PROJECT NO.	168942002
SHEET NUMBER	

**BUC-EE'S DEFOREST**  
 NIC OF COUNTRY ROAD 5 & COUNTY ROAD 1  
 DEFOREST, WI 53622

AERIAL  
SITE PLAN  
EXHIBIT



SCALE:	AS NOTED
DESIGNED BY:	INS
DRAWN BY:	INS
CHECKED BY:	EJT

**Kimley»Horn**

NO	REVISIONS	DATE	BY
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J:\Buc-Ee's\TN Murfreesboro, TN 2022-12302\_Working Drawings\1\_Preliminary\3\_SD-DD\MURFREESBORO TN\_PRELIM.rvt



4 EXTERIOR ELEVATION - RECEIVING 1/16" = 1'-0"



3 EXTERIOR ELEVATION - CONVENIENCE ENTRANCE 1/16" = 1'-0"



2 EXTERIOR ELEVATION - MERCHANDISE ENTRANCE 1/16" = 1'-0"



1 EXTERIOR ELEVATION - MAIN ENTRANCE 1/16" = 1'-0"



**BUC-EE'S**

A DEVELOPMENT OF

**Buc-ee's Ltd.**

Lake Jackson, TX 77566

TEL (979) 235-2000

FAX (979) 235-XXXX

**BUC-EE'S 74K PROTO - RIGHT  
CITY, STATE  
TRAVEL CENTER  
PROJECT ADDRESS**

**LAWRENCE S.  
LEVINSON, A.I.A.**

7800 Washington Ave., Suite 800 Houston, TX 77007  
main: 713.600.3600 www.lsears.com

ISSUE/REVISION LOG:

No.	DESCRIPTION	DATE
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**INTERIM REVIEW DOCUMENTS**

Interim review documents are not to be used for regulatory approval, permit, or construction.

**XA3.00B**

**EXTERIOR ELEVATIONS  
RENDERED**

LAARC PROJECT NUMBER: 2022-126.000







LANDSCAPE  
ARCHITECTURE  
BLU FISH COLLABORATIVE, INC.  
P.O. BOX 48792, Austin, TX 78704  
Phone: (512)388-4115

PROFESSIONAL SEAL:

THIS DOCUMENT IS NOT  
INTENDED FOR PERMITTING,  
BIDDING, OR CONSTRUCTION  
PURPOSES.

DATE SEALED:

PROJECT NAME:  
BUC-EE'S  
DEFOREST

OWNER:  
BUC-EE'S LTD.

PROJECT LOCATION:  
DEFOREST,  
WISCONSIN

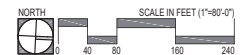
REVISIONS

PROJECT #: 001-22-05  
DATE PRINTED: 01/27/2023

DRAWING TITLE:  
RENDERED  
SITE PLAN

SHEET NO.:

L100



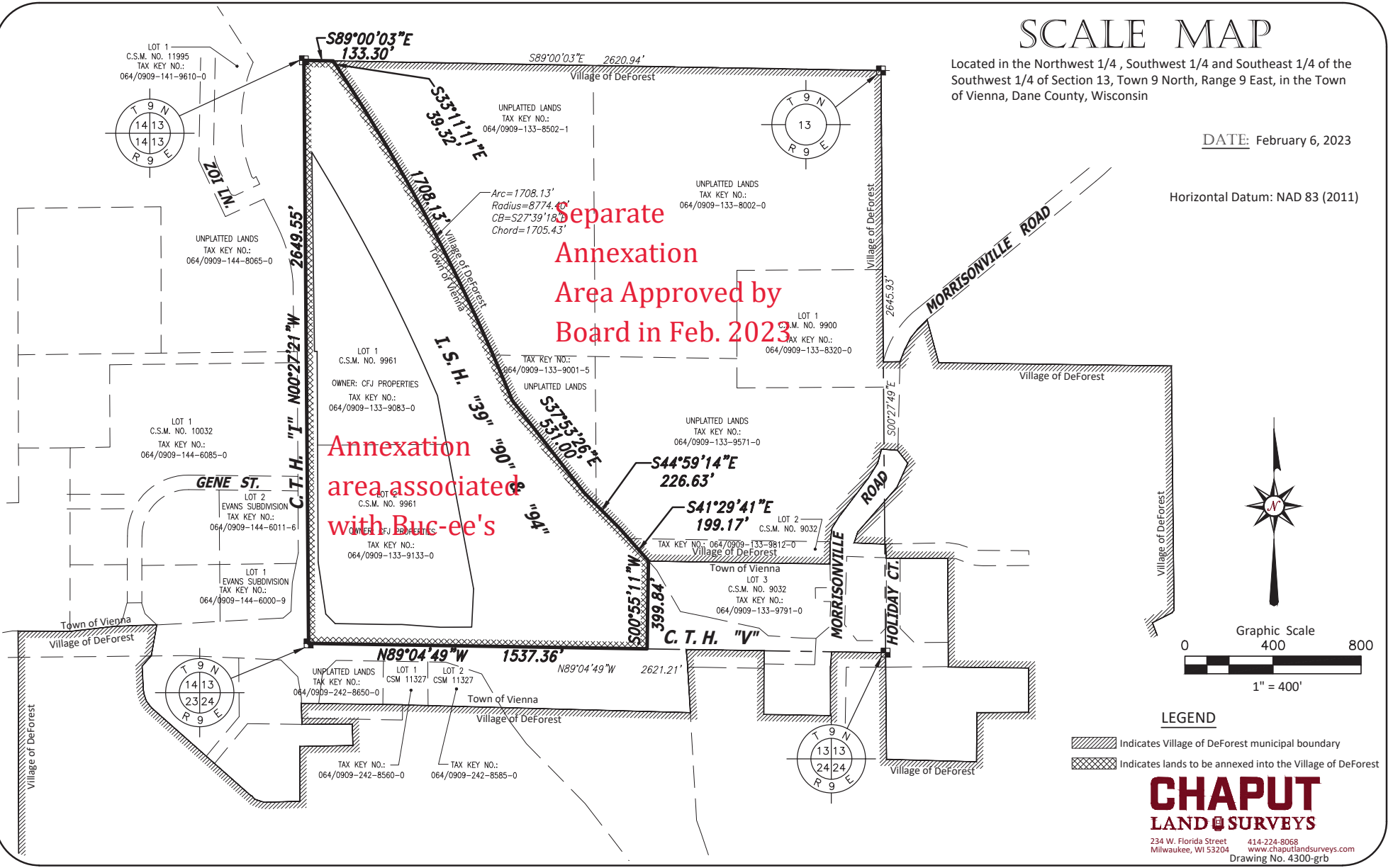
# ANNEXATION AREA MAP

## SCALE MAP

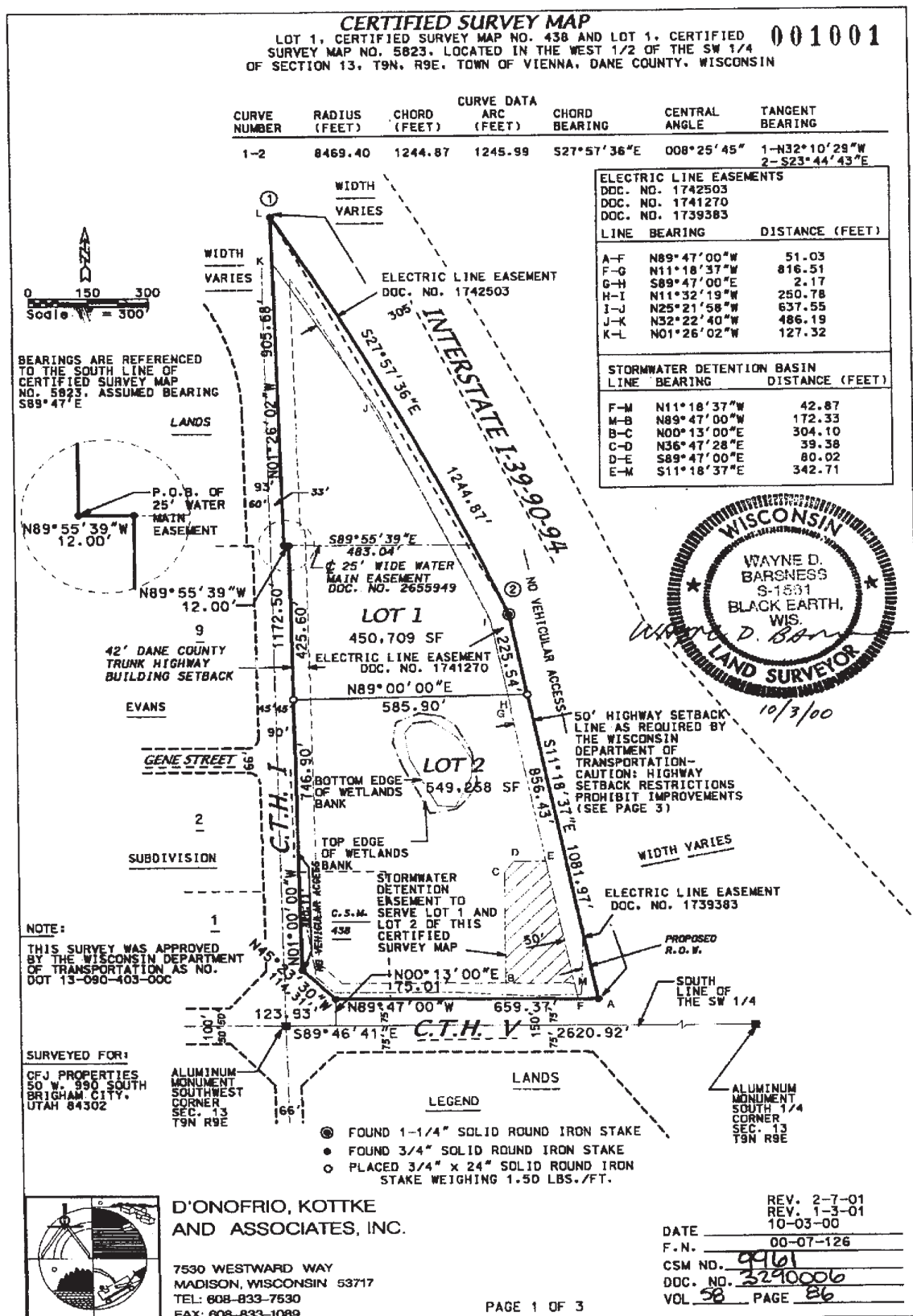
Located in the Northwest 1/4, Southwest 1/4 and Southeast 1/4 of the Southwest 1/4 of Section 13, Town 9 North, Range 9 East, in the Town of Vienna, Dane County, Wisconsin

DATE: February 6, 2023

Horizontal Datum: NAD 83 (2011)







This Map is being furnished as a convenience to locate the herein described land in relation to adjoining streets and other lands. The Company does not guarantee dimensions, distances, bearings or acreage stated thereon, nor is it intended to illustrate legal building sites or supersede City or County ordinances, i.e. zoning and building codes, etc., official information concerning the use of any parcel should be obtained from local government agencies.

# CERTIFIED SURVEY MAP

LOT 1, CERTIFIED SURVEY MAP NO. 438 AND LOT 1, CERTIFIED  
SURVEY MAP NO. 5823, LOCATED IN THE WEST 1/2 OF THE SW 1/4  
OF SECTION 13, T9N, R9E, TOWN OF VIENNA, DANE COUNTY, WISCONSIN

001002

## LEGAL DESCRIPTION

Lot 1, Certified Survey Map No. 438, recorded in Volume 2 of Certified Survey Maps, Page 226, as Document No. 1277846, and Lot 1, Certified Survey Map No. 5823, recorded in Volume 27 of Certified Survey Maps, Page 242, as Document No. 2136834, Dane County Registry, located in the west 1/2 of the SW 1/4 of Section 13, T9N, R9E, Town of Vienna, Dane County, Wisconsin. Containing 22.96 acres.

## SURVEYOR'S CERTIFICATE

I, Wayne D. Barsness, Registered Land Surveyor S-1561, hereby certify that this Certified Survey Map is in full compliance with Chapter 236.34 of the Wisconsin Statutes and the Subdivision Regulations of the Town of Vienna and Dane County, and under the direction of the owners listed below. I have surveyed, divided and mapped the land described herein and that the map is a correctly dimensioned representation in accordance with the information furnished.

Dated this 3rd day of OCTOBER, 2000.

Wayne D. Barsness  
Wayne D. Barsness, Registered Land Surveyor S-1561



## OWNER'S CERTIFICATE

CFJ Properties, a Utah partnership, as owner, hereby certify that we caused the land described on this Certified Survey Map to be surveyed, divided, and mapped as represented on this Certified Survey Map.

We also certify that this Certified Survey Map is required by S.75.17(1)(a), Dane County Code of Ordinances, to be submitted to the Dane County Zoning and Natural Resources Committee for approval.

CFJ Properties

J. B. Phillips, Administrator

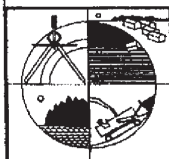
State of Utah }  
County of Weber } SS.

Personally came before me this 13th day of February, 2000, the above named officer, to me known to be the person who executed the foregoing instrument and acknowledged the same.

My commission 1/11/03 Jennifer Shaw  
Notary Public, Weber County, Utah



NOTARY PUBLIC  
JENNIFER SHAW  
5588 South 4300 West  
Hooper, Utah 84315  
My Commission Expires  
January 11, 2003  
STATE OF UTAH



D'ONOFRIO, KOTTKE  
AND ASSOCIATES, INC.

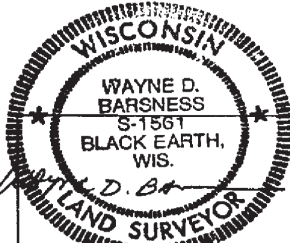
7530 WESTWARD WAY  
MADISON, WISCONSIN 53717  
TEL: 608-833-7530  
FAX: 608-833-1089

PAGE 2 OF 3

REV. 2-7-01  
REV. 1-3-01  
10-03-00  
DATE 00-07-126  
F.N. 00-07-126  
CSM NO. 9961  
DOC. NO. 3290006  
VOL 58 PAGE 87

This Map is being furnished as a convenience to locate the herein described land in relation to adjoining streets and other lands. The Company does not guarantee dimensions, distances, bearings or acreage stated thereon, nor is it intended to illustrate legal building sites or supersede City or County ordinances, i.e. zoning and building codes, etc., official information concerning the use of any parcel should be obtained from local government agencies.





### CERTIFIED SURVEY MAP

LOT 1, CERTIFIED SURVEY MAP NO. 438 AND LOT 1, CERTIFIED SURVEY MAP NO. 5823, LOCATED IN THE WEST 1/2 OF THE SW 1/4 OF SECTION 13, T9N, R9E, TOWN OF VIENNA, DANE COUNTY, WISCONSIN

001003

#### NOTES

10/3/00

#### 1) ACCESS RESTRICTION NOTE:

As Owner, I hereby restrict all lots and blocks so that no owner, possessor, user, licensee or other person may have any right of direct vehicular ingress from or egress to any highway lying within the right-of-way of Interstate Highway I-39-90-94, and County Trunk Highway "V" as shown on the land division map; it is expressly intended that this restriction constitutes a restriction for the benefit of the public as provided in Section 236.293, Wisconsin Statutes, and shall be enforceable by the department or its assigns.

#### 2) No Improvements or structures are allowed between the right-of-way line and the highway setback line. Improvements and structures include, but are not limited to, signs, parking areas, driveways, wells, septic systems, drainage facilities, buildings and retaining walls. It is expressly intended that this restriction is for the benefit of the public as provided in Section 236.293, Wisconsin Statutes, and shall be enforceable by the Wisconsin Department of Transportation or its assigns. Contact the Wisconsin Department of Transportation for more information. The phone number may be obtained by contacting the County Highway Department.

#### 3) The lots of this land division may experience noise at levels exceeding the levels in s. Trans 405.04, Table 1. These levels are based on federal standards. Owners of these lots are responsible for abating noise sufficient to protect these lots.

#### 4) County Trunk Highway V access is controlled per document recorded in Volume 447 of Records Pg. 483 as Doc. No. 1368501. No vehicular access is allowed to County Trunk Highway V.

#### DANE COUNTY APPROVAL

Approved for recording per Dane County Zoning and Natural Resources Committee action of February 21, 2001.

Norbert Scribner # 7322  
Norbert Scribner, Authorized Representative

#### TOWN APPROVAL

Approved for recording per Town of Vienna Town Board action of 2000.

Robert F. Schumacher  
Town Clerk, Town of Vienna

#### VILLAGE OF DeFOREST APPROVAL

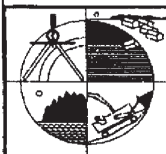
Approved for recording by the Village of DeForest this 21<sup>st</sup> day of February, 2001.

Carol J. McHard  
Authorized Representative  
Village of DeForest

#### REGISTER OF DEEDS CERTIFICATE

Received for record this 21<sup>st</sup> day of February, 2001, at 3:27 o'clock P.M. and recorded in Volume 58 of Certified Survey Maps on Pages 86-88 as Document Number 3290006.

Jane Licht by Tammi Keuler, Deputy.  
Jane Licht, Dane County Register of Deeds



D'ONOFRIO, KOTTKE  
AND ASSOCIATES, INC.

7530 WESTWARD WAY  
MADISON, WISCONSIN 53717  
TEL: 608-833-7530  
FAX: 608-833-1089

PAGE 3 OF 3

REV. 2-7-01  
REV. 1-3-01  
10-03-00  
DATE \_\_\_\_\_  
F.N. 00-07-126  
CSM NO. 9961  
DOC. NO. 3290006  
VOL 58 PAGE 88

This Map is being furnished as a convenience to locate the herein described land in relation to adjoining streets and other lands. The Company does not guarantee dimensions, distances, bearings or acreage stated thereon, nor is it intended to illustrate legal building sites or supersede City or County ordinances, i.e. zoning and building codes, etc., official information concerning the use of any parcel should be obtained from local government agencies.

## MEMORANDUM

To: Alexander Allon, Community Development Director  
Village of DeForest

From: Rory Fancier-Splitt, AICP, PTP  
Kimley-Horn and Associates, Inc.

Date: February 14, 2023

Subject: Preliminary Traffic Review for Travel Center at NWC I-39/90/94 & CTH V Interchange  
DeForest, WI

Kimley-Horn has prepared a preliminary review of future traffic conditions with and without development of the travel center proposed on the northwest quadrant of the I-39/90/94 & County Highway V (CTH V) interchange in DeForest, Wisconsin. This preliminary review was prepared for the Village of DeForest. A full Traffic Impact Analysis (TIA) will be prepared pursuant to Wisconsin Department of Transportation (WisDOT) *Traffic Impact Analysis Guidelines*. The Traffic Impact Analysis will be submitted to the Village, Dane County, and WisDOT for technical review.

This memorandum presents and documents data collection, an initial analysis of future traffic conditions and identifies potential impacts of site-generated traffic on the adjacent roadway network.

### Development Characteristics

The proposed travel center would include 120 vehicle fueling pumps and a 75,000 square-foot convenience store. A total of 516 parking spaces would be provided for passenger vehicles. In addition, the development would include 8 RV/Bus parking spaces and 20 Tesla EV charging stations. Access to the development would be provided via two full-movement driveways to County Highway I (CTH I) (referred to herein as North Access and South Access). North Access would be located approximately 525 feet north of Gene Street. South Access would be aligned opposite Gene Street. A conceptual site plan is provided as **Attachment A**.

### Traffic Count Data

As a basis of the analysis, turning movement count data was collected in January 2023 at the intersections listed below.

- River Road / CTH V
- I-94 Northbound Ramps / CTH V
- I-94 Southbound Ramps / CTH V
- CTH I / CTH V
- CTH I / Gene Street
- CTH I / Private Driveway

The counts were conducted on a typical weekday from 6:00-9:00AM and 3:00-6:00PM. Counts were also conducted on Friday from 3:00-6:00PM, Saturday from 11:00-2:00PM, and Sunday from 2:00-5:00PM. These count periods capture peak periods for the proposed development and the adjacent roadway network, including weekend traffic patterns along I-39/90/94.

The count data indicates that the weekday peak hours in the study area occur from 7:00-8:00 AM and 4:00-5:00 PM. On Friday, the peak hour occurs from 4:00-5:00 PM; the Saturday peak occurs from 11:45 AM-12:45 PM; and the Sunday peak occurs from 2:00-3:00 PM.

To account for higher traffic volumes in the peak summer season, a seasonal adjustment factor of 28 percent was applied to the turning movement count data. The seasonal adjustment factor was based on a review of historical September 2019 and July 2022 traffic count data provided by WisDOT at the interchange. For purposes of this analysis, traffic volumes were rounded to the nearest multiple of five and balanced between intersections. Peak hour traffic volumes for the 2023 existing conditions are illustrated in **Attachment B-1**.

For purposes of this initial review, capacity results were identified for the six study intersections under existing conditions. The signal timings used in the capacity analysis were obtained from WisDOT and the City of Madison. The results of the capacity analysis for existing conditions are summarized in **Table 1**. In this table, operation on each approach is quantified according to the average delay per vehicle, the corresponding level of service (LOS), the volume to capacity ratio (v/c), and the queue length (feet). The results are based on Synchro's HCM 6th Edition reports with the exception of the I-39/90/94 interchange which are based on Synchro's Lane's Volumes Timings reports due to the clustered signal timings.

**Table 1. Existing (2023) Level of Service Summary**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 NB Ramps / CTH V  Signalized	Number of Lanes		1	2	-	-	2	1	1	1	-			B (15)	
	AM	LOS	A	B	-	-	B	A	C	A	-				
		Delay (s)	6	19	-	-	14	8	32	8	-				
		v/c	0.1	0.2	-	-	0.3	0.1	0.1	0.1	-				
		Queue (ft)	21	73	-	-	182	52	108	46	-				
	PM	LOS	A	B	-	-	B	A	C	A	-			B (15)	
		Delay (s)	8	16	-	-	20	7	28	7	-				
		v/c	0.2	0.2	-	-	0.2	0.2	0.1	0.3	-				
		Queue (ft)	48	76	-	-	136	61	148	70	-				
	FRI	LOS	A	B	-	-	B	A	C	A	-			B (14)	
		Delay (s)	7	14	-	-	19	7	31	7	-				
		v/c	0.2	0.2	-	-	0.2	0.2	0.1	0.2	-				
		Queue (ft)	51	71	-	-	143	85	133	67	-				
	SAT	LOS	A	C	-	-	B	A	C	A	-			B (14)	
		Delay (s)	8	23	-	-	14	5	22	6	-				
		v/c	0.1	0.1	-	-	0.1	0.1	0.1	0.2	-				
		Queue (ft)	20	66	-	-	102	47	69	53	-				
	SUN	LOS	A	C	-	-	B	A	B	A	-			B (15)	
		Delay (s)	10-	26	-	-	15	5	20	6	-				
		v/c	0.1	0.1	-	-	0.1	0.1	0.1	0.1	-				
		Queue (ft)	29	76	-	-	98	41	58	47	-				

Table 1. Existing (2023) Level of Service Summary (continued)

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 SB Ramps / CTH V  <i>Signalized</i>	Number of Lanes		-	2	1	1	2	-	-			1		1	B (15)
	AM	LOS	-	B	A	C	A	-	-			C		A	
		Delay (s)	-	18	4	23	8	-	-			33		9	
		v/c	-	0.1	0.2	0.7	0.2	-	-			0.1		0.1	
		Queue (ft)	-	79	35	171	50	-	-			125		37	
	PM	LOS	-	C	A	B	B	-	-			C		A	B (16)
		Delay (s)	-	21	8	10+	15	-	-			27		7	
		v/c	-	0.2	0.1	0.3	0.2	-	-			0.1		0.1	
		Queue (ft)	-	131	55	74	74	-	-			125		34	
	FRI	LOS	-	B	A	B	B	-	-			C		A	B (15)
		Delay (s)	-	19	7	10+	13	-	-			30		8	
		v/c	-	0.1	0.1	0.4	0.2	-	-			0.1		0.1	
		Queue (ft)	-	120	50	76	67	-	-			134		38	
	SAT	LOS	-	B	A	B	A	-	-			C		A	B (15)
		Delay (s)	-	19	6	18	9	-	-			25		7	
		v/c	-	0.1	0.1	0.4	0.1	-	-			0.1		0.1	
		Queue (ft)	-	64	32	121	33	-	-			107		31	
	SUN	LOS	-	B	A	B	B	-	-			C		A	B (16)
		Delay (s)	-	20	7	19	11	-	-			24		8	
		v/c	-	0.1	0.1	0.4	0.1	-	-			0.1		0.1	
		Queue (ft)	-	52	32	110	30	-	-			123		38	
CTH V / CTH I (Hickory Lane)  <i>TWSC</i>	Number of Lanes		1	2	1	1	2	1	1			1			A (6)
	AM	LOS	A	-	-	A	-	-	B			D			
		Delay (s)	9	-	-	8	-	-	15			28			
		v/c	0.1	-	-	0.1	-	-	0.2			0.5			
		Queue (ft)	5	-	-	5	-	-	13			73			
	PM	LOS	A	-	-	A	-	-	C			E			A (7)
		Delay (s)	9	-	-	9	-	-	15			36			
		v/c	0.1	-	-	0.1	-	-	0.3			0.6			
		Queue (ft)	5	-	-	5	-	-	30			88			
	FRI	LOS	A	-	-	A	-	-	B			D			A (6)
		Delay (s)	8	-	-	9	-	-	15			29			
		v/c	0.0	-	-	0.1	-	-	0.3			0.5			
		Queue (ft)	3	-	-	5	-	-	25			65			
	SAT	LOS	A	-	-	A	-	-	B			B			A (3)
		Delay (s)	8	-	-	8	-	-	12			14			
		v/c	0.0	-	-	0.0	-	-	0.0			0.2			
		Queue (ft)	0	-	-	3	-	-	3			20			
	SUN	LOS	A	-	-	A	-	-	B			B			A (3)
		Delay (s)	8	-	-	8	-	-	11			12			
		v/c	0.0	-	-	0.0	-	-	0.1			0.1			
		Queue (ft)	0	-	-	3	-	-	5			10			

Table 1. Existing (2023) Level of Service Summary (continued)

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS		
			Eastbound			Westbound			Northbound			Southbound					
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
CTH I (Hickory Lane) / Gene Street  TWSC	Number of Lanes		1			-			1			-			-	1	A (1)
	AM	LOS	A			-			A			-			-	-	
		Delay (s)	10-			-			8			-			-	-	
		v/c	0.0			-			0.0			-			-	-	
		Queue (ft)	0			-			0			-			-	-	
	PM	LOS	A			-			A			-			-	-	A (1)
		Delay (s)	10-			-			8			-			-	-	
		v/c	0.0			-			0.0			-			-	-	
		Queue (ft)	3			-			0			-			-	-	
	FRI	LOS	A			-			A			-			-	-	A (1)
		Delay (s)	10-			-			8			-			-	-	
		v/c	0.0			-			0.0			-			-	-	
		Queue (ft)	0			-			0			-			-	-	
	SAT	LOS	A			-			A			-			-	-	A (1)
		Delay (s)	9			-			7			-			-	-	
		v/c	0.0			-			0.0			-			-	-	
		Queue (ft)	0			-			0			-			-	-	
	SUN	LOS	A			-			A			-			-	-	A (1)
		Delay (s)	9			-			8			-			-	-	
		v/c	0.0			-			0.0			-			-	-	
Queue (ft)		0			-			0			-			-	-		
CTH V / Gene Street- Linde Lane  TWSC	Number of Lanes		1	1	1	1	1	1	1			1			A (1)		
	AM	LOS	A	-	-	A	-	-	B			B					
		Delay (s)	8	-	-	8	-	-	10+			15-					
		v/c	0.0	-	-	0.0	-	-	0.1			0.1					
		PM	Queue (ft)	0	-	-	0	-	-	3			5			A (1)	
	LOS		A	-	-	B	-	-	B			B					
	Delay (s)		8	-	-	14	-	-	11			14					
	v/c		0.0	-	-	0.1	-	-	0.0			0.0					
	FRI	Queue (ft)	3	-	-	3	-	-	3			3			A (1)		
		LOS	A	-	-	A	-	-	B			B					
		Delay (s)	8	-	-	9	-	-	14			13					
		v/c	0.0	-	-	0.0	-	-	0.0			0.0					
	SAT	Queue (ft)	3	-	-	0	-	-	3			3			A (1)		
		LOS	A	-	-	A	-	-	B			B					
		Delay (s)	8	-	-	8	-	-	10+			11					
		v/c	0.0	-	-	0.0	-	-	0.0			0.0					
	SUN	Queue (ft)	0	-	-	0	-	-	0			0			A (1)		
		LOS	A	-	-	A	-	-	B			B					
		Delay (s)	8	-	-	8	-	-	11			12					
		v/c	0.0	-	-	0.0	-	-	0.0			0.0					
SUN	Queue (ft)	0	-	-	0	-	-	3			0			A (1)			
	LOS	A	-	-	A	-	-	B			B						
	Delay (s)	8	-	-	8	-	-	11			12						
	v/c	0.0	-	-	0.0	-	-	0.0			0.0						

**Table 1. Existing (2023) Level of Service Summary (continued)**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / River Road  Signalized	Number of Lanes		1	2	1	1	2	-	1			1			C (26)
	AM	LOS	B	B	B	C	B	-	D	C	D				
		Delay (s)	16	15	16	22	19	-	45	23	47				
		v/c	0.1	0.2	0.2	0.1	0.3	-	0.8	0.1	0.2				
		Queue (ft)	24	92	89	29	134	-	298	41	38				
	PM	LOS	B	B	B	B	B	-	C	C	D			B (20)	
		Delay (s)	13	14	20	16	16	-	33	26	37				
		v/c	0.0	0.1	0.3	0.0	0.2	-	0.2	0.0	0.2				
		Queue (ft)	16	96	234	28	122	-	173	18	79				
	FRI	LOS	B	B	C	C	B	-	C	C	D			C (22)	
		Delay (s)	15	14	21	20	19	-	34	25	39				
		v/c	0.1	0.2	0.3	0.1	0.2	-	0.4	0.1	0.1				
		Queue (ft)	18	96	224	36	146	-	229	40	60				
	SAT	LOS	B	B	B	B	B	-	C	B	C			B (15)	
		Delay (s)	12	11	14	16	14	-	21	17	25				
		v/c	0.0	0.1	0.1	0.0	0.1	-	0.2	0.0	0.1				
		Queue (ft)	11	58	104	23	84	-	132	22	32				
	SUN	LOS	B	B	B	B	B	-	C	B	C			B (14)	
		Delay (s)	11	11	13	15	13	-	21	17	23				
		v/c	0.0	0.1	0.1	0.0	0.1	-	0.1	0.0	0.1				
		Queue (ft)	11	44	90	14	69	-	98	23	35				

As shown in Table 1, all approaches and movements at the study intersections operate at LOS C or better during the peak hours with a few exceptions. For all study intersections, the 95<sup>th</sup> percentile queues are estimated to be accommodated by the existing storage lanes, which is consistent with field observations.

- **CTH V/River Road:** In the peak hours, the approaches and movements operate at LOS C or better with a few exceptions. The southbound approach operates at LOS D during the morning, evening, and Friday peak hours. In the morning peak hour, the northbound left-turn movement operates at LOS D. The estimated delay is likely a function of the cycle length (95 to 115 seconds) and priority given to east-west traffic on CTH V. As a result, long periods of green time are allocated to the east-west through movements and the minor street (River Road) approach receives shorter green times.
- **CTH V/CTH I (Hickory Lane):** Each approach operates at LOS C or better during the peak hours with a few exceptions. During the morning and Friday peak hours, the southbound approach operates at LOS D. In the evening peak hour, the southbound approach operates at LOS E. The estimated delay is not unusual for a minor-street stop-controlled intersection with an arterial such as CTH V.

## Trip Generation

Based on the prospective end user, empirical trip generation data was utilized. The empirical data reflects the unique operational characteristics of a travel center with 120 fueling positions. Institute of Transportation Engineers (ITE) data for a similar land use (Land Use Code 944, Gasoline/Service Station) is based on sites with an average of 18 fueling positions (daily trip generation rate). In contrast, the empirical trip generation data is based on eight (8) existing sites in Texas, ranging in size from 64



to 124 fueling positions. A summary of the empirical trip generation rates is outlined in **Table 2**. The empirical trip generation data is currently under WisDOT review.

**Table 2. Empirical Trip Generation Data**

ITE Land Use	Weekday				Weekend	
	Daily	AM Peak Hour	PM Peak Hour	Friday Peak Hour	Saturday Peak Hour	Sunday Peak hour
Travel Center	T = 192.16(X) 50% in/50% out	T = 10.64(X) 53% in/47% out	T = 13.11(X) 52% in/48% out	T = 18.10(X) 52% in/48% out	T = 17.51(X) 51% in/49% out	T = 19.75(X) 51% in/49% out

T = Site-generated trips

X = per fuel pump

- **Primary Trips** - Vehicles that travel to the subject development and then return directly to their place of origin are called “primary trips.” Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route. Trips to/from the site that are not linked trips are expected to be primary trips.
- **Diverted Linked Trips** – Vehicles that are already traveling in the study network but make a stop at the subject development before continuing to their intended destination are called “linked trips”. For purposes of this preliminary analysis, approximately 85% of the proposed travel plaza traffic was assumed to come from I-39/90/94 and return to I-39/90/94 after visiting the subject site. Since linked site trips reflect the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination, no new trips are created in the study network.

**Table 3** and **Table 4** show the site generated traffic projections for weekday and weekend peak hours respectively.

**Table 3. Weekday Site-Generated Traffic Projections<sup>1</sup>**

Land Use	Size	Daily	Weekday								
			AM Peak Hour			PM Peak Hour			Friday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Travel Plaza	120 Fueling Position	23,060	675	600	1,275	820	755	1,575	1,130	1,040	2,170
<i>Diverted Linked Trips<sup>2</sup></i>		19,600	575	510	1,085	695	640	1,335	960	885	1,845
<b>Net New Site Trips</b>		<b>3,460</b>	<b>100</b>	<b>90</b>	<b>190</b>	<b>125</b>	<b>115</b>	<b>240</b>	<b>170</b>	<b>155</b>	<b>325</b>

<sup>1</sup>In/Out volumes are rounded to the nearest multiple of five. Daily trips are rounded to the nearest multiple of ten.

<sup>2</sup>For purposes of this initial analysis, diverted linked trips were assumed to represent approximately 85% of the site-generated trips

**Table 4. Weekend Site-Generated Traffic Projections<sup>1</sup>**

Land Use	Size	Daily	Weekend					
			Saturday Peak Hour			Sunday Peak Hour		
			In	Out	Total	In	Out	Total
Travel Plaza	120 Fueling Position	23,060	1,070	1,030	2,100	1,210	1,160	2,370
<i>Diverted Linked Trips<sup>2</sup></i>		19,600	910	875	1,785	1,030	985	2,015
<b>Net New Site Trips</b>		<b>3,460</b>	<b>160</b>	<b>155</b>	<b>315</b>	<b>180</b>	<b>175</b>	<b>355</b>

<sup>1</sup>In/Out volumes are rounded to the nearest multiple of five.

<sup>2</sup>For purposes of this initial analysis, diverted linked trips were assumed to represent approximately 85% of the site-generated trips

### Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions estimated for the primary and linked trips are outlined in **Table 5**.

**Table 5. Estimated Trip Distribution**

Traveling to/from	Primary Trips	Diverted Trips
North on I-39/90/94	-	50%
South on I-39/90/94	-	50%
East on CTH V	25%	-
West on CTH V	40%	-
North on CTH I (Hickory Lane)	15%	-
South on River Road	20%	-
Total	100%	100%

The site traffic assignment is a function of the estimated trip generation and the directional distribution. The site trip assignment for primary and linked trips are illustrated in **Attachment B-2** and **Attachment B-3**, respectively. The total site trip assignment is presented in **Attachment B-4**.

### Base Year (2024) Background Traffic Projections

Background traffic volumes were informed by data obtained from the *I-39/90/94 Traffic Impact Analysis* (dated January 2015), prepared by AECOM. According to the study, traffic volumes along the I-39/90/94 corridor were expected to grow by an average of 1.4 percent per year. For purposes of this analysis, a 2 percent annual growth rate was applied to the existing traffic count data to estimate Year 2024 background traffic conditions. The resulting traffic projections for the Base Year Background Traffic scenario are illustrated in **Attachment B-5**.

The results of the capacity analysis for Year 2024 background traffic conditions are summarized in **Table 6**. For purposes of the analysis, existing signal timings were assumed. The results are based on Synchro's HCM 6th Edition reports with the exception of the I-39/90/94 interchange which are based on Synchro's Lane's Volumes Timings reports due to the clustered signal timings.

For purposes of the full TIA, WisDOT forecasting unit will provide Year 2024 background traffic projections and the analysis will be updated accordingly.

Table 6. Base Year (2024) Background Level of Service Summary

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 NB Ramps / CTH V  Signalized	Number of Lanes		1	2	-	-	2	1	1	1	-			B (15)	
	AM	LOS	A	B	-	-	B	A	C	A	-				
		Delay (s)	6	19	-	-	14	8	32	9	-				
		v/c	0.1	0.4	-	-	0.4	0.2	0.4	0.4	-				
		Queue (ft)	21	74	-	-	186	51	110	47	-				
	PM	LOS	A	B	-	-	B	A	C	A	-			B (15)	
		Delay (s)	8	15	-	-	20-	7	29	7	-				
		v/c	0.3	0.4	-	-	0.4	0.4	0.5	0.6	-				
		Queue (ft)	49	80	-	-	141	65	155	80	-				
	FRI	LOS	A	B	-	-	B	A	C	A	-			B (14)	
		Delay (s)	8	14	-	-	19	8	31	7	-				
		v/c	0.3	0.4	-	-	0.4	0.5	0.5	0.6	-				
		Queue (ft)	54	73	-	-	149	91	141	68	-				
	SAT	LOS	A	C	-	-	B	A	C	A	-			B (14)	
		Delay (s)	8	23	-	-	14	5	22	6	-				
		v/c	0.1	0.4	-	-	0.3	0.3	0.3	0.5	-				
		Queue (ft)	21	68	-	-	106	49	69	53	-				
	SUN	LOS	A	C	-	-	B	A	B	A	-			B (15)	
		Delay (s)	10-	26	-	-	15	5	20-	6	-				
		v/c	0.1	0.4	-	-	0.3	0.3	0.2	0.4	-				
		Queue (ft)	30	78	-	-	101	43	58	47	-				
I-39/90/94 SB Ramps / CTH V  Signalized	Number of Lanes		-	2	1	1	2	-	-			1	1	B (15)	
	AM	LOS	-	B	A	C	A	-	-			C	A		
		Delay (s)	-	18	4	23	8	-	-			34	9		
		v/c	-	0.3	0.4	0.7	0.3	-	-			0.5	0.3		
		Queue (ft)	-	79	34	171	51	-	-			127	37		
	PM	LOS	-	C	A	B	B	-	-			C	A	B (16)	
		Delay (s)	-	21	8	10+	15	-	-			27	7		
		v/c	-	0.4	0.3	0.4	0.4	-	-			0.4	0.2		
		Queue (ft)	-	134	57	77	77	-	-			132	34		
	FRI	LOS	-	B	A	A	B	-	-			C	A	B (15)	
		Delay (s)	-	19	7	10-	13	-	-			31	8		
		v/c	-	0.4	0.3	0.4	0.4	-	-			0.5	0.4		
		Queue (ft)	-	123	52	79	70	-	-			142	38		
	SAT	LOS	-	B	A	B	A	-	-			C	A	B (15)	
		Delay (s)	-	19	6	18	9	-	-			25	7		
		v/c	-	0.3	0.2	0.5	0.2	-	-			0.5	0.2		
		Queue (ft)	-	66	32	125	34	-	-			111	31		
	SUN	LOS	-	B	A	B	B	-	-			C	A	B (16)	
		Delay (s)	-	20-	7	19	11	-	-			24	6		
		v/c	-	0.2	0.2	0.4	0.2	-	-			0.5	0.2		
		Queue (ft)	-	52	32	113	30	-	-			126	34		

Table 6. Base Year (2024) Background Level of Service Summary (continued)

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / CTH I (Hickory Lane)  TWSC	Number of Lanes		1	2	1	1	2	1	1			1			A (6)
	AM	LOS	A	-	-	A	-	-	B			D			
		Delay (s)	9	-	-	8	-	-	15-			29			
		v/c	0.0	-	-	0.1	-	-	0.1			0.5			
		Queue (ft)	3	-	-	5	-	-	13			75			
	PM	LOS	A	-	-	A	-	-	C			E			A (7)
		Delay (s)	9	-	-	9	-	-	15+			37			
		v/c	0.1	-	-	0.1	-	-	0.3			0.6			
		Queue (ft)	5	-	-	5	-	-	33			90			
	FRI	LOS	A	-	-	A	-	-	B			D			A (6)
		Delay (s)	8	-	-	9	-	-	15-			30			
		v/c	0.0	-	-	0.1	-	-	0.3			0.5			
		Queue (ft)	3	-	-	5	-	-	25			68			
	SAT	LOS	A	-	-	A	-	-	B			B			A (3)
		Delay (s)	8	-	-	8	-	-	12			14			
		v/c	0.0	-	-	0.0	-	-	0.0			0.2			
		Queue (ft)	0	-	-	3	-	-	3			20			
	SUN	LOS	A	-	-	A	-	-	B			B			A (3)
		Delay (s)	8	-	-	8	-	-	11			12			
		v/c	0.0	-	-	0.0	-	-	0.1			0.1			
		Queue (ft)	0	-	-	3	-	-	5			10			
CTH I (Hickory Lane) / Gene Street  TWSC	Number of Lanes		1	-	1	-			1	-	-	1			A (1)
	AM	LOS	A	-	A	-			A	-	-	-			
		Delay (s)	10-	-	10-	-			8	-	-	-			
		v/c	0.0	-	0.0	-			0.0	-	-	-			
		PM	Queue (ft)	0	-	0	-			0	-	-	-		
	LOS		A	-	A	-			A	-	-	-			A (1)
	Delay (s)		10-	-	10-	-			8	-	-	-			
	v/c		0.0	-	0.0	-			0.0	-	-	-			
	Queue (ft)	3	-	3	-			3	-	-	-				
	FRI	LOS	A	-	A	-			A	-	-	-			A (1)
		Delay (s)	10-	-	10-	-			8	-	-	-			
		v/c	0.0	-	0.0	-			0.0	-	-	-			
		Queue (ft)	3	-	3	-			0	-	-	-			
	SAT	LOS	A	-	A	-			A	-	-	-			A (1)
		Delay (s)	9	-	9	-			7	-	-	-			
		v/c	0.0	-	0.0	-			0.0	-	-	-			
		Queue (ft)	0	-	0	-			0	-	-	-			
	SUN	LOS	A	-	A	-			A	-	-	-			A (1)
		Delay (s)	9	-	9	-			8	-	-	-			
		v/c	0.0	-	0.0	-			0.0	-	-	-			
		Queue (ft)	0	-	0	-			0	-	-	-			

Table 6. Base Year (2024) Background Level of Service Summary (continued)

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / Gene Street- Linde Lane  TWSC	Number of Lanes		2	1	1	1	1	1	1	1	1	1	1	1	A (1)
	AM	LOS	A	-	A	-	-	B	C						
		Delay (s)	8	-	8	-	-	10+	15+						
		v/c	0.0	-	0.0	-	-	0.0	0.1						
		Queue (ft)	0	-	0	-	-	3	5						
	PM	LOS	A	-	A	-	-	B	B	A (1)					
		Delay (s)	8	-	8	-	-	11	14						
		v/c	0.0	-	0.0	-	-	0.0	0.0						
		Queue (ft)	3	-	3	-	-	3	3						
	FRI	LOS	A	-	A	-	-	B	B	A (1)					
		Delay (s)	8	-	9	-	-	15-	13						
		v/c	0.0	-	0.0	-	-	0.0	0.0						
		Queue (ft)	0	-	0	-	-	3	3						
	SAT	LOS	A	-	A	-	-	B	B	A (1)					
		Delay (s)	8	-	8	-	-	10+	12						
		v/c	0.0	-	0.0	-	-	0.0	0.0						
		Queue (ft)	0	-	0	-	-	0	0						
	SUN	LOS	A	-	A	-	-	B	B	A (1)					
		Delay (s)	8	-	8	-	-	11	12						
		v/c	0.0	-	0.0	-	-	0.0	0.0						
		Queue (ft)	0	-	0	-	-	3	0						
CTH V / River Road  Signalized	Number of Lanes		1	2	1	1	2	-	1	1	1	1	1	C (26)	
	AM	LOS	B	B	B	C	B	-	D	C	D				
		Delay (s)	16	15	16	22	19	-	44	23	47				
		v/c	0.1	0.2	0.2	0.1	0.3	-	0.8	0.1	0.2				
		Queue (ft)	23	94	89	29	135	-	305	41	38				
	PM	LOS	B	B	C	B	B	-	C	C	D	C (20)			
		Delay (s)	13	14	20+	17	16	-	34	26	38				
		v/c	0.0	0.3	0.6	0.1	0.3	-	0.6	0.0	0.3				
		Queue (ft)	16	98	241	29	125	-	181	18	81				
	FRI	LOS	B	B	C	C	B	-	D	C	D	C (22)			
		Delay (s)	15	14	21	20+	19	-	35+	26	40				
		v/c	0.1	0.3	0.6	0.1	0.4	-	0.7	0.1	0.3				
		Queue (ft)	17	97	229	36	148	-	240	41	61				
	SAT	LOS	B	B	B	B	B	-	C	B	C	B (15)			
		Delay (s)	12	12	14	16	14	-	21	17	25				
		v/c	0.0	0.2	0.3	0.1	0.2	-	0.5	0.1	0.1				
		Queue (ft)	8	60	108	26	86	-	135	22	33				
	SUN	LOS	B	B	B	B	B	-	C	B	C	B (14)			
		Delay (s)	11	11	13	15	13	-	21	18	23				
		v/c	0.0	0.2	0.3	0.0	0.2	-	0.4	0.1	0.2				
		Queue (ft)	11	45	93	14	71	-	98	23	35				

At each study intersection, the addition of background traffic through Year 2024 is not expected to materially change intersection operations. No changes in LOS are expected at the study intersections. For all study intersections, the 95<sup>th</sup> percentile queues are expected to continue to be accommodated within the existing storage lanes.

### Base Year (2024) Build Traffic Projections

To estimate Year 2024 build conditions, site-generated traffic (Exhibit 4) was added to Year 2024 background traffic volumes (Exhibit 5). The Year 2024 build traffic projections are depicted in **Attachment B-6**, included in the appendix. A summary of the capacity analysis for Build (2024) conditions is provided in **Table 7**. For purposes of the analysis, existing signal timings were assumed. The results are based on Synchro's HCM 6th Edition reports with the exception of the I-39/90/94 interchange which are based on Synchro's Lane's Volumes Timings reports. These results do not include any proposed offsite improvements.

**Table 7. Base Year (2024) Build Level of Service Summary (no proposed improvements)**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 NB Ramps / CTH V  Signalized	Number of Lanes		1	2	-	-	2	1	1	1	-			D (41)	
	AM	LOS	F	B	-	-	D	B	D	A	-				
		Delay (s)	93	17	-	-	35	16	54	5	-				
		v/c	1.0	0.4	-	-	0.6	0.3	0.8	0.3	-				
		Queue (ft)	297	54	-	-	405	96	482	42	-				
	PM	LOS	F	B	-	-	D	B	E	A	-			E (58)	
		Delay (s)	183	18	-	-	38	13	59	7	-				
		v/c	1.3	0.4	-	-	0.4	0.4	0.9	0.5	-				
		Queue (ft)	855	88	-	-	264	115	754	111	-				
	FRI	LOS	F	B	-	-	D	B	F	A	-			F (105)	
		Delay (s)	363	20	-	-	41	15	86	6	-				
		v/c	1.7	0.4	-	-	0.5	0.5	1.0	0.4	-				
		Queue (ft)	1136	102	-	-	295	173	975	101	-				
	SAT	LOS	F	B	-	-	D	B	E	A	-			E (80)	
		Delay (s)	244	19	-	-	38	12	63	5	-				
		v/c	1.4	0.4	-	-	0.4	0.3	0.9	0.3	-				
		Queue (ft)	1026	74	-	-	263	106	830	67	-				
	SUN	LOS	F	C	-	-	D	B	E	A	-			F (94)	
		Delay (s)	279	21	-	-	38	11	65	6	-				
		v/c	1.5	0.3	-	-	0.4	0.3	0.9	0.3	-				
		Queue (ft)	1134	80	-	-	241	89	892	70	-				



**Table 7. Base Year (2024) Build Level of Service Summary (no proposed improvements) (continued)**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 SB Ramps / CTH V  Signalized	Number of Lanes		-	2	1	1	2	-	-			1		1	D (39)
	AM	LOS	-	C	C	F	C	-	-			C		C	
		Delay (s)	-	33	25	114	26	-	-			32		20	
		v/c	-	0.5	0.8	0.5	0.4	-	-			0.3		0.7	
		Queue (ft)	-	313	377	415	217	-	-			137		235	
	PM	LOS	-	D	D	D	D	-	-			C		B	D (38)
		Delay (s)	-	45	35	45	43	-	-			30		18	
		v/c	-	0.7	0.8	0.8	0.7	-	-			0.3		0.6	
		Queue (ft)	-	465	476	199	542	-	-			161		286	
	FRI	LOS	-	D	E	F	D	-	-			C		C	D (54)
		Delay (s)	-	51	67	107	53	-	-			30		29	
		v/c	-	0.8	1.0	1.1	0.9	-	-			0.2		0.7	
		Queue (ft)	-	550	783	267	595	-	-			161		501	
	SAT	LOS	-	D	D	E	D	-	-			C		C	D (40)
		Delay (s)	-	44	39	63	43	-	-			30		26	
		v/c	-	0.7	0.9	0.9	0.7	-	-			0.2		0.7	
		Queue (ft)	-	435	566	278	529	-	-			160		453	
	SUN	LOS	-	D	D	D	D	-	-			C		C	D (41)
		Delay (s)	-	44	43	45	46	-	-			33		31	
		v/c	-	0.7	0.9	0.8	0.7	-	-			0.2		0.3	
		Queue (ft)	-	422	638	188	541	-	-			164		193	
	CTH V / CTH I (Hickory Lane)  TWSC	Number of Lanes		1	2	1	1	2	1	1			1		F (503)
		AM	LOS	B	-	-	A	-	-	D			F		
			Delay (s)	13	-	-	8	-	-	28			1558		
			v/c	0.2	-	-	0.1	-	-	0.3			4.3		
Queue (ft)			15	-	-	5	-	-	28			2043			
PM		LOS	B	-	-	A	-	-	E			F		F (990)	
		Delay (s)	14	-	-	9	-	-	43			2989			
		v/c	0.2	-	-	0.1	-	-	0.6			7.5			
		Queue (ft)	20	-	-	5	-	-	98			2705			
FRI		LOS	C	-	-	A	-	-	F			F		F (2797)	
		Delay (s)	18	-	-	9	-	-	122			7903			
		v/c	0.3	-	-	0.1	-	-	0.9			18.3			
		Queue (ft)	30	-	-	5	-	-	158			3813			
SAT		LOS	C	-	-	A	-	-	D			F		F (602)	
		Delay (s)	16	-	-	8	-	-	28			1476			
		v/c	0.2	-	-	0.0	-	-	0.1			4.2			
		Queue (ft)	13	-	-	20	-	-	3			3040			
SUN		LOS	C	-	-	A	-	-	E			F		F (778)	
		Delay (s)	18	-	-	8	-	-	38			1883			
		v/c	0.2	-	-	0.0	-	-	0.3			5.1			
		Queue (ft)	28	-	-	23	-	-	3			3428			

**Table 7. Base Year (2024) Build Level of Service Summary (no proposed improvements) (continued)**

Intersection Traffic Control	Peak Hour	Parameter	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH I (Hickory Lane) / Gene Street - South Access  TWSC	Number of Lanes		1			1	1	1			1			F (130)	
	AM	LOS	B			F	C	A			A				
		Delay (s)	14			470	15	8			10-				
		v/c	0.0			20.	0.0	0.0			0.0				
		Queue (ft)	3			845	0	0			0				
	PM	LOS	B			F	C	A			B			F (257)	
		Delay (s)	14			836	16	8			10+				
		v/c	0.1			2.8	0.0	0.0			0.0				
		Queue (ft)	5			1320	0	0			0				
	FRI	LOS	C			F	C	A			B			F (927)	
		Delay (s)	24			3091	24	9			13				
		v/c	0.1			7.7	0.0	0.0			0.0				
		Queue (ft)	8			2345	0	0			0				
	SAT	LOS	C			F	C	A			B			F (612)	
		Delay (s)	21			1798	18	8			12				
		v/c	0.0			4.9	0.0	0.0			0.0				
		Queue (ft)	5			2238	0	0			0				
	SUN	LOS	D			F	C	A			B			F (867)	
		Delay (s)	31			2487	20	9			13				
		v/c	0.1			6.4	0.0	0.0			0.0				
		Queue (ft)	8			40	0	0			0				
CTH V / Gene Street- Linde Lane  TWSC	Number of Lanes		2	1	1	1	1	1			1			A (1)	
	AM	LOS	A	-	A	-	-	B			C				
		Delay (s)	8	-	8	-	-	10			16				
		v/c	0.0	-	0.0	-	-	0.0			0.1				
		PM	Queue (ft)	0	-	0	-	-	5			8			A (1)
	LOS		A	-	A	-	-	B			C				
	Delay (s)		8	-	8	-	-	12			15				
	v/c		0.0	-	0.0	-	-	0.0			0.0				
	FRI	Queue (ft)	3	-	3	-	-	3			3			A (1)	
		LOS	A	-	A	-	-	C			B				
		Delay (s)	8	-	9	-	-	17			14				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
	SAT	Queue (ft)	0	-	0	-	-	3			3			A (1)	
		LOS	A	-	A	-	-	B			B				
		Delay (s)	8	-	8	-	-	11			13				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
	SUN	Queue (ft)	0	-	0	-	-	0			0			A (1)	
		LOS	A	-	A	-	-	B			B				
		Delay (s)	8	-	8	-	-	13			14				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	0	-	0	-	-	3			3				

**Table 7. Base Year (2024) Build Level of Service Summary (no proposed improvements) (continued)**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / River Road  <i>Signalized</i>	Number of Lanes		1	2	1	1	2	-	1		1	1			C (26)
	AM	LOS	B	B	B	C	C	-	D		C				
		Delay (s)	16	16	17	22	21	-	42	22	47				
		v/c	0.0	0.2	0.2	0.1	0.3	-	0.8	0.1	0.2				
		Queue (ft)	23	100	98	29	143	-	334	42	38				
	PM	LOS	B	B	C	B	B	-	D	C	D			C (21)	
		Delay (s)	14	15	22	17	17	-	36	28	41				
		v/c	0.0	0.3	0.6	0.0	0.3	-	0.6	0.0	0.3				
		Queue (ft)	18	115	280	30	143	-	216	19	88				
	FRI	LOS	B	B	C	C	C	-	D	C	D			C (24)	
		Delay (s)	16	15	23	21	20	-	39	27	44				
		v/c	0.1	0.3	0.6	0.1	0.4	-	0.7	0.1	0.3				
		Queue (ft)	17	110	255	36	165	-	286	42	63				
	SAT	LOS	B	B	B	B	B	-	C	B	C			B (16)	
		Delay (s)	12	12	15	17	15	-	23	18	28				
		v/c	0.0	0.2	0.4	0.4	0.4	-	0.3	0.3	0.1				
		Queue (ft)	12	74	134	24	103	-	163	23	35				
	SUN	LOS	B	B	B	B	B	-	C	B	C			B (15)	
		Delay (s)	12	11	14	16	14	-	22	18	26				
		v/c	0.1	0.2	0.4	0.0	0.2	-	0.5	0.1	0.2				
		Queue (ft)	12	58	121	16	88	-	124	23	37				
CTH I (Hickory Lane) / North Access  <i>TWSC</i>	Number of Lanes		-			1	-	1	1		1			A (9)	
	AM	LOS	-			B	-	A	A		A				
		Delay (s)	-			9	-	11	8		9				
		v/c	-			0.2	-	0.3	0.0		0.3				
		Queue (ft)	-			20	-	28	3		25				
	PM	LOS	-			B	-	A	A		A			B (10+)	
		Delay (s)	-			12	-	8	10		9				
		v/c	-			0.3	-	0.0	0.3		0.2				
		Queue (ft)	-			35	-	3	35		20				
	FRI	LOS	-			B	-	A	B		B			B (12)	
		Delay (s)	-			15	-	8	11		10				
		v/c	-			0.5	-	0.0	0.4		0.2				
		Queue (ft)	-			63	-	3	50		25				
	SAT	LOS	-			B	-	A	A		A			B (11)	
		Delay (s)	-			14	-	8	10-		9				
		v/c	-			0.5	-	0.0	0.3		0.2				
		Queue (ft)	-			30	-	60	3		15				
	SUN	LOS	-			B	-	A	B		A			A (8)	
		Delay (s)	-			15	-	9	11		8				
		v/c	-			0.5	-	0.0	0.4		0.0				
		Queue (ft)	-			63	-	3	50		3				

With the addition of site-generated traffic, delay is projected to increase at the study intersections. A summary of projected intersection operations is outlined on the following page.

- I-39/90/94 NB Ramps / CTH V
  - The overall intersection is projected to operate at LOS D in the morning peak hour, LOS E in the evening peak hour, and LOS F during the Friday, Saturday, and Sunday peak hours (compared to LOS B in existing and no-build conditions). The eastbound left-turn is projected to operate at LOS F during all peak hours, and the northbound shared left-turn/through lane (i.e., off-ramp) would operate at LOS E in the morning, evening, Saturday and Sunday peak hours, and LOS F in the Friday peak hour. The 95<sup>th</sup> percentile queues would exceed existing storage; queue spillback to I-39/90/94 mainline would likely occur during the Friday, Saturday, and Sunday peak hours. Improvements to this intersection will be required.
- I-39/90/94 SB Ramps / CTH V
  - The overall intersection is projected to operate at LOS D during the peak hours with the exception of the morning and Friday peak hours where it is expected to operate at LOS E (compared to LOS B in existing and no-build conditions). The westbound left-turn movement is projected to operate at LOS F in the peak hours. The 95<sup>th</sup> percentile queues projected for the eastbound right and westbound left-turn lanes would exceed existing storage lanes. Queue spillback to mainline I-39/90/94 is not anticipated. Improvements to this intersection will be required.
- CTH V / CTH I (Hickory Lane)
  - The overall intersection is projected to operate at LOS F. Projected traffic volumes meet WisDOT warrant criteria for dual right-turn lanes on the east leg and dual left-turn lanes on the north leg. Modifications to existing traffic control will be required. Options requiring further coordination with WisDOT and Dane County include installation of a traffic signal or roundabout.
- CTH I (Hickory Lane) / Gene Street / South Access
  - Based on the capacity analysis, WisDOT turn lane criteria, and signal warrant criteria outlined in the *Wisconsin Manual on Uniform Traffic Control Devices (MUTCD)*, the following improvements are anticipated:
    - Install a traffic signal.
    - Provide dual left-turn lanes and one shared through/right-turn lane on the east leg (i.e., South Access).
    - Provide dual right-turn lanes on the south leg.
- CTH V/Gene Street-Linde Lane, CTH V/River Road, and CTH I (Hickory Lane)/North Access are projected to operate at an overall LOS C or better during the peak hours. Improvements to these intersections is not anticipated.

## Horizon Year (2034) Background Traffic Projections

For purposes of this analysis, a 2 percent annual growth rate was applied to the existing traffic count data to estimate Year 2034 background traffic conditions. The resulting traffic projections for the Horizon Year Background Traffic scenario are illustrated in **Attachment B-7**.

The results of the capacity analysis for Year 2034 background traffic conditions are summarized in **Table 8**. For purposes of the analysis, existing signal timings were assumed. The results are based on Synchro's HCM 6th Edition reports with the exception of the I-39/90/94 interchange which are based on Synchro's Lane's Volumes Timings reports due to the clustered signal timings.

For purposes of the full TIA, WisDOT forecasting unit will provide Year 2024 background traffic projections and the analysis will be updated accordingly.

Table 8. Horizon Year (2034) Background Level of Service Summary

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 NB Ramps / CTH V  Signalized	Number of Lanes		1	2	-	-	2	1	1	1	-			B (16)	
	AM	LOS	A	B	-	-	B	A	D	A	-				
		Delay (s)	6	15	-	-	16	9	39	9	-				
		v/c	0.1	0.2	-	-	0.4	0.2	0.1	0.2	-				
		Queue (ft)	29	97	-	-	258	74	146	52	-				
	PM	LOS	B	B	-	-	C	A	C	B	-			B (19)	
		Delay (s)	11	16	-	-	23	10-	34	17	-				
		v/c	0.3	0.3	-	-	0.2	0.2	0.2	0.4	-				
		Queue (ft)	67	110	-	-	206	111	222	228	-				
	FRI	LOS	A	B	-	-	C	B	D	B	-			B (17)	
		Delay (s)	10+	15	-	-	21	10+	39	15	-				
		v/c	0.3	0.2	-	-	0.3	0.4	0.2	0.3	-				
		Queue (ft)	72	100	-	-	201	148	204	186	-				
	SAT	LOS	A	C	-	-	B	A	C	A	-			B (14)	
		Delay (s)	7	20	-	-	17	7	25	6	-				
		v/c	0.1	0.1	-	-	0.2	0.2	0.1	0.2	-				
		Queue (ft)	34	90	-	-	146	76	94	61	-				
	SUN	LOS	A	C	-	-	B	A	C	A	-			B (15)	
		Delay (s)	8	22	-	-	18	7	22	6	-				
		v/c	0.1	0.1	-	-	0.2	0.2	0.1	0.2	-				
		Queue (ft)	44	105	-	-	139	67	79	55	-				
I-39/90/94 SB Ramps / CTH V  Signalized	Number of Lanes		-	2	1	1	2	-	-			1	1	B (20)	
	AM	LOS	-	B	A	D	A	-	-			D	A		
		Delay (s)	-	18	5	35	9	-	-			42	9		
		v/c	-	0.2	0.3	0.9	0.2	-	-			0.1	0.1		
		Queue (ft)	-	104	51	285	64	-	-			171	42		
	PM	LOS	-	C	B	B	B	-	-			C	A	B (18)	
		Delay (s)	-	23	10	16	16	-	-			32	7		
		v/c	-	0.2	0.2	0.5	0.2	-	-			0.2	0.1		
		Queue (ft)	-	192	88	117	106	-	-			187	41		
	FRI	LOS	-	B	A	B	B	-	-			D	A	B (17)	
		Delay (s)	-	20	9	14	14	-	-			38	8		
		v/c	-	0.2	0.2	0.5	0.2	-	-			0.2	0.1		
		Queue (ft)	-	165	77	107	94	-	-			204	47		
	SAT	LOS	-	C	A	C	A	-	-			C	A	B (17)	
		Delay (s)	-	20	6	22	10-	-	-			29	7		
		v/c	-	0.1	0.1	0.5	0.1	-	-			0.1	0.1		
		Queue (ft)	-	83	35	156	42	-	-			149	37		
	SUN	LOS	-	C	A	C	B	-	-			C	A	B	
		Delay (s)	-	21	7	21	11	-	-			28	8		
		v/c	-	0.1	0.1	0.5	0.1	-	-			0.2	0.1		
		Queue (ft)	-	68	36	133	39	-	-			78	47		

Table 8. Horizon Year (2034) Background Level of Service Summary (continued)

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / CTH I (Hickory Lane)  TWSC	Number of Lanes		1	2	1	1	2	1	1			1			B (14)
	AM	LOS	A	-	-	A	-	-	C			F			
		Delay (s)	9	-	-	9	-	-	18			82			
		v/c	0.1	-	-	0.1	-	-	0.2			0.9			
		Queue (ft)	18	-	-	8	-	-	18			195			
	PM	LOS	A	-	-	A	-	-	C			F			C (23)
		Delay (s)	9	-	-	9	-	-	23			150			
		v/c	0.1	-	-	0.1	-	-	0.5			1.1			
		Queue (ft)	5	-	-	8	-	-	68			250			
	FRI	LOS	A	-	-	A	-	-	C			F			B (14)
		Delay (s)	9	-	-	9	-	-	20			90			
		v/c	0.1	-	-	0.1	-	-	0.4			0.9			
		Queue (ft)	5	-	-	8	-	-	45			180			
	SAT	LOS	A	-	-	A	-	-	B			C			A (4)
		Delay (s)	8	-	-	8	-	-	12			17			
		v/c	0.0	-	-	0.1	-	-	0.1			0.3			
		Queue (ft)	3	-	-	5	-	-	5			33			
	SUN	LOS	A	-	-	A	-	-	B			B			A (3)
		Delay (s)	8	-	-	8	-	-	12			14			
		v/c	0.0	-	-	0.0	-	-	0.1			0.2			
		Queue (ft)	0	-	-	3	-	-	8			15			
	CTH I (Hickory Lane) / Gene Street  TWSC	Number of Lanes		1			-			1		-	-	1	A (1)
		AM	LOS	B			-			A		-	-	-	
			Delay (s)	10+			-			8		-	-	-	
v/c			0.0			-			0.0		-	-	-		
Queue (ft)			0			-			3		-	-	-		
PM		LOS	A			-			A		-	-	-	A (1)	
		Delay (s)	10-			-			8		-	-	-		
		v/c	0.0			-			0.0		-	-	-		
		Queue (ft)	0			-			0		-	-	-		
FRI		LOS	B			-			A		-	-	-	A (1)	
		Delay (s)	11			-			8		-	-	-		
		v/c	0.0			-			0.0		-	-	-		
		Queue (ft)	3			-			0		-	-	-		
SAT		LOS	A			-			S		-	-	-	A (1)	
		Delay (s)	9			-			8		-	-	-		
		v/c	0.0			-			0.0		-	-	-		
		Queue (ft)	0			-			0		-	-	-		
SUN		LOS	A			-			S		-	-	-	A (1)	
		Delay (s)	10-			-			8		-	-	-		
		v/c	0.0			-			0.0		-	-	-		
		Queue (ft)	0			-			0		-	-	-		



Table 8. Horizon Year (2034) Background Level of Service Summary (continued)

Intersection Traffic Control	Peak Hour	Parameter	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / Gene Street- Linde Lane  TWSC	Number of Lanes		2	1	1	1	1	1	1			1			A (1)
	AM	LOS	A	-	A	-	-	B			C				
		Delay (s)	8	-	9	-	-	11			15				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	3	-	3	-	-	3			3				
	PM	LOS	A	-	A	-	-	B			C			A (1)	
		Delay (s)	8	-	9	-	-	12			16				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	3	-	3	-	-	3			3				
	FRI	LOS	A	-	A	-	-	C			B			A (1)	
		Delay (s)	8	-	9	-	-	17			15				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	0	-	0	-	-	3			3				
	SAT	LOS	A	-	A	-	-	B			B			A (1)	
		Delay (s)	8	-	8	-	-	11			12				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	0	-	0	-	-	0			0				
	SUN	LOS	A	-	A	-	-	B			B			A (1)	
		Delay (s)	8	-	8	-	-	12			14				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	0	-	0	-	-	3			3				
	CTH V / River Road  Signalized	Number of Lanes		1	2	1	1	2	-	1	1	1			C (28)
		AM	LOS	B	B	C	C	C	-	D	C	D			
			Delay (s)	17	20	21	25	27	-	39	22	47			
v/c			0.1	0.3	0.3	0.1	0.4	-	0.8	0.1	0.2				
Queue (ft)			25	106	101	32	158	-	478	53	43				
PM		LOS	B	B	C	B	B	-	D	C	D			C (24)	
		Delay (s)	14	15	24	20	19	-	41	30	47				
		v/c	0.0	0.2	0.4	0.1	0.3	-	0.3	0.0	0.3				
		Queue (ft)	22	137	354	36	172	-	241	20	109				
FRI		LOS	B	B	C	C	C	-	D	C	D			C (27)	
		Delay (s)	17	17	27	22	22	-	46	29	49				
		v/c	0.1	0.2	0.5	0.1	0.4	-	0.6	0.1	0.2				
		Queue (ft)	21	122	297	42	188	-	316	48	75				
SAT		LOS	B	B	B	B	B	-	C	B	C			B (17)	
		Delay (s)	13	12	16	17	15	-	24	18	29				
		v/c	0.0	0.1	0.2	0.0	0.1	-	0.2	0.0	0.1				
		Queue (ft)	12	78	143	29	113	-	173	28	36				
SUN		LOS	B	B	B	B	B	-	C	B	C			B (16)	
		Delay (s)	12	11	15	16	14	-	23	19	26				
		v/c	0.0	0.1	0.2	0.0	0.1	-	0.2	0.0	0.1				
		Queue (ft)	12	59	123	16	91	-	129	28	43				

Based on the capacity analysis, the intersections are expected to operate at LOS C or better with the exceptions noted under existing and Year 2024 background traffic conditions. In addition, the westbound left-turn lane and southbound shared left-turn/through lane at I-39/90/94/CTH V is projected to operate at LOS D in the morning peak hour. In the Friday peak hour, the southbound shared left-turn/through lane would also operate at LOS D. At the intersection of CTH V/CTH I (Hickory Lane), The

southbound approach is projected to operate at LOS F in the weekday morning and evening peak hours, as well as the Friday peak hour. This is likely attributable to the increase in through traffic along CTH V and the associated decrease in gaps in traffic to accommodate turning movements from CTH I (Hickory Lane).

### Horizon Year (2034) Build Traffic Projections

To estimate Year 2034 build conditions, site-generated traffic was added to Year 2034 background traffic volumes. The Year 2034 build traffic projections are depicted in **Attachment B-8**. A summary of the capacity analysis for Build (2034) conditions is provided in **Table 9**. For purposes of the analysis, existing signal timings were assumed. The results are based on Synchro's HCM 6th Edition reports with the exception of the I-39/90/94 interchange which are based on Synchro's Lane's Volumes Timings reports. These results do not include any proposed offsite improvements.

**Table 9. Build (2034) Level of Service Summary (no proposed improvements)**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 NB Ramps / CTH V  Signalized	Number of Lanes		1	2	-	-	2	1	1	1	-				D (54)
	AM	LOS	F	B	-	-	D	B	E	A	-				
		Delay (s)	177	18	-	-	41	20	57	5	-				
		v/c	1.24	0.4	-	-	0.7	0.3	0.6	0.2	-				
		Queue (ft)	568	93	-	-	528	135	522	44	-				
	PM	LOS	F	C	-	-	D	B	E	B	-				E (76)
		Delay (s)	290	22	-	-	41	17	66	15	-				
		v/c	1.54	0.5	-	-	0.5	0.4	0.9	0.5	-				
		Queue (ft)	955	137	-	-	320	166	838	251	-				
	FRI	LOS	F	C	-	-	D	C	F	B	-				F (128)
		Delay (s)	467	23	-	-	45	21	100	12	-				
		v/c	2.03	0.5	-	-	0.8	0.6	1.07	0.5	-				
		Queue (ft)	1211	134	-	-	360	252	1048	197	-				
	SAT	LOS	F	B	-	-	D	B	E	A	-				F (95)
		Delay (s)	336	20	-	-	41	16	66	6	-				
		v/c	1.65	0.4	-	-	0.5	0.4	0.9	0.4	-				
		Queue (ft)	1069	89	-	-	316	150	880	83	-				
	SUN	LOS	F	C	-	-	D	B	E	A	-				F (108)
		Delay (s)	360	22	-	-	40	14	70	6	-				
		v/c	1.71	0.4	-	-	0.5	0.4	0.9	0.3	-				
		Queue (ft)	1178	100	-	-	287	127	939	87	-				

Table 9. Build (2034) Level of Service Summary (no proposed improvements) (continued)

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
I-39/90/94 SB Ramps / CTH V  Signalized	Number of Lanes		-	2	1	1	2	-	-			1		1	E (69)
	AM	LOS	-	D	C	F	C	-	-			C		C	
		Delay (s)	-	36	32	279	29	-	-			34		23	
		v/c	-	0.5	0.8	1.5	0.7	-	-			0.2		0.5	
		Queue (ft)	-	366	488	968	346	-	-			167		272	
	PM	LOS	-	D	D	F	D	-	-			C		C	D (46)
		Delay (s)	-	50	43	109	44	-	-			31		21	
		v/c	-	0.8	0.8	1.1	0.8	-	-			0.3		0.6	
		Queue (ft)	-	534	588	320	596	-	-			193		325	
	FRI	LOS	-	E	F	F	E	-	-			C		C	E (72)
		Delay (s)	-	56	84	252	62	-	-			31		31	
		v/c	-	0.9	1.1	1.5	1.0	-	-			0.3		0.8	
		Queue (ft)	-	625	868	420	643	-	-			192		549	
	SAT	LOS	-	D	D	F	D	-	-			C		C	D (51)
		Delay (s)	-	46	44	153	42	-	-			31		28	
		v/c	-	0.7	0.9	1.2	0.7	-	-			0.3		0.7	
		Queue (ft)	-	465	640	435	522	-	-			128		337	
	SUN	LOS	-	D	D	F	D	-	-			C		C	D (46)
		Delay (s)	-	46	48	84	46	-	-			34		33	
		v/c	-	0.7	0.9	1.0	0.8	-	-			0.3		0.8	
Queue (ft)		-	449	689	280	554	-	-			234		568		
CTH V / CTH I (Hickory Lane)  TWSC	Number of Lanes		1	2	1	1	2	1	1			1			F (825)
	AM	LOS	B	-	-	A	-	-	E			F			
		Delay (s)	14	-	-	9	-	-	39			2664			
		v/c	0.2	-	-	0.1	-	-	0.4			6.7			
		Queue (ft)	18	-	-	8	-	-	45			2358			
	PM	LOS	B	-	-	A	-	-	F			F			F (3012)
		Delay (s)	15	-	-	9	-	-	194			9550			
		v/c	0.3	-	-	0.1	-	-	1.2			21.9			
		Queue (ft)	25	-	-	8	-	-	268			3075			
	FRI	LOS	C	-	-	A	-	-	F						
		Delay (s)	20	-	-	9	-	-	511						
		v/c	0.4	-	-	0.1	-	-	1.9						
		Queue (ft)	40	-	-	8	-	-	330						
	SAT	LOS	C	-	-	A	-	-	D			F			F (792)
		Delay (s)	17	-	-	8	-	-	31			1998			
		v/c	0.2	-	-	0.1	-	-	0.2			5.4			
		Queue (ft)	23	-	-	5	-	-	18			3300			
	SUN	LOS	C	-	-	A	-	-	E			F			F (1014)
		Delay (s)	19	-	-	8	-	-	45			2541			
		v/c	0.3	-	-	0.0	-	-	0.4			6.5			
Queue (ft)		25	-	-	3	-	-	35			3625				

Table 9. Build (2034) Level of Service Summary (no proposed improvements) (continued)

Intersection Traffic Control	Peak Hour	Parameter	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH I (Hickory Lane) / Gene Street - South Access  TWSC	Number of Lanes		1			1	1	1			1			F (162)	
	AM	LOS	C			F	C	A			A				
		Delay (s)	15			608	16	8			10-				
		v/c	0.0			2.2	0.0	0.0			0.0				
		Queue (ft)	3			938	0	3			0				
	PM	LOS	B			F	C	A			B			F (295)	
		Delay (s)	14			990	17	8			10+				
		v/c	0.1			3.1	0.0	0.0			0.0				
		Queue (ft)	5			1390	0	0			0				
	FRI	LOS	E			F	D	A			B			F (1112)	
		Delay (s)	35			3845	28	9			13				
		v/c	0.2			9.3	0.0	0.0			0.0				
		Queue (ft)	15			2400	0	0			0				
	SAT	LOS	C			F	C	A			B			F (660)	
		Delay (s)	22			1975	19	8			12				
		v/c	0.1			5.3	0.0	0.0			0.0				
		Queue (ft)	5			2275	0	0			0				
	SUN	LOS	D			F	C	A			B			F (921)	
		Delay (s)	33			2670	21	9			13				
		v/c	0.1			6.8	0.0	0.0			0.0				
		Queue (ft)	8			2675	0	0			0				
	CTH V / Gene Street- Linde Lane  TWSC	Number of Lanes		2	1	1	1	1	1			1			A (1)
		AM	LOS	A	-	A	-	-	B			C			
			Delay (s)	9	-	9	-	-	11			20			
v/c			0.0	-	0.0	-	-	0.1			0.1				
PM			Queue (ft)	0	-	3	-	-	5			10			A (1)
		LOS	A	-	A	-	-	B			C				
		Delay (s)	9	-	9	-	-	13			17				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
FRI		Queue (ft)	3	-	3	-	-	3			3			A (1)	
		LOS	A	-	A	-	-	C			C				
		Delay (s)	9	-	9	-	-	20			17				
		v/c	0.0	-	0.0	-	-	0.1			0.0				
SAT		Queue (ft)	0	-	3	-	-	3			3			A (1)	
		LOS	A	-	A	-	-	B			B				
		Delay (s)	8	-	8	-	-	12			14				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
SUN		Queue (ft)	0	-	0	-	-	0			0			A (1)	
		LOS	A	-	A	-	-	B			C				
		Delay (s)	8	-	8	-	-	14			17				
		v/c	0.0	-	0.0	-	-	0.0			0.0				
		Queue (ft)	0	-	0	-	-	3			3				
		LOS	A	-	A	-	-	B			C				
		Delay (s)	8	-	8	-	-	14			17				
		v/c	0.0	-	0.0	-	-	0.0			0.0				

**Table 9. Build (2034) Level of Service Summary (no proposed improvements) (continued)**

Intersection Traffic Control	Peak Hour	Parameters	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
CTH V / River Road  Signalized	Number of Lanes		1	2	1	1	2	-	1	1	1			C (30)	
	AM	LOS	B	B	C	C	C	-	D	C	D				
		Delay (s)	17	20	20	24	26	-	45	23	47				
		v/c	0.1	0.3	0.3	0.1	0.4	-	0.9	0.1	0.2				
		Queue (ft)	24	111	108	31	164	-	527	54	43				
	PM	LOS	B	B	C	B	B	-	D	C	D			C (25)	
		Delay (s)	15	16	26	20	20	-	43	31	49				
		v/c	0.1	0.2	0.5	0.1	0.3	-	0.4	0.0	0.3				
		Queue (ft)	22	148	388	36	185	-	268	20	109				
	FRI	LOS	B	B	C	C	C	-	D	C	D			C (30)	
		Delay (s)	17	18	30	23	25	-	49	30	52				
		v/c	0.1	0.3	0.6	0.1	0.4	-	0.7	0.1	0.2				
		Queue (ft)	21	136	330	42	208	-	384	48	75				
	SAT	LOS	B	B	B	B	B	-	C	B	C			B (18)	
		Delay (s)	13	13	17	17	15	-	26	19	32				
		v/c	0.0	0.1	0.2	0.0	0.2	-	0.3	0.0	0.1				
		Queue (ft)	13	95	173	30	133	-	206	29	38				
	SUN	LOS	B	B	B	B	B	-	C	C	C			B (18)	
		Delay (s)	14	13	17	17	16	-	27	21	31				
		v/c	0.0	0.1	0.2	0.0	0.2	-	0.2	0.0	0.1				
		Queue (ft)	13	75	158	16	113	-	166	30	47				
CTH I (Hickory Lane) / North Access  TWSC	Number of Lanes		-			1	-	1	1			1			A (10-)
	AM	LOS	-			B	-	A	A			A			
		Delay (s)	-			11	-	8	9			10-			
		v/c	-			0.3	-	0.0	0.2			0.3			
		PM	Queue (ft)	-			28	-	3	23			33		
	LOS		-			B	-	A	B			A			B (11)
	Delay (s)		-			12	-	8	10+			10-			
	v/c		-			0.4	-	0.0	0.4			0.3			
	Queue (ft)	-			38	-	3	43			28				
	FRI	LOS	-			C	-	A	B			B			B (13)
		Delay (s)	-			15	-	8	13			11			
		v/c	-			0.5	-	0.0	0.5			0.3			
		Queue (ft)	-			68	-	3	73			33			
	SAT	LOS	-			B	-	A	A			A			B (11)
		Delay (s)	-			14	-	8	10-			10-			
		v/c	-			0.5	-	0.0	0.3			0.2			
		Queue (ft)	-			63	-	3	33			20			
	SUN	LOS	-			C	-	A	B			A			B (13)
		Delay (s)	-			15	-	8	13			8			
		v/c	-			0.5	-	0.0	0.5			0.0			
		Queue (ft)	-			68	-	3	73			3			

The results of the Year (2034) build analysis confirm improvements will be required at the following intersections:

- I-39/90/94 NB Ramps / CTH V
- I-39/90/94 SB Ramps / CTH V
- CTH V / CTH I (Hickory Lane)
- CTH I (Hickory Lane) / Gene Street / South Access

The intersections of CTH V/Gene Street-Linde Lane, CTH V/River Road, and CTH I (Hickory Lane)/North Access are projected to operate at an overall LOS of C or better during the peak hours with individual movements and approaches projected to operate generally consistent with background traffic conditions. Offsite improvements are not anticipated for these intersections.

## SUMMARY OF PRELIMINARY FINDINGS

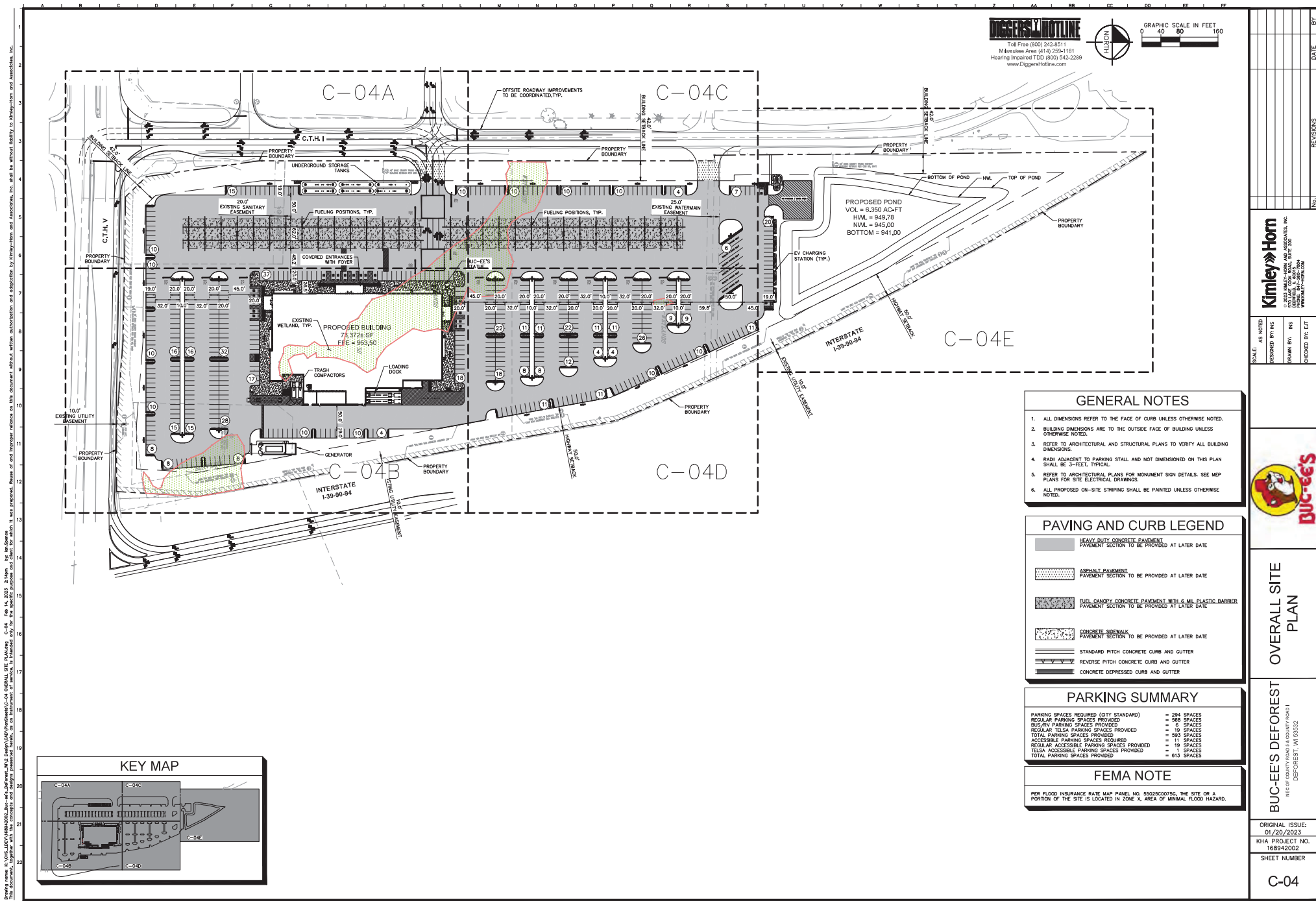
Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the following improvements will be considered as part of the TIA. These improvements will be subject to WisDOT, Dane County, and Village of DeForest review and approval.

- CTH I (Hickory Lane) / North Access
  - Provide one inbound lane and separate outbound left- and right-turn lanes.
  - Install minor-leg stop control for outbound traffic at North Access.
- CTH I Hickory Lane / Gene Street / South Access
  - Install a traffic signal per the *Wisconsin MUTCD* and the *WisDOT Traffic Signal Design Manual (TSDM)*.
  - Provide dual left-turn lanes and one shared through/right-turn lane on the east leg (i.e., South Access).
  - Provide dual right-turn lanes on the south leg.
- CTH V / CTH I (Hickory Lane)
  - Provide an additional right-turn lane on the east leg.
  - Provide dual left-turn lanes on the north leg.
  - Two traffic control options will be considered in coordination with WisDOT.
    - Option 1: Install a traffic signal per the *WisDOT MUTCD* and the *WisDOT TSDM*.
    - Option 2: Provide a two-lane roundabout.
- I-39/90/94 Ramps
  - Option 1: Modify the NB and SB Ramps to provide a Diverging Diamond Interchange (DDI).
  - Option 2: Install two-lane roundabouts on CTH V at the I-39/90/94 SB and NB Ramps.

These improvements are considered preliminary and will be subject to technical review of the TIA. Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

- Attachments:**
- A. Conceptual Site Plan
  - B. Traffic Volume Exhibits
    - 1. Existing (2023) Traffic Volumes
    - 2. Site Trip Assignment – Primary
    - 3. Site Trip Assignment – Linked
    - 4. Site Trip Assignment – Total
    - 5. Base Year (2024) Background Traffic Projections
    - 6. Base Year (2024) Build Traffic Projections
    - 7. Horizon Year (2034) Background Traffic Projections
    - 8. Horizon Year (2034) Build Traffic Projections





Drawing name: A:\CHL\168942002\Buckee\04\Overall\_Site\_Plan.dwg C-04 Feb 14, 2023 2:18pm by: jmc  
This document, together with the concept and design preliminary reports, is the property of Kimley-Horn and Associates, Inc. and shall be without liability to Kimley-Horn and Associates, Inc.

**DIGESTER OUTLINE**  
Toll Free (800) 243-4511  
Milwaukee Area (414) 259-1181  
Hearing Impaired TDD (800) 542-2289  
www.digesteroutline.com

GRAPHIC SCALE IN FEET  
0 40 80 160

- ### GENERAL NOTES
1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
  2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
  3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
  4. RADI ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3'-FEET, TYPICAL.
  5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
  6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

- ### PAVING AND CURB LEGEND
- |  |   |
|--|---|
|  | HEAVY DUTY CONCRETE PAVEMENT<br>PAVEMENT SECTION TO BE PROVIDED AT LATER DATE                             |
|  | ASPHALT PAVEMENT<br>PAVEMENT SECTION TO BE PROVIDED AT LATER DATE   |
|  | FUEL CANOPY CONCRETE PAVEMENT WITH 6 MIL PLASTIC BARRIER<br>PAVEMENT SECTION TO BE PROVIDED AT LATER DATE |
|  | CONCRETE SIDEWALK<br>PAVEMENT SECTION TO BE PROVIDED AT LATER DATE  |
|  | STANDARD PITCH CONCRETE CURB AND GUTTER   |
|  | REVERSE PITCH CONCRETE CURB AND GUTTER  |
|  | CONCRETE DEPRESSED CURB AND GUTTER  |

### PARKING SUMMARY

PARKING SPACES REQUIRED (CITY STANDARD)	= 294 SPACES
REGULAR PARKING SPACES PROVIDED	= 568 SPACES
BUS/RV PARKING SPACES PROVIDED	= 6 SPACES
REGULAR TELSIA PARKING SPACES PROVIDED	= 19 SPACES
TOTAL PARKING SPACES PROVIDED	= 593 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 11 SPACES
REGULAR ACCESSIBLE PARKING SPACES PROVIDED	= 19 SPACES
TELSIA ACCESSIBLE PARKING SPACES PROVIDED	= 1 SPACES
TOTAL PARKING SPACES PROVIDED	= 613 SPACES

### FEMA NOTE

PER FLOOD INSURANCE RATE MAP PANEL NO. 5502500705G, THE SITE OR A PORTION OF THE SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD.

**Kimley-Horn**  
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.  
10000 WISCONSIN AVENUE, SUITE 200  
MILWAUKEE, WI 53226  
WWW.KIMLEY-HORN.COM

SCALE	AS NOTED
DESIGNED BY	NHS
DRAWN BY	NHS
CHECKED BY	ELT

**OVERALL SITE PLAN**

**BUC-EE'S DEFOREST**  
SHEED OF COUNTY ROAD 8 & COUNTY ROAD 1  
DEFOREST, WI 53532

NO.	REVISIONS	DATE	BY

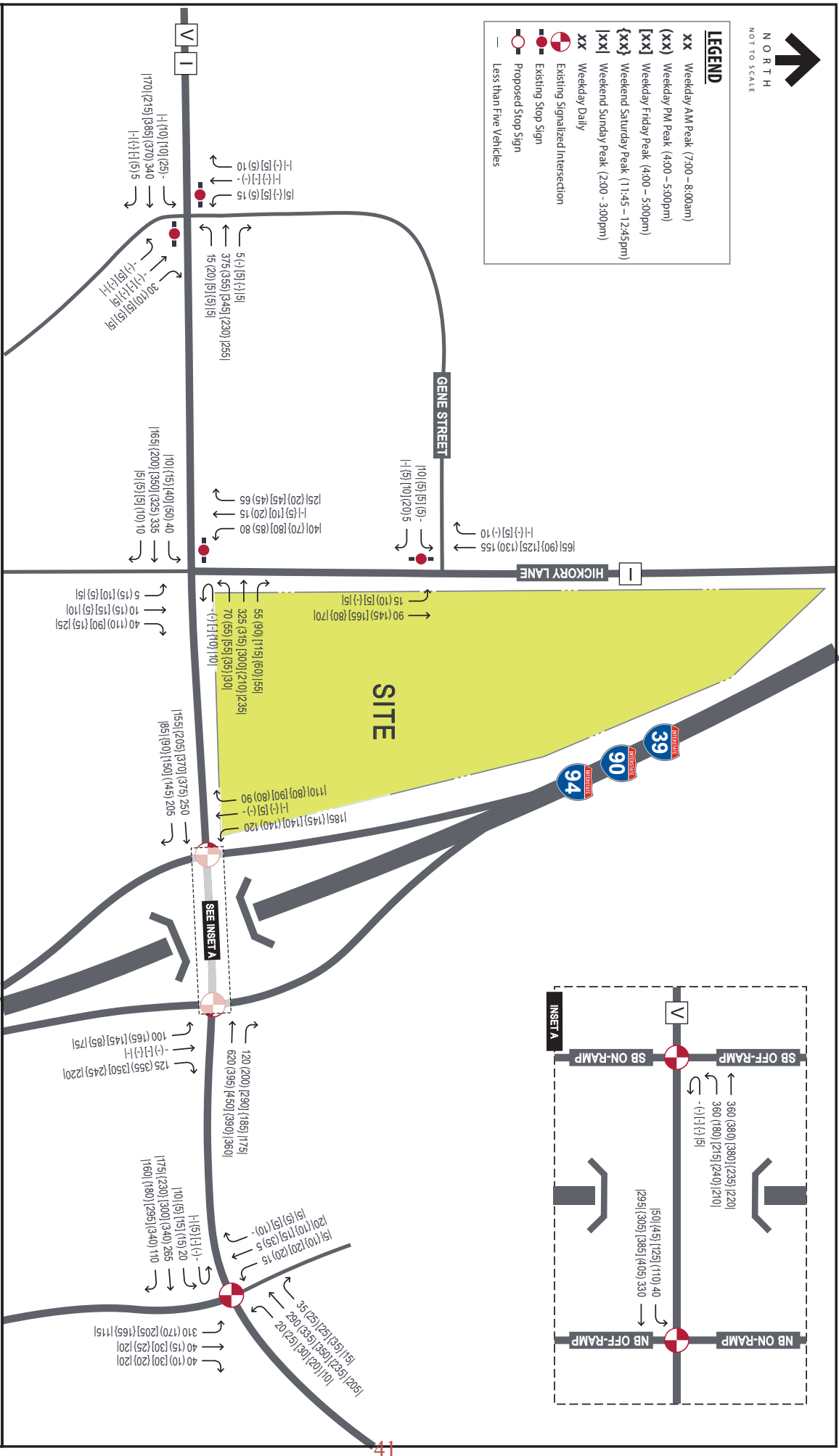
ORIGINAL ISSUE:  
01/20/2023  
KHA PROJECT NO.  
168942002  
SHEET NUMBER  
**C-04**



NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:30 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (11:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:30 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



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ATTACHMENT B-1  
EXISTING (2023) TRAFFIC VOLUMES  
DEFOREST, WISCONSIN



NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:50 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (1:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:00 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles





NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:50 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (11:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:00 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



Kimley»Horn

ATTACHMENT B-3  
SITE TRIP ASSIGNMENT - I ERTE IN E  
DEFOREST, WISCONSIN



NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:50 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (1:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:00 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



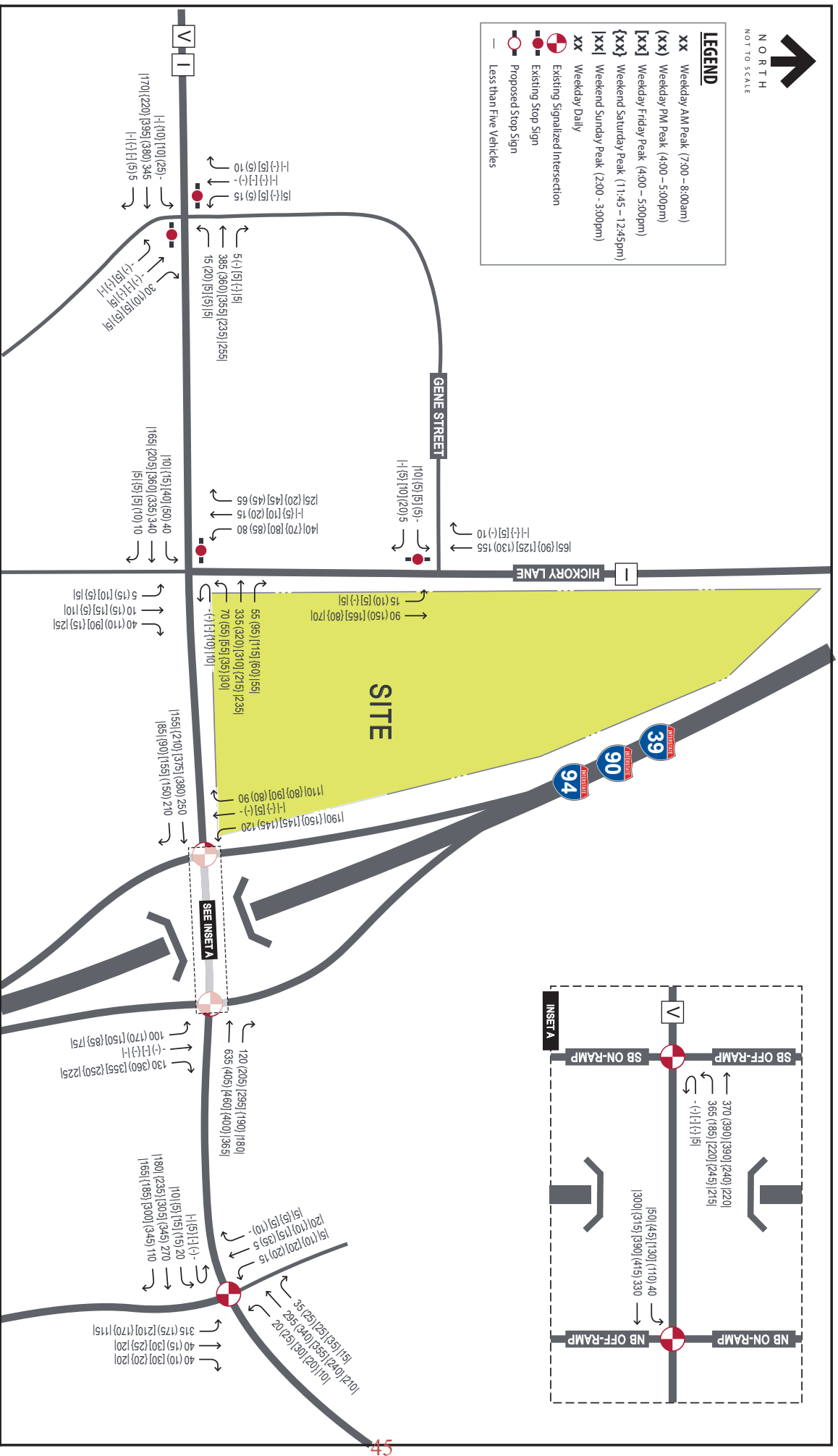
Kimley»Horn

ATTACHMENT B-4  
SITE TRIP ASSIGNMENT - T TA  
DEFOREST, WISCONSIN



**XX** Weekday AM Peak (7:00 – 8:00am)

- |   |                                       |
|---|---------------------------------------|
|  | Weekday AM Peak (7:30–8:00am)         |
|  | Weekday PM Peak (4:30–5:00pm)         |
|  | Weekday Friday Peak (4:00–5:00pm)     |
|  | Weekend Saturday Peak (11:45–12:45pm) |
|  | Weekend Sunday Peak (2:00–3:00pm)     |
|  | Weekday Daily                         |
|  | Existing Signalized Intersection      |
|  | Existing Stop Sign                    |
|  | Proposed Stop Sign                    |
| —   | Less than Five Vehicles               |



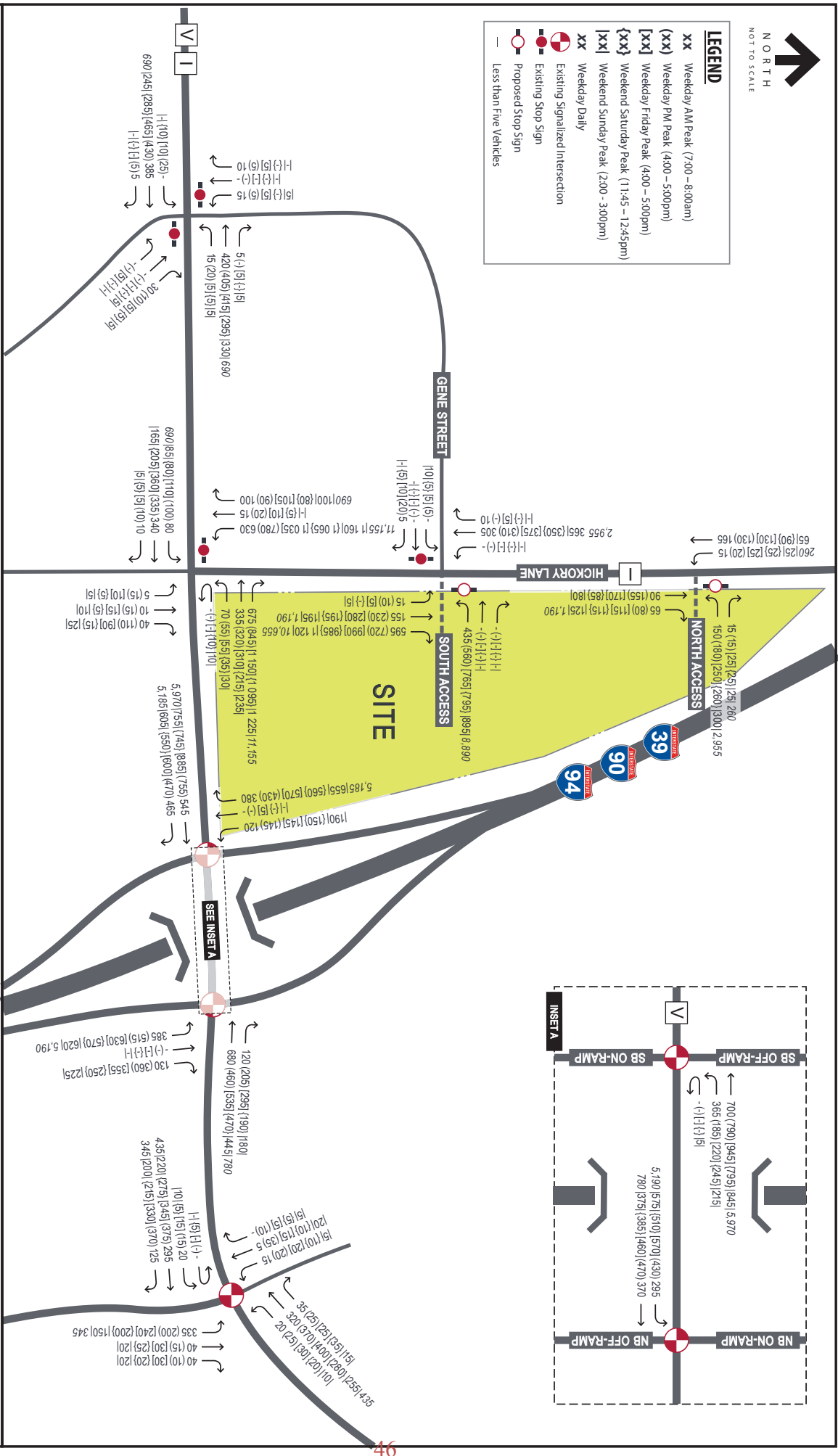




NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:00 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (11:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:00 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



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ATTACHMENT B-6  
PR E T I NS  
BASE YEAR ( 0 4) BUILD TRA I PR E T I NS  
DEFOREST, WISCONSIN



NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:30 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (11:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:30 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



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NORTH  
NOT TO SCALE

### LEGEND

- xx Weekday AM Peak (7:30 – 8:00am)
- (xx) Weekday PM Peak (4:00 – 5:00pm)
- [xx] Weekday Friday Peak (4:00 – 5:00pm)
- {xx} Weekend Saturday Peak (11:45 – 12:45pm)
- [xx] Weekend Sunday Peak (2:00 – 3:00pm)
- xx Weekday Daily
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



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HORIZON YEAR ( 034) BUILD TRA I PR E TI NS  
ATTACHMENT B-  
DEFOREST, WISCONSIN

## **Planning and Zoning Summary and Recommendation Sheet**

**Meeting Date:** February 28, 2023

**The Item:** Easements for public utilities

**Lead Staff:** Judd Blau / Greg Hall

**Author:** Judd Blau

**Attachments:** Easement Exhibits

**Requested Planning and Zoning Focus:** Action

**Summary of Issue:** With the recent annexation of lands west of the interstates 39/90/94 and the impending developments we need to be prepared to serve these parcels with DeForests own sanitary sewer. Engineers from Vierbicher worked out the best route to serve these lands and future lands. Village of DeForest staff has reached out to the landowners and are working on acquiring the easements needed to facilitate the installation of sanitary sewer with minimal impacts to developable lands. Where possible it follows close to parcel lines or is in environmental corridors.

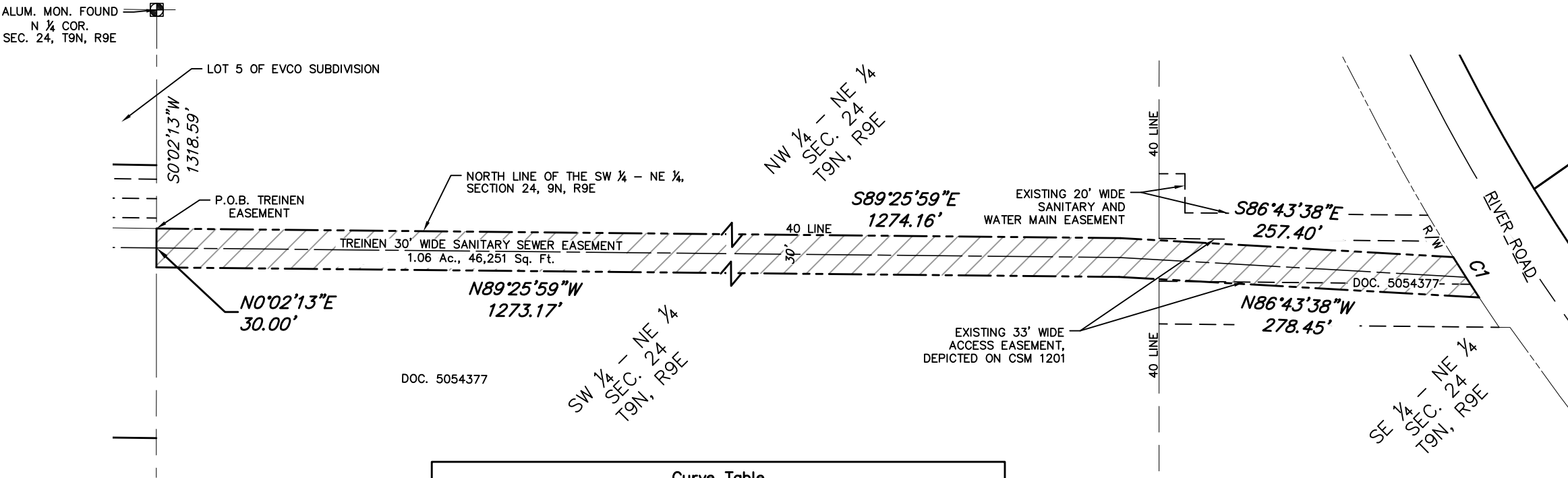
**Recommendation (including rationale):** Approve the easement areas

**Anticipated Next Steps:** Finalize the acquisition and begin construction of sanitary sewer

**Input From Others:**

SANITARY SEWER EASEMENT DESCRIPTION

Part of lands described in Dane County Register of Deeds Document No. 5054377, and located in the Southeast Quarter and Southwest Quarter of the Northeast Quarter of Section 24, T9N, R9E, Village of DeForest, Dane County, Wisconsin



Curve Table							
Curve #	Arc Len.	Radius	Delta	Ch. Len.	Ch. Dir.	Tangent In	Tangent Out
C1	37.06'	1486.49'	1°25'42"	37.06'	S32° 40' 12"E	S31°57'21"E	S33°23'03"E

Treinen Sanitary Sewer Easement

Part of lands described in Dane County Register of Deeds Document No. 5054377, all in the Southeast Quarter and the Southwest Quarter of the Northeast Quarter of Section 24, T9N, R9E, Village of DeForest, Dane County, Wisconsin and bounded by a line described as follows:

Commencing at a found aluminum monument at the North One-Quarter Corner of Section 24, T9N, R9E;  
Thence, S00°02'13"W, along the west line of the Northeast Quarter of said Section 24, 1318.59 feet to the northwest corner of the Southwest Quarter of the Northeast Quarter of said Section 24 and the Point of Beginning, (P.O.B.) of this Sanitary Sewer Easement Description;  
  
Thence, S89°25'59"E, along the north line of the Southwest Quarter of the Northeast Quarter of said Section 24, 1274.16 feet;  
Thence, S86°43'38"E, 257.40 feet, to the beginning of a non-tangent curve and the west right-of-way line of River Road;  
Thence, 37.06 feet, along the said west right-of-way line of River Road, non-tangent curve concave to the northeast, having a radius of 1486.49 feet, an included angle of 01°25'42", (a chord of 37.06 feet which bears S32°40'12"E)(C1), to the end of said curve;  
Thence, N86°43'38"W, 278.45 feet to the intersection with a line that is 30 feet perpendicular distant and south of the north line of the Southwest Quarter of the Northeast Quarter of said Section 24;  
Thence, N89°25'59"W, along said a line that is 30 feet perpendicular distant and south of the north line of the Southwest Quarter of the Northeast Quarter of Section 24, 1273.17 feet, to the west line of the said Southwest Quarter of the Northeast Quarter of Section 24;  
Thence, N00°02'13"E, along the said west line of the Southwest Quarter of the Northeast Quarter of Section 24, 30.00 feet, returning to the point of beginning;

Sanitary Sewer Easement contains 1.06 Ac., 46,251 Sq. Ft. and is subject to all other easements and rights of way of record.

1 OF 1

170009 – Linde  
1/31/2023

1" = 100'

CHECKED  
sdls

DRAFTER  
mlon

FILE  
170009 – Linde

DATE  
1/31/2023

REVISIONS

170009

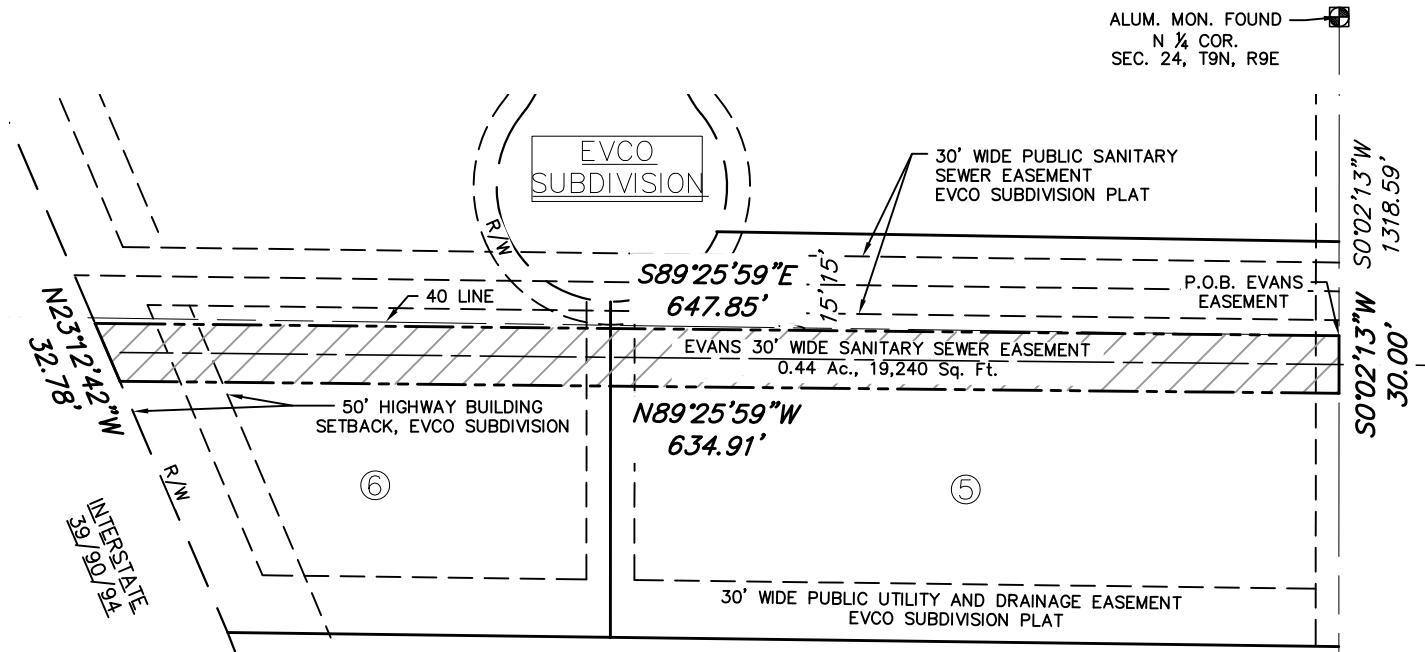
The logo for Vierbicher Associates, Inc., featuring a stylized 'V' composed of blue and yellow geometric shapes.

vierbicher

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SANITARY SEWER EASEMENT EXHIBIT

Part of Lots 5 and 6 of Evco Subdivision, all in the Southeast Quarter of the Northwest Quarter of Section 24, T9N, R9E, Village of DeForest, Dane County, Wisconsin



SANITARY SEWER EASEMENT DESCRIPTION

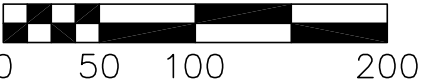
Part of Lots 5 and 6 of Evco Subdivision, all in the Southeast Quarter of the Northwest Quarter of Section 24, T9N, R9E, Village of DeForest, Dane County, Wisconsin and bounded by a line described as follows:

Commencing at the found aluminum monument at the North Quarter Corner of Section 24, T9N, R9E;  
Thence, S00°02'13"W, along the west line of the Northeast Quarter of said Section 24, 1318.59 feet, to the northeast corner of said Southeast Quarter of the Northwest Quarter of Section 24, T9N, R9E, and point of beginning of this Sanitary Sewer Easement Description;  
  
Thence, S00°02'13"W, continuing along the said west line of the Northeast Quarter of said Section 24 and the east line of Lot 5 of Evco Subdivision, 30.00 feet;  
Thence, N89°25'59"W, along a line 30 feet perpendicular distant and south of the westerly extension of the north line of the Southwest Quarter of the Northeast Quarter of said Section 24, 634.91 feet, to the west line of Lot 6 of said Evco Subdivision and the east right-of-way line of Interstate Highway 39/90/94;  
Thence, N23°12'42"W, along the said west line of Lot 6 of said Evco Subdivision and the said east right-of-way line of Interstate Highway 39/90/94, 32.78 feet;  
Thence, S89°25'59"E, along the said westerly extension and the north line of the Southwest Quarter of the Northeast Quarter of Section 24, 647.85 feet, returning to the point of beginning.

Sanitary Sewer Easement contains 0.44 Ac., 19,240 Sq. Ft., and is subject to all other easements and rights of way of record.



GRAPHIC SCALE FEET



REVISIONS		SCALE	1" = 100'	SHEET
		CHECKED	sdls	1 OF 1
		DRAFTER	mlon	
		FILE	170009 - Linde	
		DATE	1/31/2023	
		JOB NO.	170009	

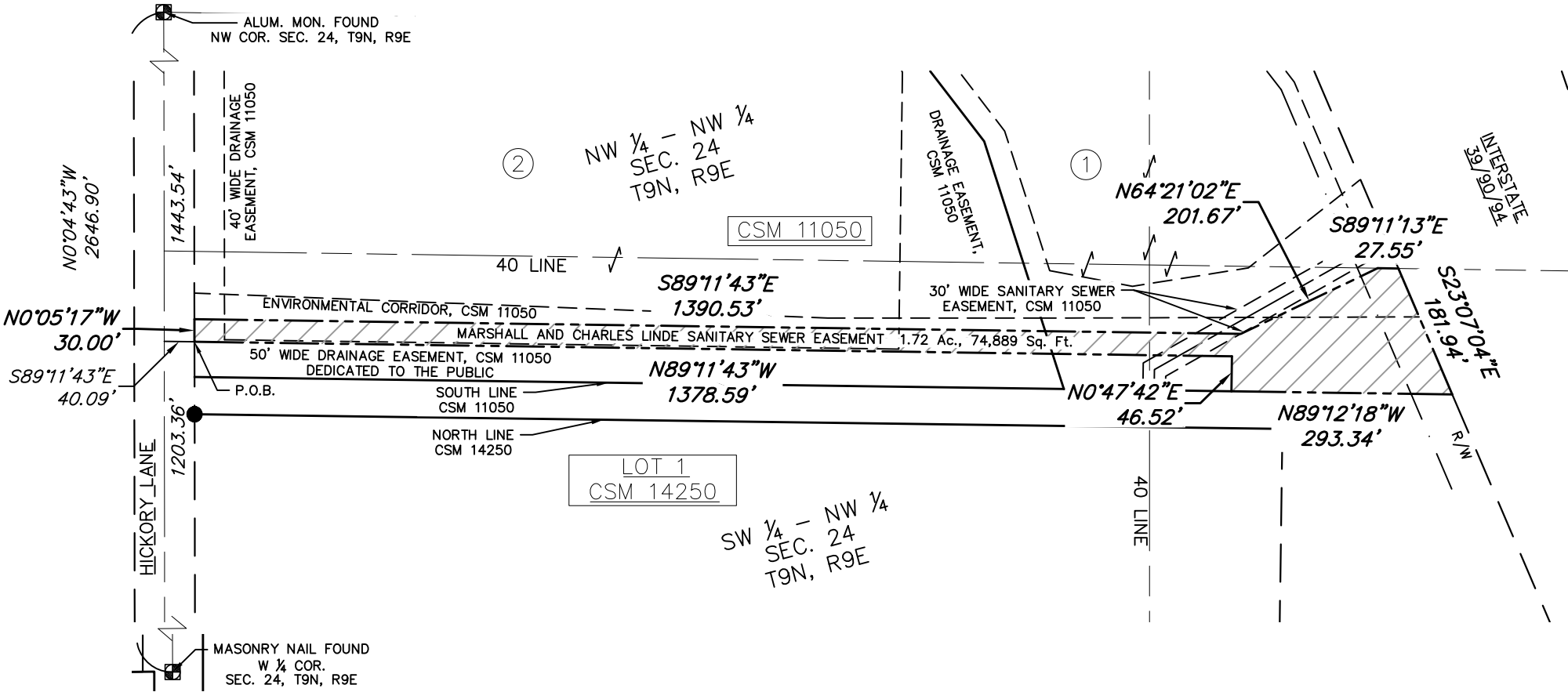


vierbicher  
planners | engineers | advisors



SANITARY SEWER EASEMENT EXHIBIT

Part of Lots 1 and 2 of Dane County Certified Survey Map No. 11050, all in the Southeast Quarter of the Northwest Quarter and the Southwest Quarter of the Northwest Quarter of Section 24, T9N, R9E, Village of DeForest, Dane County, Wisconsin

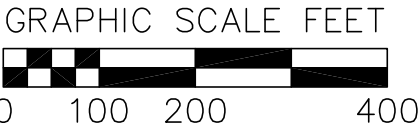



SANITARY SEWER EASEMENT DESCRIPTION

Part of Lots 1 and 2 of Dane County Certified Survey Map No. 11050, all in the Southeast Quarter and the Southwest Quarter of the Northwest Quarter of Section 24, T9N, R9E, Village of DeForest, Dane County, Wisconsin and bounded by a line described as follows:

Commencing at the found masonry nail at the West Quarter Corner of Section 24, T9N, R9E;  
Thence, N00°04'43"W, along the west line of the Northwest Quarter of said Section 24, 1203.36 feet;  
Thence, S89°11'43"E, 40.09 feet to the east right-of-way line of Hickory Lane and the Point of Beginning (P.O.B.) of this Sanitary Sewer Easement Description;  
  
Thence, N00°04'43"W, along the said east right-of-way line of Hickory Lane, 30.00 feet;  
Thence, S89°11'43"E, 1,390.53 feet;  
Thence, N64°21'02"E, 201.67 feet to its intersection with the north line of the Southwest Quarter of the Northwest Quarter of said Section 24;  
Thence, S89°11'13"E, along the said north line of the Southwest Quarter of the Northwest Quarter of said Section 24, 27.55 feet to northeast line of Lot 1 of Dane County Certified Survey Map No. 11050 and the southwest right-of-way line of Interstate Highway 39/90/94;  
Thence, S23°07'49"E, along the said to northeast line of Lot 1 of Dane County Certified Survey Map No. 11050 and the southwest right-of-way line of Interstate Highway 39/90/94, 181.94 feet to southeast corner of said Lot 1 of Dane County Certified Survey Map No. 11050;  
Thence, N89°12'18"W, along the said south line of Dane County Certified Survey Map No 11050, 293.34 feet;  
Thence, N00°47'42"E, 46.52 feet;  
Thence, N89°11'43"W, 1,378.59 feet, returning to the point of beginning.

Sanitary Sewer Easement contains 1.72 Ac., 74,889 Sq. Ft., and is subject to all other easements and rights of way of record.



 vierbichler planners   engineers   advisors	REVISIONS		SCALE	1" = 200'	SHEET
			CHECKED	sdls	
			DRAFTER	mlon	
			FILE	170009 - Linde	
			DATE	2/3/2023	
		JOB NO.	170009		



vierbicher  
planners | engineers | advisors

**TO:** Planning and Zoning Commission  
**FROM:** Mark Roffers, Village Planning and Zoning Consultant  
**DATE:** February 20, 2023  
**RE:** Holum Center Alley Vacation and Access Easement

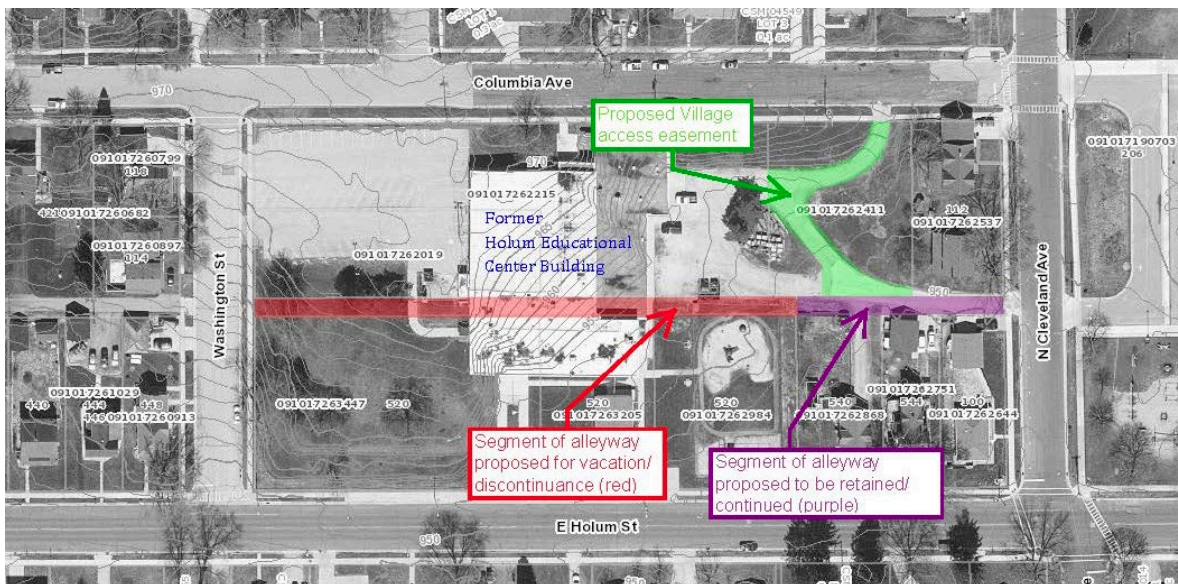


The DeForest Area School District is preparing to sell the 3.8 acre Holum Educational Center site, likely seeking requests for different purchase and reuse/redevelopment proposals as part of that process. Redevelopment options have been discussed at several prior meetings, and are included in the draft [General Plan for Redevelopment](#) that the CDA and Village Board will consider adopting in March.

The Holum Center site has long been divided into different tax parcels and bisected by a public alleyway, within which there is no public alley built. In fact, the Holum Center building was built over the dedicated alleyway (not acceptable practice today!). The east end of the block that includes the Holum Center has four residences on separate lots that are served by a constructed segment of the same alley.

To prepare the Holum Center site for sale, and assure continued access to the built alley segment, the School District and Village are proposing to vacate/discontinue the western 475 feet of the alleyway (red shade below). This alleyway is not envisioned for reuse in the redevelopment options, and its retention would cloud the sale. The eastern, improved segment of the public alley (purple) would be retained to provide access and service to the four residential lots.

In addition, the Village is requesting an access easement to allow Village service vehicles to loop through even after the Holum Center site is sold. This is the area in green below, which follows an existing service driveway. The location of this driveway and easement may need to be relocated later to facilitate future redevelopment, but the timing of this future need is not certain and in any case the Village would have full control to release or relocate the easement at that time.



**Recommendation:** Under Wisconsin law, before the Village Board may release the alleyway or accept the easement, P&Z must make a recommendation. I recommend that P&Z approve a motion that would recommend vacation/discontinuance of the western approximately 475 feet of alleyway and acceptance of an access easement between the retained segment of alley and Columbia Avenue, as represented on the attached maps dated 1/30/23 and 1/31/23 respectively.

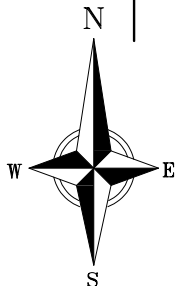
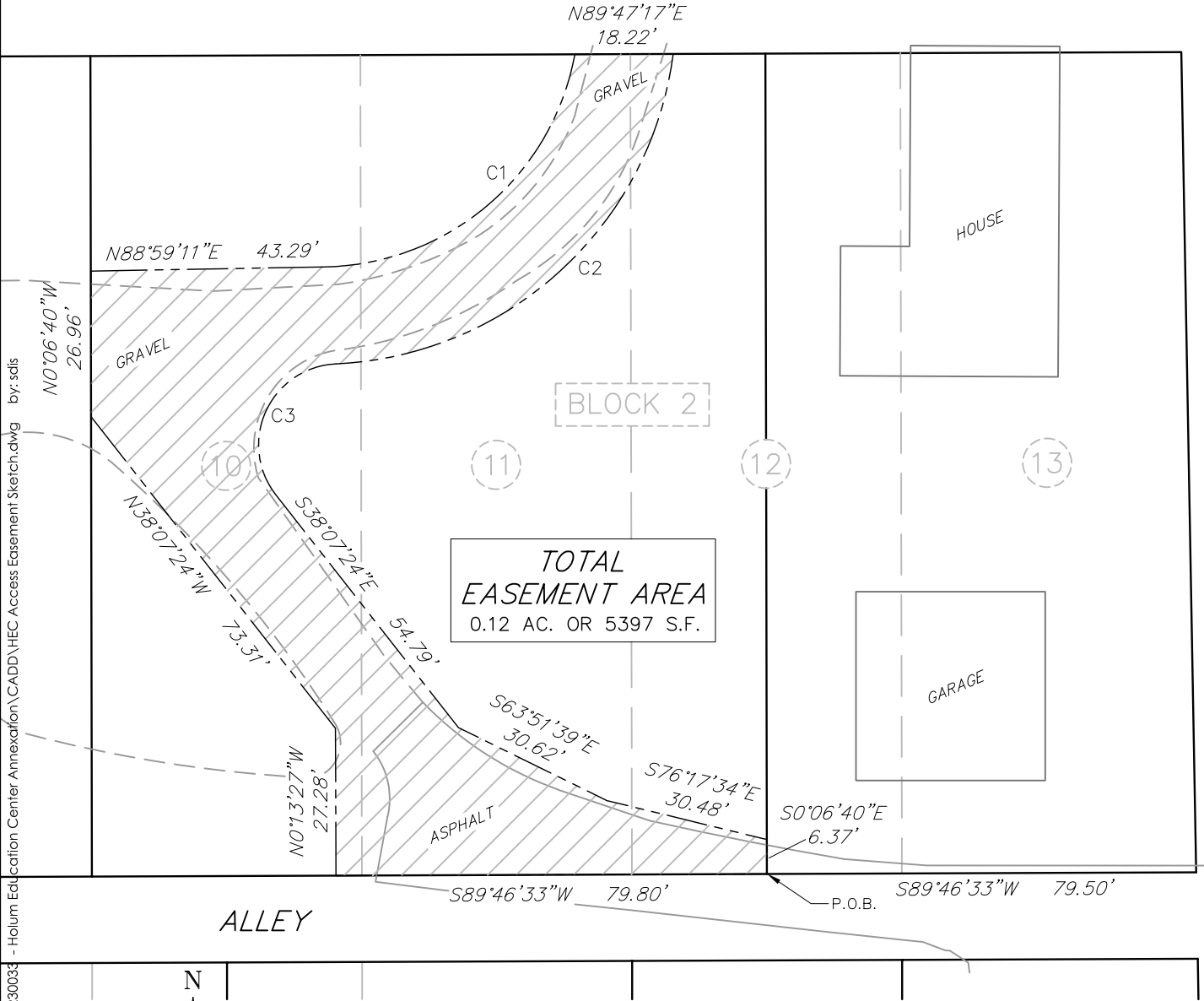


# EASEMENT SKETCH

PART OF LOTS 10, 11 & 12, BLOCK 2, PLEASANT HILL ADDITION TO DEFOREST,  
LOCATED IN THE SE1/4-NW1/4, SECTION 17, T09N, R17E,  
VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN.

COLUMBIA AVENUE

NORTH CLEVELAND AVENUE



SCALE 1" = 30'



EASEMENT AREA

CURVE  
DATA

CURVE	RADIUS	DELTA	ARC L.	CHORD BRG.	CHORD L.	TAN. BRG.	TAN. BRG.
C1	48.00'	78°37'09"	65.86'	N49°40'37"E	60.82		N10°22'02"E
C2	66.00'	79°57'22"	92.10'	S47°26'22"W	84.81'	S07°27'40"W	S87°25'03"W
C3	15.00'	125°32'26"	32.87'	S24°38'50"W	26.68	S87°25'03"W	



### Holum Education Center – Alley Vacation

Part of the alley located in Block 2, Pleasant Hill Addition to DeForest, Section 17, Town 09 North, Range 17 East, Village of DeForest, Dane County, Wisconsin, being more particularly described as follows:

Beginning at the northwest corner of Lot 26, Block 2, Pleasant Hill Addition to DeForest, also being the intersection of the east right-of-way of North Cleveland Avenue and the south right-of-way of the alley located in said Block 2;

thence along said east right-of-way of North Cleveland Avenue, N00°06'40"E, 16.00 feet to the southwest corner of Lot 1 of said Block 2 and the intersection of the east right-of-way of North Cleveland Avenue and the north right-of-way of the alley located in said Block 2;

thence along said north right-of-way of the alley located in Block 2, N89°46'33"E, 474.98 feet to the northerly extension of the east line of the west half of Lot 17 of said Block 2;

thence along said northerly extension of the east line of the west half of Lot 17 of Block 2, S00°01'27"W, 16.00 feet to the northeast corner of said west half of Lot 17 and the south right-of-way of the alley located in Block 2;

thence along said south right-of-way of the alley located in Block 2, S89°46'33"W, 474.98 feet to the Point of Beginning;

Vacated Area contains 7600 Square Feet



## Holum Education Center – Easement

Part of Lots 10, 11 & 12, Block 2, Pleasant Hill Addition to DeForest, located in the Southeast Quarter of the Northwest Quarter, Section 17, Town 09 North, Range 17 East, Village of DeForest, Dane County, Wisconsin, being more particularly described as follows:

Commencing at the southeast corner of Lot 13, Block 2, Pleasant Hill Addition to DeForest, also being the intersection of the west right-of-way of North Cleveland Street and the north right-of-way of the alley located within said Block 2;

thence along said north right-of-way of the alley, S89°46'33"W, 79.50 feet to the east line of the west half of Lot 12, Block 2 and the Point of Beginning;

thence continuing along said north right-of-way of the alley, S89°46'33"W, 79.80 feet;

thence N00°13'27"W, 27.28 feet;

thence N38°07'24"W, 73.31 feet to the west line of Lot 10, Block 2;

thence along said west line of Lot 10, Block 2, N00°06'40"W, 26.96 feet;

thence N88°59'11"E, 43.29 feet to the beginning of a curve to the left having a radius of 48.00 feet and an interior angle of 78°37'09";

thence 65.86 feet along the arc of the curve, having a long chord which bears N49°40'37"E, 60.82 feet, to the south right-of-way of Columbia Avenue;

thence along said south right-of-way of Columbia Avenue, N89°47'17"E, 18.22 feet to the beginning of a non-tangent curve concave to the northwest having a radius of 66.00 feet and an interior angle of 79°57'22";

thence 92.10 feet along the arc of the curve, having a long chord which bears S47°26'22"W, 84.81 feet, to the beginning of a reverse curve to the left having a radius of 15.00 feet and an interior angle of 125°32'26";

thence 32.87 feet along the arc of said reverse curve, having a long chord which bears S24°38'50"W, 26.68 feet;

thence S38°07'24"E, 54.79 feet;

thence S63°51'39"E, 30.62 feet;

thence S76°17'34"E, 30.48 feet to the east line of the west half of Lot 12, Block 2;

thence along said east line of the west half of Lot 12, Block 2, S00°06'40"E, 6.37 feet to the Point of Beginning.

Easement contains 0.12 Acres or 5397 Square Feet

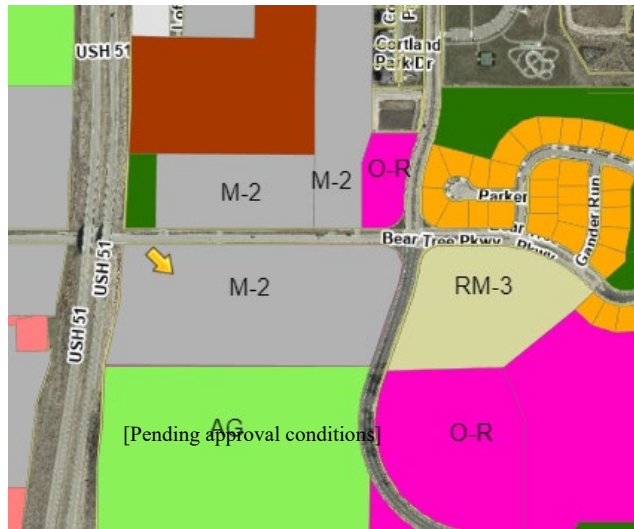
**TO:** Village Planning and Zoning Commission  
**FROM:** Brandi Cooper, Zoning Administrator  
**DATE:** February 28, 2023  
**RE:** Site Plan for office, warehouse, and distribution center at 4189 Bear Tree Parkway and 6487 Pederson Crossing Blvd.



**Requested Approval:** Site Plan approval for an approximately 163,600 sf single-story office, warehouse, and distribution center building.

**Location:** Approximately 16.77 acres, consisting of all of Parcels #0910-332-9220-1 and 0910-332-6554-1, located at 4189 Bear Tree Parkway and 6487 Pederson Crossing Boulevard. The 1.1 acre area of parcel #0910-332-9220-1, currently addressed at 6487 Pederson Crossing, is proposed to be used exclusively for landscaping and berming. The parcels will be consolidated by CSM in the near future.

**Current Land Use and Zoning:** Currently being used as crop land, and recently approved for rezoning to M-2 General Industrial subject to CSM recording, site plan approval, and land transfer. This site was preliminarily graded for development when the Hooper Corporation development occurred. An existing tree line is located along the south property line. These trees are of varying size and quality and mostly located on the property to the south. See attached mature tree inventory.



**Proposed Use:** Leasable office/warehouse/distribution facility, including an approximately 160,475 square foot single-story building, loading and truck/trailer parking on its south side recessed into a hillside (~2 feet west; ~8 feet east), with employee/visitor parking on the northside. Access is proposed only from Bear Tree Parkway, with the western of the three proposed access driveways intended to serve the truck-trailer parking and loading lot and the other two employee and any customer traffic. Stormwater basins are proposed on the west end of the site.

For screening and security, a significant landscaped berm is proposed for the east end and a decorative opaque fence proposed near the southern property line and between the stormwater basins and paved areas on the Highway 51 side of the site. A tree preservation and landscape plan for the area south of the southern fence is proposed and evolving. The remainder of the site would also be fenced in for security.

Most trucking is proposed to be routed to and from the west, under Highway 51, to minimize residential impacts. The conditional use permit approved by P&Z last month requires that "no less than 90 percent of the trucks serving the conditional use, except for employee vehicles and

parcel (e.g., USPS, UPS) deliveries, shall be directed to and from the west when accessing or leaving the Subject Property, except when not possible due to road construction or closure.” 80-90% of trucks are projected to be box trucks (rather than semis), with ~35 trucks projected to be going out in the morning and late in the typical day.

#### **Surrounding Zoning (and Land Use):**

**North:** M-2 General Industrial (Miller, Bradford and Reisberg (MBR) and Hooper Fleet Operations center. Both uses have established driveways that affect driveway placement on the proposed rezoning/CUP area.)

**South:** A-1, Agriculture (Currently used as cropland. Much of the tree line near the south edge of the subject site, including most of the mature trees, are actually on this site to the south.)

**West:** M-2 General Industrial (storage use on the west side of USH 51)

**East:** RM-3, Residential (undeveloped, but zoned for two-family and townhouse residential use); RN-2, Residential (Fox Hill Estates, kitty corner from this site)

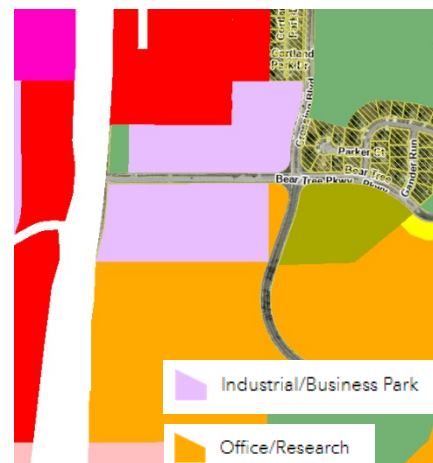
#### **Village Comprehensive Plan’s Future Land Use Designation:**

The current Village Plan indicates the area is appropriate for planned “Industrial/Business Park” use, which would be consistent with the zoning and suggests high-quality manufacturing, distribution, office, and research and development.

The site is within the planning area for the pending Highway 19/51 District Plan, which is slated to become part of the updated Comprehensive Plan later this spring. Within the District Plan, the site is predominantly identified for future “Mixed or Flex Commercial/Industrial” use with lands to its north. Within areas that are designated in this manner, building, site, and landscape design—and off-site impacts—are supposed to be compatible with a commercial services and retail setting even where the land use is industrial.

Owing to the transitional nature of this site, the Highway 19/51 District Plan also suggests the provision of landscaped buffers along its east and south edges.

Comp Plan Future Land Use Map



#### **Background:**

Central Land Company III, LLC. is proposing a single-story, 163,600 sf office, warehouse, and distribution center with an outdoor trailer storage component. At this time the building is proposed to be leased to one tenant.

At the January 24 P&Z meeting the Commission recommended approval of the rezone and approved a Conditional Use Permit to allow for “Wholesale, warehouse, or distribution center with outdoor storage” use. Still, it appears that outdoor “storage” will be limited to trucks and trailers used in the operation, and possibly screened refuse dumpsters. The Letter of Intent from the developer proposes approximately 67 semi-trailer stalls, 8 service truck stalls, and 20 box truck stalls located south of the proposed building. Long-term storage of trucks and trailers is not envisioned; trucks and/or trailers will move in-and-out regularly as part of normal business operations (“parked”). The Conditional Use Permit was subject to a number of conditions, including those related to this site plan review. The resolution approving the Conditional Use Permit is attached.

The overall plan indicates an opaque fence with heavy planting of vegetation along the southern property line and portions of the western property line will be fenced and landscaped to lessen site views of the loading docks from surrounding properties and USH 51.

Following initial site plan submittal, the applicant learned that the proposed parking spaces shown west of the building will not be feasible due to excessive grade changes that would be required. The site and grading plans were then modified to reflect a shift in proposed parking spaces to locations north of the building, but other plans have yet to “catch up.” Also, the Village Engineer and Planner recently reviewed the plans and have offered comments included within a communications included in the packet.

Recommendation: Staff recommends that the Commission approve a site plan for a wholesale, warehouse, or distribution center with outdoor storage use subject to the following conditions:

1. The site shall be developed, operated, and maintained according to the following plans, except to the extent required by the conditions that follow:
  - a. Site Plan, C1.0, Utility Plan, C3.0, Landscape Plans, L1.0 – L1.5, Exterior Elevations, A5.1 – 5.3, Lighting Plan and Detail Sheets, E1.0 – E1.2, dated January 26, 2023, except for adjustments reflected on the subsequent “Parking Option Study 2” exhibit.
  - b. Grading Plan, C2.0, dated February 01, 2023
2. Prior to site development and issuance of a building permit, the applicant shall revise and resubmit plans for Zoning Administrator approval, with the following adjustments:
  - a. Add total number of parking stalls to include employee/visitor parking, ADA compliant parking, truck parking and loading docks to site plan sheet C1.0.
  - b. Provide catalog pages and pole heights for all exterior light fixtures, subject to Zoning Administrator verification that all ordinance requirements are met.
  - c. Adjust plans based on Village Engineering Consultant, Vierbicher, comments from letter dated February 10, 2023, to his satisfaction.
  - d. Adjust plans to address Village Planning Consultant, MDROffers, comments from memo dated February 10, 2023, to his satisfaction.
  - e. Provide detail sheets for dumpster enclosure for review and approval by the Zoning Administrator.
  - f. Add building material percentages to building elevations, subject to Zoning Administrator verification that all associated ordinance and conditional use permit requirements are met.
  - g. Provide a roof plan including rooftop mechanical placement and screening to minimize visibility from Highway 51 and adjacent properties.
3. Prior to site development and issuance of a building permit, the applicant shall
  - a. Obtain approval of the Fire Chief or Inspector for the appropriate compliance to the fire protection plan/fire code.
  - b. Obtain an erosion control and stormwater permit from the Village, and record a stormwater management maintenance agreement, following submittal of WDNR approval and Village Engineer approval of a narrative report that describes the characteristics of the development in regard to stormwater and an erosion control plan.

4. Prior to installation of any new business signage, the applicant and/or tenant shall obtain a sign permit from the Zoning Administrator.
5. All site and operational requirements applied to the conditional use permit via Planning and Zoning Commission Resolution 2023-901 shall continue to apply.



### Analysis of Proposed Development Against Village Standards

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
<b>SITE PLAN REVIEW, GENERAL STANDARDS (SECTION 15.05(4) AND (8) OF ZONING ORDINANCE)</b>		
Site plan submittal complete	Met	Erosion Control plan needs to be provided.
Adequate provisions made to assure safe and efficient vehicular and pedestrian traffic flow to, from & within site	Met	Site is proposed to have three driveway access points off Bear Tree Parkway – two for employee/visitor parking and one for truck access. The western truck access has excellent visibility to the east and west and is sited to maximize convenience for trucks to use North Towne Road to get in and out. The driveways are now aligned properly relative to across-the-street driveways.
Use can be efficiently provided with public utilities & development according to plan will not create unreasonable burden on public services/utilities	Met	Development would have adequate utilities and minimal utility needs.
Storm water runoff will not be diverted from existing points of exit from the site & rates and velocity will not be increased	In progress	See separate Village engineering consultant review of stormwater management and erosion control plans.
All areas designated as wetlands, flood plains, flood ways or habitats for endangered wildlife will be preserved, or will be properly mitigated	NA	
Mature woodlands and mature trees will be preserved, or will be properly mitigated	Met to extent required by ordinance; final landscape plans should better reflect trees that will be retained	The project does not require removal of a “mature woodland” as defined by Village ordinance. The vast majority of mature trees are located on the property to the south and should remain intact, particularly with the revised grading plan. See related tree survey included in packet. The Village Planner comments note that the final landscape plan should be adjusted to reflect the existing tree survey findings.
Natural features disruption will be avoided to the greatest extent practicable & such features will be incorporated into the design to extent feasible	Met	
Sufficient access and facilities shall be provided for emergency vehicles and fire protection	Met	The site appears to accommodate safe access; DeForest Area Fire and EMS Department reviewed and had no comments or concerns with site layout. Final Fire Department approval specified in approval condition in resolution.

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
Trash storage areas, temporary storage for more than 10 vehicles, truck parking, HVAC equipment, flammable liquid or gas storage tanks, and loading docks are screened	In progress	Per conditions of Conditional Use Permit and Site Plan approval. Plans includes screening through landscaping, berming and fencing which appears adequate for trailer parking area, subject to refinements listed in the Village Planner memo. Dumpster enclosure detail sheets are pending; see condition of approval.
Pedestrian areas shall be distinguished from vehicular traffic areas, lighted & accessible	Met	Sufficient for an industrial area. Walkway has been added between the parking lot and front of building. Site and location provides excellent access for biking to work; a bike rack and shower and locker facilities are encouraged.
For 12+% slopes, adequate engineering measures have been taken to assure stability	NA	
Public facilities meet Village design standards	Met	No additional public facilities. Paving and other site improvements should eliminate any tracking on road.
Site development will not unreasonably impair the aesthetic appearance of the property or area, interfere with reasonable use or enjoyment of neighboring properties, significantly impair the value of other properties in the area, impair reasonable pedestrian access and circulation, or result in an unattractive collection of materials	Met, subject to conditions	Site development has been well thought out and developer has worked closely with staff to address any concerns and rectify. See above and below comments on landscaping and screening.
All reasonable measures have been taken to protect safety of occupants, visitors, and public	Pending	Pending any Fire Inspector comments at time of permitting and inspections.
Building has meets 15% minimum percentage of exterior walls covered with brick, stone, windows, tinted or textured concrete masonry, or other decorative material approved by Commission	Met	Minimum standards have been met. Final material percentages should be indicated on plans.
Commercial, industrial, multi-family and mixed use structures with facades >100 feet shall be articulated to reduce scale & uniform appearance	Met	

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
<b>OTHER ZONING ORDINANCE STANDARDS</b>		
Landscaping (§15.06)	Met, subject to conditions	The landscape plan is well thought out and exceeds minimum requirements. Significant landscape berm located on eastern side of parcel will minimize visual impact from residential area to the east.  Landscape plan needs to be updated based on comments from MDROffers (included as conditions of approval).
Exterior lighting (§15.065)	Met	Plan is sufficient, provided that pole heights and catalog pages are confirmed.
Parking lot design (§15.07(2))	Met, subject to condition	Sheet L1.0 of site plan indicates 154 parking stalls. Add total parking stalls, ADA compliant stalls and truck parking stalls to the site plan sheet (C1.0).
Parking space quantities (§15.07(4) & (5))	Met	Spaces meet code requirement associated with expected employment in warehouse building.
Loading (§15.07(3))	Met	Loading doors to be on south side of building, with screening.
Driveways, access, sight distance (§15.07(7))	Met	
Signs (§15.08)	NA	
Zoning District Bulk Standards (Table 15.11B)	Met	
Environmental and performance standards (§15.04(12), §15.12(2))	Met	
Wellhead protection (§15.20)	NA	
<b>REVIEW AGAINST OTHER VILLAGE ORDINANCES</b>		
Floodplain (Chp. 21)	NA	
Erosion Control/Stormwater Mgmt (Chp. 24)	Under Review	See separate Village engineering consultant letter.
Shoreland-Wetland Zoning (Chp. 25)	NA	
Shoreland Zoning	NA	

**PLANNING AND ZONING COMMISSION RESOLUTION 2023-901**

**A RESOLUTION AUTHORIZING A CONDITIONAL USE PERMIT TO ALLOW A WHOLESALE, WAREHOUSE, OR DISTRIBUTION CENTER WITH OUTDOOR STORAGE AT 4189 BEAR TREE PARKWAY AND 6487 PEDERSON CROSSING, VILLAGE OF DEFOREST, DANE COUNTY, WI.**

**WHEREAS**, Central Land Company III, LLC. (“Developer”) is proposing to construct a single-story approximately 165,475 square foot office/distribution facility on Parcels 0910-332-9220-1 and 0910-332-6554-1 (“Subject Property”), located at 4189 Bear Tree Parkway and 6487 Pederson Crossing Boulevard; and

**WHEREAS**, Table 15.12A of the Village of DeForest zoning ordinance (“Ordinance”) enables, within the M-2 General Industrial district, “wholesale, warehouse or distribution centers with outdoor storage” uses by conditional use permit, and Section 15.04(12)(j) of the Ordinance enables outdoor storage of vehicles subject to a number of performance standards; and

**WHEREAS**, pursuant to said Ordinance provisions, the Developer has applied for a conditional use permit; and

**WHEREAS**, the DeForest Planning and Zoning Commission (“Commission”) held a public hearing on January 24, 2023 to consider the conditional use permit application; and

**WHEREAS**, the Commission finds that the issuance of the requested conditional use permit, subject to conditions, will be consistent with applicable standards in the Ordinance, the Village’s Comprehensive Plan, and the orderly development of the Village.

**NOW, THEREFORE, BE IT RESOLVED**, that a conditional use permit is authorized to allow a “wholesale, warehouse or distribution center with outdoor storage” use on the Subject Property, subject to the following conditions:

1. The conditional use permit shall take effect only upon the rezoning of the Subject Property to the M-2 General Industrial zoning district, pursuant to a rezoning ordinance approved by the Village Board.
2. No part of current parcel 0910-332-9220-1 (6487 Pederson Crossing Boulevard) shall be put into active “wholesale, warehouse or distribution center with outdoor storage” use, but instead shall be used for a landscaped, bermed buffer with the active use instead on parcel 0910-332-6554-1 (4189 Bear Tree Parkway).
3. The conditional use shall be conducted in accordance with the following:
  - a. The Developer’s January 19, 2023 Letter of Intent attached as Exhibit A, including all attachments to that letter, except as may be modified by the Commission as part of its site plan approval.
  - b. All trucks serving the conditional use, except for employee vehicles and parcel (e.g., USPS, UPS) deliveries, shall utilize a western driveway directly across from the driveway serving parcel 0910-332-9010-1 across Bear Tree Parkway, as shown in Exhibit A.
  - c. No less than 90 percent of the trucks serving the conditional use, except for employee vehicles and parcel (e.g., USPS, UPS) deliveries, shall be directed to and from the west



when accessing or leaving the Subject Property, except when not possible due to road construction or closure.

- d. Outdoor storage shall be limited to vehicles used by the conditional use and to trash and recyclables behind screened enclosures. No other outdoor storage is permitted except by new or amended conditional use permit.
  - e. All lease agreements shall include or reference the above provisions.
4. The conditional use shall comply with environmental performance standards in §15.04(12) of Village ordinance. In event of unmitigated dust during the construction process, as determined or agreed by the Zoning Administrator, the Developer shall pressure wash Fox Hill Estates homes upon project completion in cases where homeowners agree to such treatment or equitable treatment.
5. The future site plan submittal and development of the Land shall include the following components:
- a. All materials required §15.05 of the DeForest Code of Ordinances for the use proposed.
  - b. Detailed building elevations that emphasize decorative materials and architectural variation along all facades that abut a public street or highway.
  - c. A roof plan including rooftop mechanical placement and screening to minimize visibility from Highway 51 and adjacent properties.
  - d. A driveway plan that places proposed driveways directly across the street, or no closer than 150 feet across, from existing driveways on the north side of Bear Tree Parkway.
  - e. A plan for an east-west walkway between the employee parking lot and building, with the walkway not less than 6 feet in width if directly adjacent to the parking lot.
  - f. An inventory of existing mature trees (as defined under §13.03 of the DeForest Code) that are within the Subject Property and along its south line, including species and trunk diameters, and if required following such inventory a Tree Protection and Preservation Plan including the components listed in §13.31(5).
  - g. A landscape plan that will meet planting requirements as if the property were in the O-R zoning district, emphasize site perimeter landscaping outside of fenced areas that does not impede traffic visibility, and consider trees that will be retained and removed along the south property line pursuant to condition 5f.
  - h. Any refinements to the submitted “Southern Neighbor Perspective Study” that are warranted upon completion of detailed grading, landscape, and fencing plans for the Subject Property.

Adopted this 24<sup>th</sup> day of January, 2023.

  
Jim Simpson, Planning and Zoning Commission Chair

Attest:

  
Brandi Cooper, Zoning Administrator

Vote:

7-0



February 10, 2023

Brandi Cooper, Zoning Administrator  
Village of DeForest  
120 South Stevenson Street  
DeForest, WI 53532

RE: The Dickman Company  
Engineering Plan Review

Dear Brandi:

We have reviewed the construction plans dated January 26, 2023 and stormwater management report dated February 1, 2023, for the Dickman – Bear Tree Development. The site is located on Lot 3 of CSM 13019. The site will be the subject of a new CSM that will combine this lot with Lot 76 of the Fox Hill Estates Replat. We have the following comments:

1. Copies of all relevant permit approvals will be required. We anticipate a WDNR NOI, CARPC Sanitary Sewer Extension, DeForest ECSM, and DSPS.
2. Final stamped drawings shall be submitted before final approval.
3. Show benchmarks and control points on plans.
4. Provide fire protection plan that shows all hydrants adjacent to the site and distance from the building. Verify existing hydrant spacing complies with fire code. This plan will need to be reviewed by the Fire Inspector. Provide FDC connection points on plan.
5. The plans show connecting to the existing water main with an 8" water service. Consider connecting to the existing 6" water service behind the curb to avoid cutting into Bear Tree Parkway.
6. The final plans shall include construction details (hydrants, manholes, valves, silt fence, curb, etc.)
7. Add curb inlets at the eastern two entrances to avoid stormwater overtopping the sidewalk into Bear Tree Parkway.
8. Provide additional detail and design information on retaining wall. Provide structural calculations on the wall and design details.
9. Show the existing easements along the right of way on all plan sheets. The proposed fence appears to fall within the existing easement. Confirm with utility companies the proposed improvements within the easement are acceptable.
10. Verify if the electric line along Pederson Crossing is existing or proposed.
11. Label proposed slopes for pond and berm.
12. It appears the plans are missing some existing trees and dry utilities (gas, electric, etc.) along Bear Tree Parkway. Show all existing improvements on plan and verify conflicts.
13. There is a fence and retaining wall shown between the proposed service stalls and the stormwater pond, along with no flat areas for vehicle/equipment access. Confirm how access to the stormwater pond will be obtained for future maintenance.
14. Consider rerouting the 8" water service so it does not go through the proposed retaining wall on the southeast corner of the building.



15. Verify depth of water main compared to bottom of retaining wall. Consider shifting water main further to west further away from wall, or confirm retaining wall structural design is adequate to accommodate this.
16. The plans show connecting to the 6" water service and installing vertical bends (12' rise) just behind the retaining wall. Consider connecting to the 6" water service to the east and modifying the route of the water main to avoid going through the retaining wall. At a minimum, provide bends further away from the retaining wall.
17. Label all of the water extensions on site as private on the plans.
18. With final plan submittal, provide additional details on plans for ADA routes including details and additional spot elevations.
19. The sanitary lateral appears to be approximately 20' deep behind the retaining wall. Label sanitary lateral material type and confirm the material is adequate to support the depth and retaining wall.

#### Erosion Control & Stormwater

1. Provide all electronic Models (WinSLAMM, HydroCAD etc.)
2. Provide a .shp file of the watershed that is being treated by the proposed BMP's.
3. Provide detailed breakdown of land use (Drives, parking, roof, landscape etc.) compared to lot areas within the stormwater management report in a table format.
4. The stormwater management plan does not match the construction drawings (Construction set likely outdated). The narrative describes a bio-retention facility on the west end of the site, however, two wet detention basins are shown on the construction plans, clarify.
5. The "Allowable Runoff Requirements" identifies the 1 and 2 year storm events. Events up to and including the 200 Year must be maintained at the existing condition.
6. Rainfall Distribution was identified as MSE 3 within the report, Dane County is MSE4.
7. Maintain naming conventions. The stormwater management report refers to the southwest basin; however, the plans only show a north and south stormwater pond.
8. Provide detailed grading around building and inlets to show the safe overland flow route for stormwater runoff.
9. Relocate the spillway of the northern pond such that overflow does not overflow onto the public street. The overflow should be directed to the west ditch next to USH 51.
10. Infiltration rate shall be modeled at 0.0"/Hr for side of basin infiltration. The sides don't get credit for infiltration
11. Engineered soil porosity max allowable is 0.27, currently modeled at 0.4. Revise accordingly.
12. Provide maximum surface and subsurface ponding calculations within the bioretention facility.
13. Provide final soil test pits, all test pits information has been labeled draft.
14. Update maintenance agreement to follow Village of Deforest recordable format. Maintenance agreement references City of Oconomowoc.
15. USLE calculations shall be provided.
16. Curve numbers in post developed conditions must move down one curve number due to compaction (CN 78 grass), water surfaces need to be modeled at 100 CN.

Sincerely,

Craig E. Mathews, PE  
Project Manager



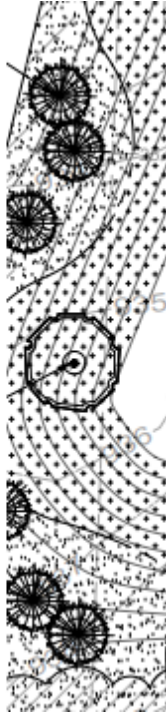
To: Brandi Cooper, DeForest Zoning Administrator  
From: Mark Roffers and Nick Johnson, Village Planners  
Date: February 10, 2023  
Re: Landscape, Screening, and Miscellaneous Plan Comments on Dickman Bear Tree Parkway Project

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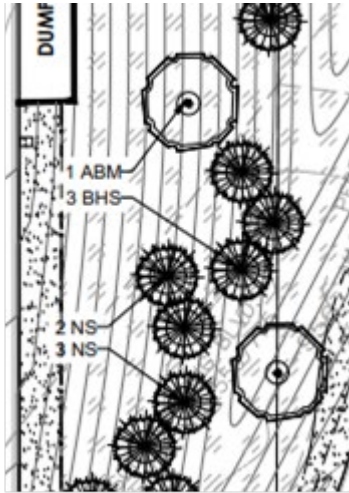
We have focused our review of the Dickman/Bear Tree Parkway site plan submittal this week on the landscape plan. On the whole, it is an excellent plan. Still, before P&Z approval is finalized, I recommend plan changes and supplements to address the following comments:

1. The plan set should be supplemented with detail sheets for each of the three perimeter fence types, and for retaining walls. The retaining walls in the front yard area should, minimally, be decorative in design and complementary to building architecture and colors. Fences should meet all the requirements and standards in Section 15.04(13) of the zoning code.
2. With the relocation of the parking spaces from the west side of the building to extensions of the north parking lot, and completion of the mature tree inventory near the south line, the entire plan set ought now to be updated. Those changes and findings affect the landscape, lighting, and other plans.
3. With the updated parking plan dated 2/2/2023, approximately 16 plantings would need to be moved from areas northeast and west of the northern parking lot (shown in green in the 2/2/2023 parking plan), which are now planned for parking. These can likely be moved to the area shown in pink on the parking plan dated 2/2/2023, which is not planned for parking.
4. The recent findings of mature tree locations near the south lot line ought to be overlaid onto the landscape plan, with new landscape plantings reconsidered accordingly. The end result of existing and proposed landscaping ought to resemble the renderings from the Prestigiacomo site previously offered, or those renderings should be modified with a more realistic vision of the existing and proposed trees that will be there.
5. Minimally, there seems to be a gap in existing and proposed trees in the southeastern quadrant of the site, near where the proposed retaining wall is located and between existing contours of 954 and 955 feet.
6. Verify that there will enough room for evergreen trees proposed between the fence and the south boundary of the parcel, or select more columnar species. Increase the diversity of species regardless. The currently selected trees can grow up to 20-25 feet wide at maturity, while some are located as close as 5 feet to the opaque fence. Relatedly, several evergreen trees are located within 10 feet of planned light poles and at maturity may interfere with lighting on the site.
7. Verify that no trees will be planted within the 23' wide power pole easement along the Highway 51 frontage, or adjust plans accordingly.

8. The Plant Schedule says that it provides 24,145 points, while we only count 12,110, based on the number of plants actually shown in the Plant Schedule. This should be corrected, but regardless 12,110 points exceeds the minimum required for this site. Per Section 15.06(4)(a), landscaping points can be captured from decorative plugs in bio-retention areas, with 20 points per 100 square feet in area, but number of points collected from such areas not to exceed 300 total points. We wonder if there is an over-count of points from these types of plantings
9. Correct the spelling of Prestigiacomo Joint Trust lands on all plan sheets where it appears.
10. In the southwestern quadrant of the landscape plan, we are unable to determine the identifications of these plants as the labels seem to be off the PDF document.



11. In the southeast quadrant of the landscape plan, the large tree in the bottom right corner of the image is missing a label.



12. The Plant Schedule shows 12 SWO shade trees, while we count 11. One of the two larger trees that are missing a label in either of the above images is likely an SWO.
13. The Plant Schedule shows 3 BC shade trees, while we count 2. One of the two larger trees that are missing a label in either of the above images is likely a BC.
14. The Plant Schedule lists 53 NS evergreen trees, while we count 47. The six plants shown in the bottom left hand corner of the southwest quadrant area, which do not have labels as the labels seem to be off the PDF document, are likely these six missing NS evergreen trees.
15. In the southeast quadrant of the plant schedule along the southern boundary of the parcel, the label shows 5 NS plants but only 4 plant icons are shown. Per the Plant Schedule, a 5th NS plant icon should show here.
16. Per Section 15.06(9)(e), parking areas shall include a description of snow removal methods and indicate snow storage areas. Given the current plan, it is unclear where these snow storage areas would be located, particularly in the northern parking lot, where lack of a snow storage area could result in damage of plantings located in tree islands and north of the parking lot.
17. Verify that plan set includes a note that all plantings will be guaranteed for at least one year.

BEAR TREE PARKWAY  
DEFOREST WISCONSIN



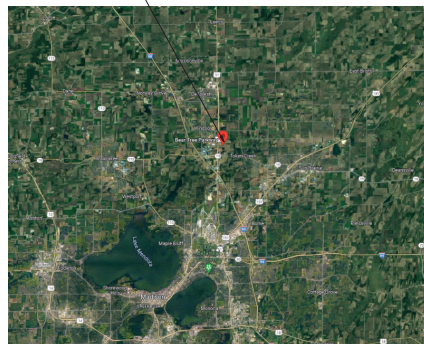
VIEW OF NORTH WEST CORNER LOOKING SOUTH/SOUTHEAST

## PLAN COMMISSION SUBMITTAL SET

JANUARY 26, 2023

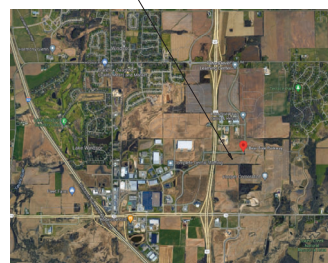
<b>OWNER:</b>	<b>GENERAL CONTRACTOR:</b>	<b>ARCHITECT:</b>
THE DICOMAN COMPANY JIM DICOMAN JR. 424 EAST WISCONSIN AVE., SUITE 1020 MILWAUKEE, WI 53202	BROWN BUILDING CORPORATION JOE FACCHITTI 3885 N. BROOKFIELD RD., SUITE 200 BROOKFIELD, WISCONSIN 53045 (262) 790-0505 PHONE (262) 790-0505 FAX jfacchit@brownb.com	BROWN DESIGN GROUP LLC CHRISTOPHER WENHLE, AIA 3885 N. BROOKFIELD RD., SUITE 200 BROOKFIELD, WISCONSIN 53045 (262) 790-0505 PHONE (262) 790-0505 FAX cwenhler@brownb.com
<b>CIVIL ENGINEER:</b>	<b>LANDSCAPE DESIGNER:</b>	<b>STRUCTURAL ENGINEER:</b>
CH2M ENGINEERING CHRISTOPHER JACKSON, P.E., P.E. 9225 W. CENTER STREET, SUITE 214 MILWAUKEE, WISCONSIN 53225 (414) 443-1323 X222 PHONE (414) 940-4400 CBL ch2m@ch2m-engineering.com	HELLER AND ASSOCIATES P. DAVID HELLER, AIA 3293 VIA CASANO 1445 GENOVA, WISCONSIN 53147 (414) 639-9793 PHONE (414) 631-9733 CELL david@danhellera.com	BROWN DESIGN GROUP LLC KEVIN ANSCHUTZ, PE CHRISTOPHER WENHLE 3885 N. BROOKFIELD RD., SUITE 200 BROOKFIELD, WISCONSIN 53045 (262) 790-0505 PHONE (262) 790-0505 FAX cwenhler@brownb.com

PROJECT LOCATION:-



### SITE LOCATION MAP

PROJECT SITE LOCATION:-



VICINITY MAP

PROJECT INFORMATION:

BUILDING CODE:  
2015 INTERNATIONAL BUILDING CODE WITH WISCONSIN AMENDMENTS SP3 362  
2015 INTERNATIONAL EXISTING BUILDING CODE WITH WISCONSIN AMENDMENTS SP3 366  
ACCESSIBILITY CODE:  
2015 INTERNATIONAL BUILDING CODE WITH WISCONSIN AMENDMENTS SP3 362  
2015 INTERNATIONAL A117.1 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES  
ENERGY CODE:  
2015 INTERNATIONAL ENERGY CONSERVATION CODE WITH WISCONSIN AMENDMENTS SP3 363  
MECHANICAL CODE:  
2015 INTERNATIONAL MECHANICAL CODE WITH WISCONSIN AMENDMENTS SP3 364  
PLUMBING CODE:  
2014 WISCONSIN PLUMBING CODE SP3 381-387  
FIRE CODE:  
2017 NFPA 70 NATIONAL ELECTRICAL CODE WITH WISCONSIN AMENDMENTS SP3116  
FIRE CODE:  
2013 NFPA 1 FIRE PREVENTION

OCCUPANCY:	PRIMARY    8 (OFFICE/BUSINESS)
	SECONDARY    5-1 (MODERATE HAZARD STORAGE)
CLASS OF CONSTRUCTION:	TYPE 2B
SPRINKLER SYSTEM:	NONE
FLOOR LEVELS:	1
NUMBER OF STORIES	1
BUILDING AREA:	BUILDING FOOTPRINT      140,475 SF

**NOTE:**  
ALL MECHANICAL, ELECTRICAL,  
PLUMBING AND FIRE SPRINKLER  
ENGINEERING BY DESIGN-BUILD  
CONTRACTORS

APPLICABLE  
TO ALL  
PLAN VIEW

# SHEET INDEX

GENERAL	
11.1	TITLE SHEET
11.2	EXTERIOR PERSPECTIVES
2 SURVEY	
20.1	EXISTING CONDITION SURVEY - BEAR TIE EAST
20.2	EXISTING CONDITION SURVEY - BEAR TIE WEST
3 CIVIL	
31.1	GRIT PLAN
31.2	USE GRADING PLAN
31.3	USE UTILITY PLAN
4 LANDSCAPING	
41.0	CIVIL/LANDSCAPE MASTER PLAN
41.1	LANDSCAPED LANDSCAPE PLAN - WINTERVIEW
41.2	LANDSCAPED LANDSCAPE PLAN - NORTHSPR
41.3	LANDSCAPED LANDSCAPE PLAN - SCHOLAR
41.4	LANDSCAPED LANDSCAPE PLAN - SOUTHVIEW
41.5	LANDSCAPE DETAIL NOTES & SPECIFICATIONS
5 ARCHITECTURAL	
51.0	CIVIL/ARCHITECTURAL
51.1	LANDSCAPED PARTIAL PLAN - EAST
51.2	LANDSCAPED PARTIAL PLAN - CENTER
51.3	LANDSCAPED PARTIAL PLAN - WEST
52.0	CLIFFS/ROOF PLAN
52.1	LANDSCAPED PARTIAL CLIFFS/ROOF PLAN - EAST
52.2	LANDSCAPED PARTIAL CLIFFS/ROOF PLAN - CENTER
52.3	LANDSCAPED PARTIAL CLIFFS/ROOF PLAN - WEST
53.0	EXTERIOR ELEVATIONS
53.1	LANDSCAPED EXTERIOR ELEVATIONS
53.2	UNLANDSCAPED EXTERIOR ELEVATIONS
53.3	EXTERIOR ELEVATIONS
7 ELECTRICAL	
71.0	EXTERIOR PHOTO-METRIC LIGHTING PLAN



TITLE SHEET

LEGIT

DICKMAN - DEFOREST - BEAR TREE

---

THE DICKMAN CO.

BEAR TREE PARKWAY AND US-51 - D  
WISCONSIN

[illegible]

JOB:	3
DRAWN:	C
CHECKED:	CW
DATE:	2023-01
SHEET:	

T1.1





1 AERIAL VIEW - LOOKING SOUTH / SOUTH EAST  
NO SCALE



2 AERIAL VIEW - LOOKING NORTH / NORTH WEST  
NO SCALE

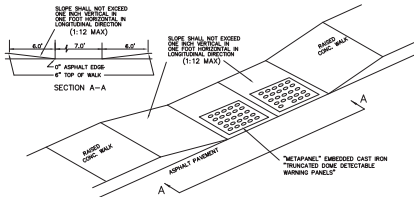
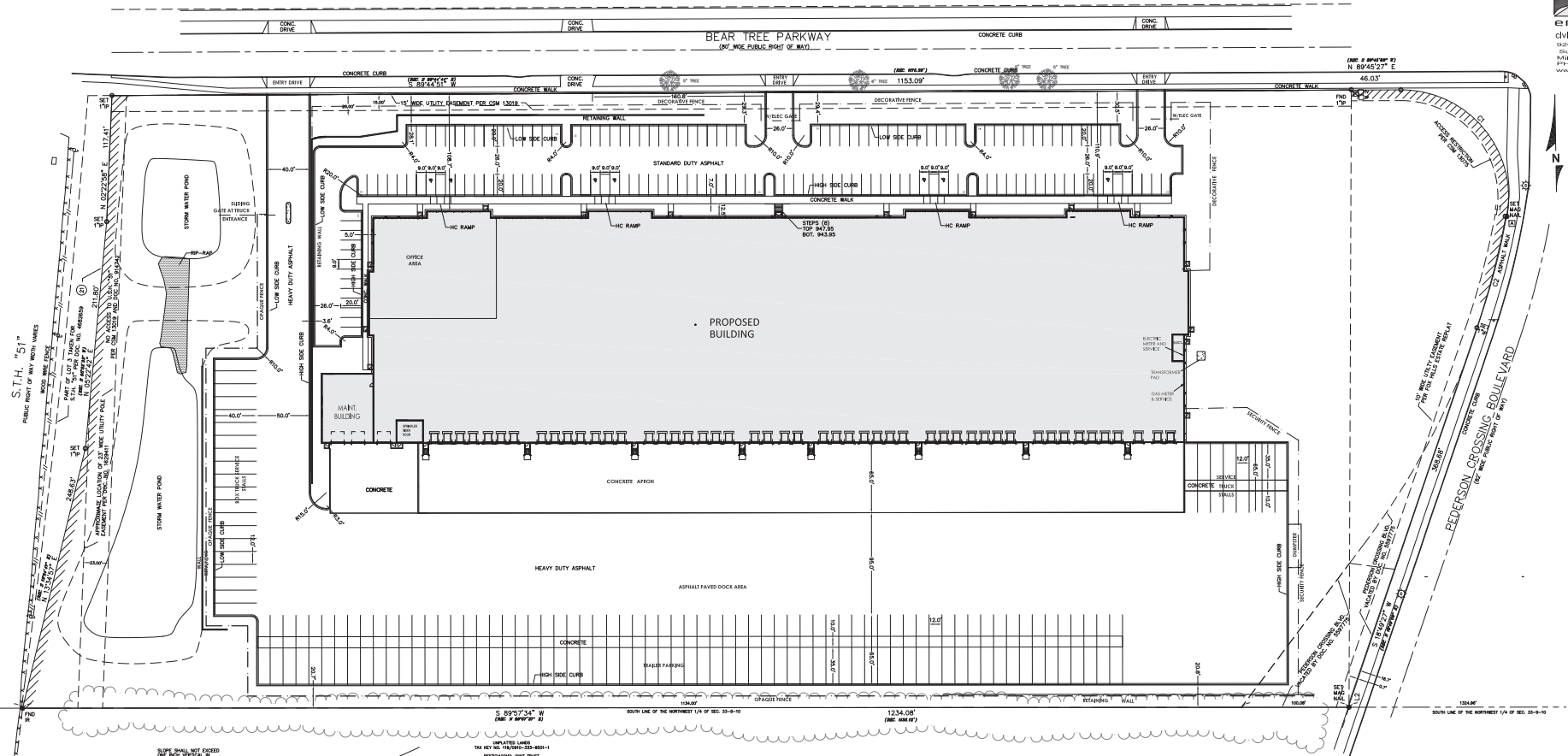


3 AERIAL VIEW - LOOKING NORTH / NORTH EAST  
NO SCALE

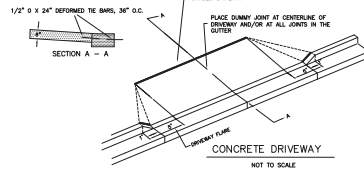


74

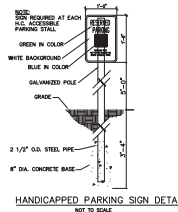




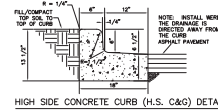
HANDICAP CURB AND SIDEWALK RAMP  
NOT TO SCALE



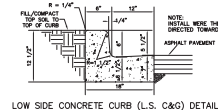
CONCRETE DRIVEWAY  
NOT TO SCALE



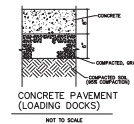
HANDICAPPED PARKING SIGN DETAIL  
NOT TO SCALE



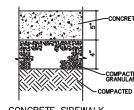
HIGH SIDE CONCRETE CURB (H.S. C&G) DETAIL  
NOT TO SCALE



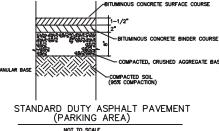
LOW SIDE CONCRETE CURB (L.S. C&G) DETAIL  
NOT TO SCALE



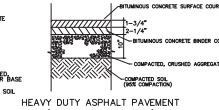
CONCRETE PAVEMENT (LOADING DOCKS)  
NOT TO SCALE



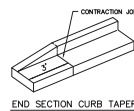
CONCRETE SIDEWALK  
NOT TO SCALE



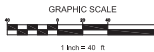
STANDARD DUTY ASPHALT PAVEMENT (PARKING AREA)  
NOT TO SCALE



HEAVY DUTY ASPHALT PAVEMENT (TRUCK TRAFFIC AREA)  
NOT TO SCALE



END SECTION CURB TAPER  
NOT TO SCALE



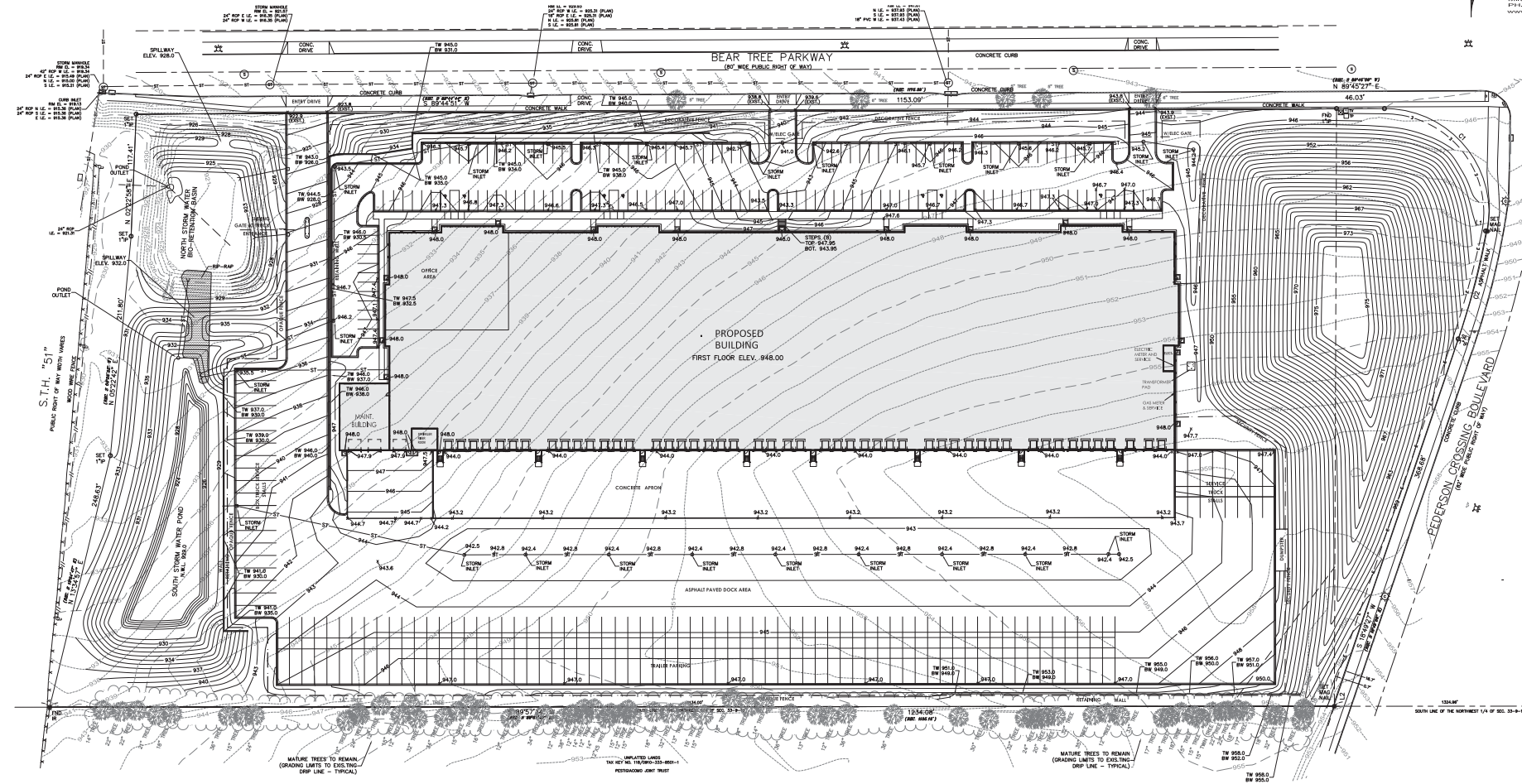
**SITE PARKING:**  
REGULAR PARKING SPACES = 147  
ACCESSIBLE PARKING SPACES = 7  
TOTAL PARKING SPACES = 154  
TRAILER SPACES = 67  
BOX TRUCK SPACES = 20  
TRUCK SERVICE SPACES = 8

**SITE AREAS:**  
TOTAL AREA: 724,640 S.F. (16.635 ACRES)  
PROPOSED BUILDING: 163,600 S.F.  
PROPOSED PAVEMENT: 303,640 S.F.  
PROPOSED IMPERVIOUS AREA: 467,240 S.F. (10.728 ACRES) 64.5%  
PROPOSED OPEN (GREEN) SPACE AREA: 257,400 S.F. (5.909 ACRES) 35.5%

**NOTES:**  
1. ALL DIMENSIONS ARE TO THE FACE OF CURB.  
2. ALL WORK IN THE RIGHT-OF-WAY SHALL BE DONE FOR ULTIMATE REQUIREMENTS AND SPECIFICATIONS.

CJE NO.: CJE2257R4  
JANUARY 26, 2022

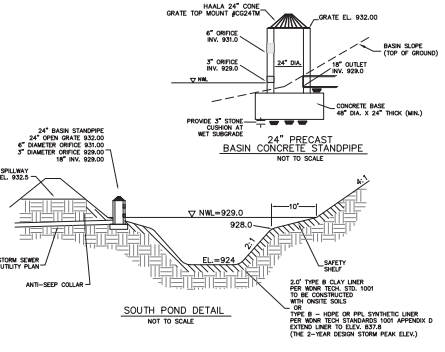
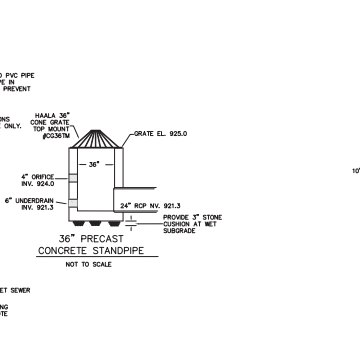
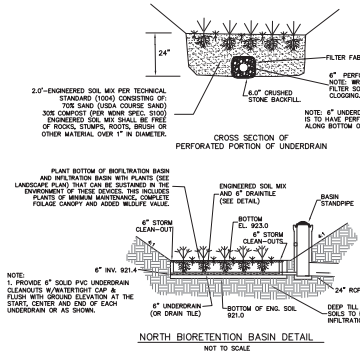




www.CJengr.com  
**INGERSOLL NOTLINE**  
DIAL 811 OR (800) 242-8011

**LEGEND**

----- 9005 -----	EXISTING CONTOUR
----- 900.0 -----	PROPOSED ELEVATION
----- 900.0 -----	PROPOSED STORM SEWER
----- 900.0 -----	EXISTING SANITARY SEWER
----- 900.0 -----	PROPOSED SANITARY SEWER
----- 900.0 -----	EXISTING WATER MAIN
----- 900.0 -----	PROPOSED WATER MAIN
----- 900.0 -----	BURIED GAS MAIN
----- 900.0 -----	BURIED ELECTRIC



**NOTES:**

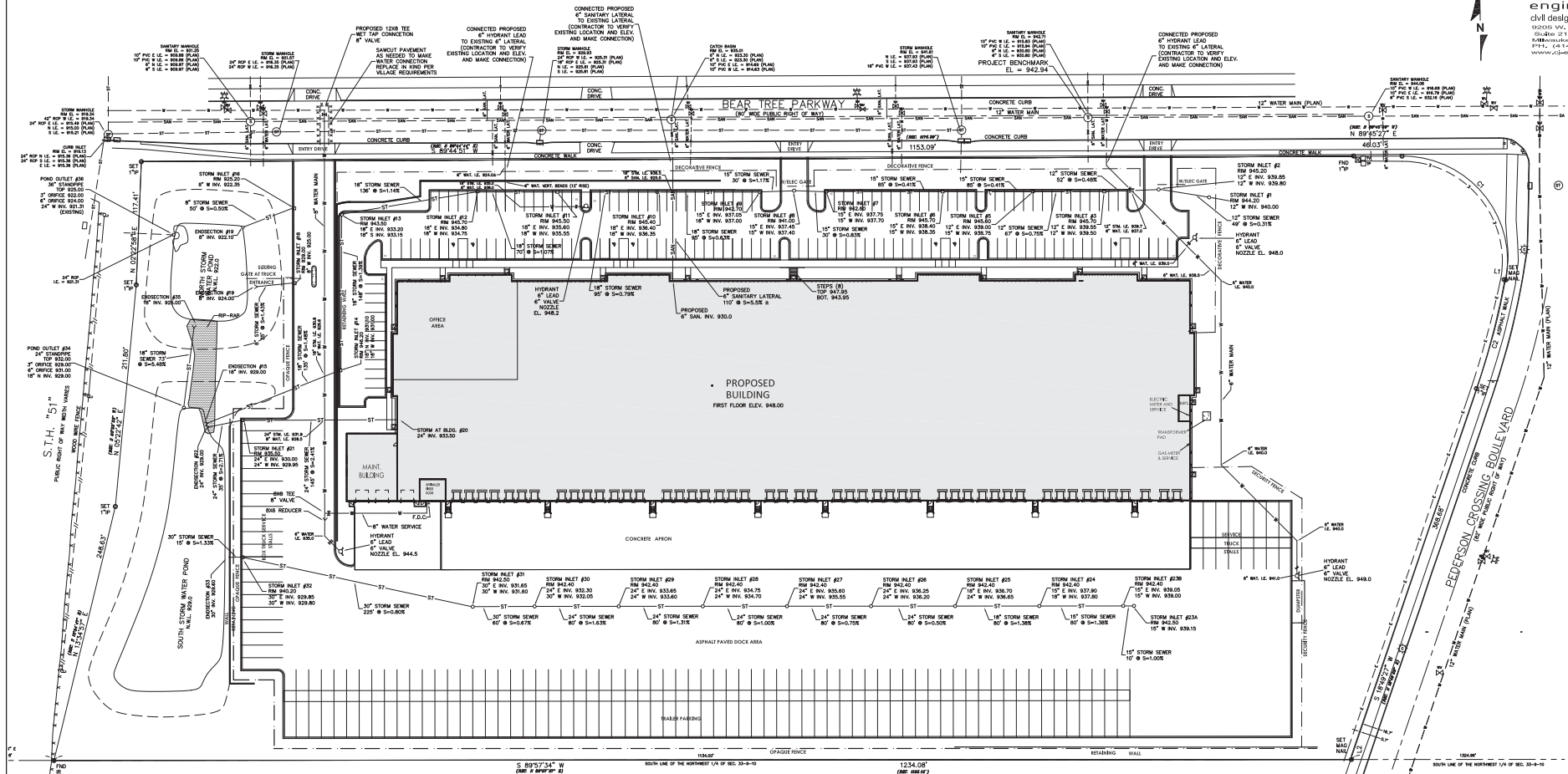
1. DISTURBED AREA: 705,200 S.F. (16.189 ACRES)
2. ALL PROPOSED SPOT GRADES ALONG THE CURB ARE AT THE FLANGE LINE

**GRAPHIC SCALE**  
1 inch = 40 ft

**SITE GRADING PLAN C2.0**

CJE NO.: CJE225785  
FEBRUARY 01, 2023

**DICKMAN BEAR TREE**  
DEFORREST, WISCONSIN



**DICKMAN BEAR TREE**  
DEFORREST, WISCONSIN

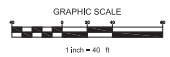
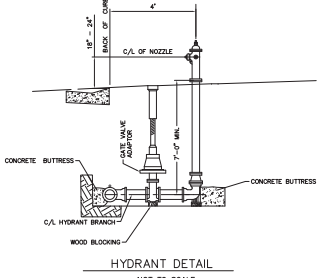
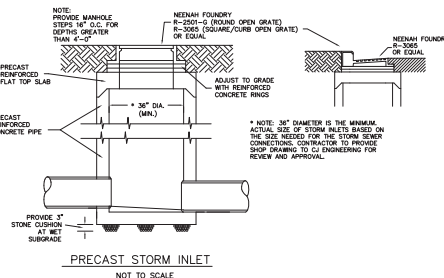
www.CJ-engineering.com  
**OVERSEAS & OUTLINE**  
DIAL 811 OR (800) 242-8011

**LEGEND**

- ST — EXISTING STORM SEWER
- ST — PROPOSED STORM SEWER
- SAN — EXISTING SANITARY SEWER
- SAN — PROPOSED SANITARY SEWER
- WM — EXISTING WATER MAIN
- WM — PROPOSED WATER MAIN
- G — BURIED GAS MAIN
- H — OVER HEAD WIRE
- E — BURIED ELECTRIC

**NOTES:**

1. ALL STORM SEWER, SANITARY SEWER, AND WATER MAIN MATERIALS AND INSTALLATION PER APPLICABLE SECTIONS OF THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN (STANDARD SPECIFICATIONS), WISCONSIN ADMINISTRATIVE PLUMBING CODE AND THE VILLAGE OF DEFORREST REQUIREMENTS.
2. ALL TRENCHES IN PAVEMENT AREAS SHALL HAVE GRAVEL BACKFILL.
3. EXACT SIZE AND LOCATION OF SANITARY AND WATER SERVICE TO PROPOSED BUILDING TO BE CONFIRMED BY PLUMBING CONSULTANT/CONTRACTOR.
4. PROPOSED WATER SERVICE SHALL HAVE A MINIMUM 6 FEET OF COVER.
5. THE CONTRACTOR SHALL VERIFY ALL SEWER AND WATER CONNECTIONS PRIOR TO UTILITY CONSTRUCTION. NOTIFY THE ENGINEER WITH ANY DISCREPANCIES.
6. THE PROPOSED STORM SEWER HAS BEEN SIZED FOR THE 100-YEAR DESIGN STORM EVENT.



**SITE UTILITY PLAN C3.0**

CJE NO.: CJE22576L  
JANUARY 26, 2023





Starting Class Period	2nd Period
10:00 AM - 10:50 AM	10:50 AM - 11:40 AM
11:40 AM - 12:30 PM	12:30 PM - 1:20 PM
1:20 PM - 2:10 PM	2:10 PM - 3:00 PM
3:00 PM - 3:50 PM	3:50 PM - 4:40 PM
4:40 PM - 5:30 PM	5:30 PM - 6:20 PM
6:20 PM - 7:10 PM	7:10 PM - 8:00 PM
8:00 PM - 8:50 PM	8:50 PM - 9:40 PM
9:40 PM - 10:30 PM	10:30 PM - 11:20 PM
11:20 PM - 12:10 AM	12:10 AM - 1:00 AM
1:00 AM - 1:50 AM	1:50 AM - 2:40 AM
2:40 AM - 3:30 AM	3:30 AM - 4:20 AM
4:20 AM - 5:10 AM	5:10 AM - 6:00 AM
6:00 AM - 6:50 AM	6:50 AM - 7:40 AM
7:40 AM - 8:30 AM	8:30 AM - 9:20 AM
9:20 AM - 10:10 AM	10:10 AM - 11:00 AM
11:00 AM - 11:50 AM	11:50 AM - 12:40 AM
12:40 AM - 1:30 AM	1:30 AM - 2:20 AM
2:20 AM - 3:10 AM	3:10 AM - 4:00 AM
4:00 AM - 4:50 AM	4:50 AM - 5:40 AM
5:40 AM - 6:30 AM	6:30 AM - 7:20 AM
7:20 AM - 8:10 AM	8:10 AM - 9:00 AM
9:00 AM - 9:50 AM	9:50 AM - 10:40 AM
10:40 AM - 11:30 AM	11:30 AM - 12:20 AM
12:20 AM - 1:10 AM	1:10 AM - 2:00 AM
2:00 AM - 2:50 AM	2:50 AM - 3:40 AM
3:40 AM - 4:30 AM	4:30 AM - 5:20 AM
5:20 AM - 6:10 AM	6:10 AM - 7:00 AM
7:00 AM - 7:50 AM	7:50 AM - 8:40 AM
8:40 AM - 9:30 AM	9:30 AM - 10:20 AM
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1:40 AM - 2:30 AM	2:30 AM - 3:20 AM
3:20 AM - 4:10 AM	4:10 AM - 5:00 AM
5:00 AM - 5:50 AM	5:50 AM - 6:40 AM
6:40 AM - 7:30 AM	7:30 AM - 8:20 AM
8:20 AM - 9:10 AM	9:10 AM - 10:00 AM
10:00 AM - 10:50 AM	10:50 AM - 11:40 AM
11:40 AM - 12:30 AM	12:30 AM - 1:20 AM
1:20 AM - 2:10 AM	2:10 AM - 3:00 AM
3:00 AM - 3:50 AM	3:50 AM - 4:40 AM
4:40 AM - 5:30 AM	5:30 AM - 6:20 AM
6:20 AM - 7:10 AM	7:10 AM - 8:00 AM
8:00 AM - 8:50 AM	8:50 AM - 9:40 AM
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4:20 AM - 5:10 AM	5:10 AM - 6:00 AM
6:00 AM - 6:50 AM	6:50 AM - 7:40 AM
7:40 AM - 8:30 AM	8:30 AM - 9:20 AM
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11:40 AM - 12:30 AM	12:30 AM - 1:20 AM
1:20 AM - 2:10 AM	2:10 AM - 3:00 AM
3:00 AM - 3:50 AM	3:50 AM - 4:40 AM
4:40 AM - 5:30 AM	5:30 AM - 6:20 AM
6:20 AM - 7:10 AM	7:10 AM - 8:00 AM
8:00 AM - 8:50 AM	8:50 AM - 9:40 AM
9:40 AM - 10:30 AM	10:30 AM - 11:20 AM
11:20 AM - 12:10 AM	12:10 AM - 1:00 AM
1:00 AM - 1:50 AM	1:50 AM - 2:40 AM
2:40 AM - 3:30 AM	3:30 AM - 4:20 AM
4:20 AM - 5:10 AM	5:10 AM - 6:00 AM
6:00 AM - 6:50 AM	6:50 AM - 7:40 AM
7:40 AM - 8:30 AM	8:30 AM - 9:20 AM
9:20 AM - 10:10 AM	10:10 AM - 11:00 AM
11:00 AM - 11:50 AM	11:50 AM - 12:40 AM
12:40 AM - 1:30 AM	1:30 AM - 2:20 AM
2:20 AM - 3:10 AM	3:10 AM - 4:00 AM
4:00 AM - 4:50 AM	4:50 AM - 5:40 AM
5:40 AM - 6:30 AM	6:30 AM - 7:20 AM
7:20 AM - 8:10 AM	8:10 AM - 9:00 AM
9:00 AM - 9:50 AM	9:50 AM - 10:40 AM
10:40 AM - 11:30 AM	11:30 AM - 12:20 AM
12:20 AM - 1:10 AM	1:10 AM - 2:00 AM
2:00 AM - 2:50 AM	2:50 AM - 3:40 AM
3:40 AM - 4:30 AM	4:30 AM - 5:20 AM
5:20 AM - 6:10 AM	6:10 AM - 7:00 AM

**BRIORN**



**DESIGN GROUP**  
3050 N. WINDSORFIELD ROAD, SUITE 200  
BROOKFIELD WISCONSIN 53045-1020  
(262) 790-0300 PHONE  
(262) 790-0305 FAX

# OVERALL LANDSCAPE MASTER PLAN

**PROPOSED NEW BUILDING FOR:**  
**DEFOREST BEAR TREE PARKWAY**  
S.W.C. BEAR TREE PKWY & PEDERSON CROSSING  
DeFOREST, WI 53532

**PROGRESS SET**  
NOT FOR CONSTRUCTION

WN:	WDH
CKED:	DF
ET:	JAN 26, 2023

## L1.0

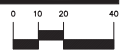


P.O. Box 1359  
Lake Geneva, Wisconsin 53147-1359  
ph 262.639.9733  
david@wdavidheller.com  
www.wdavidheller.com



## OVERALL LANDSCAPE PLAN

Scale: 1" = 40'0"

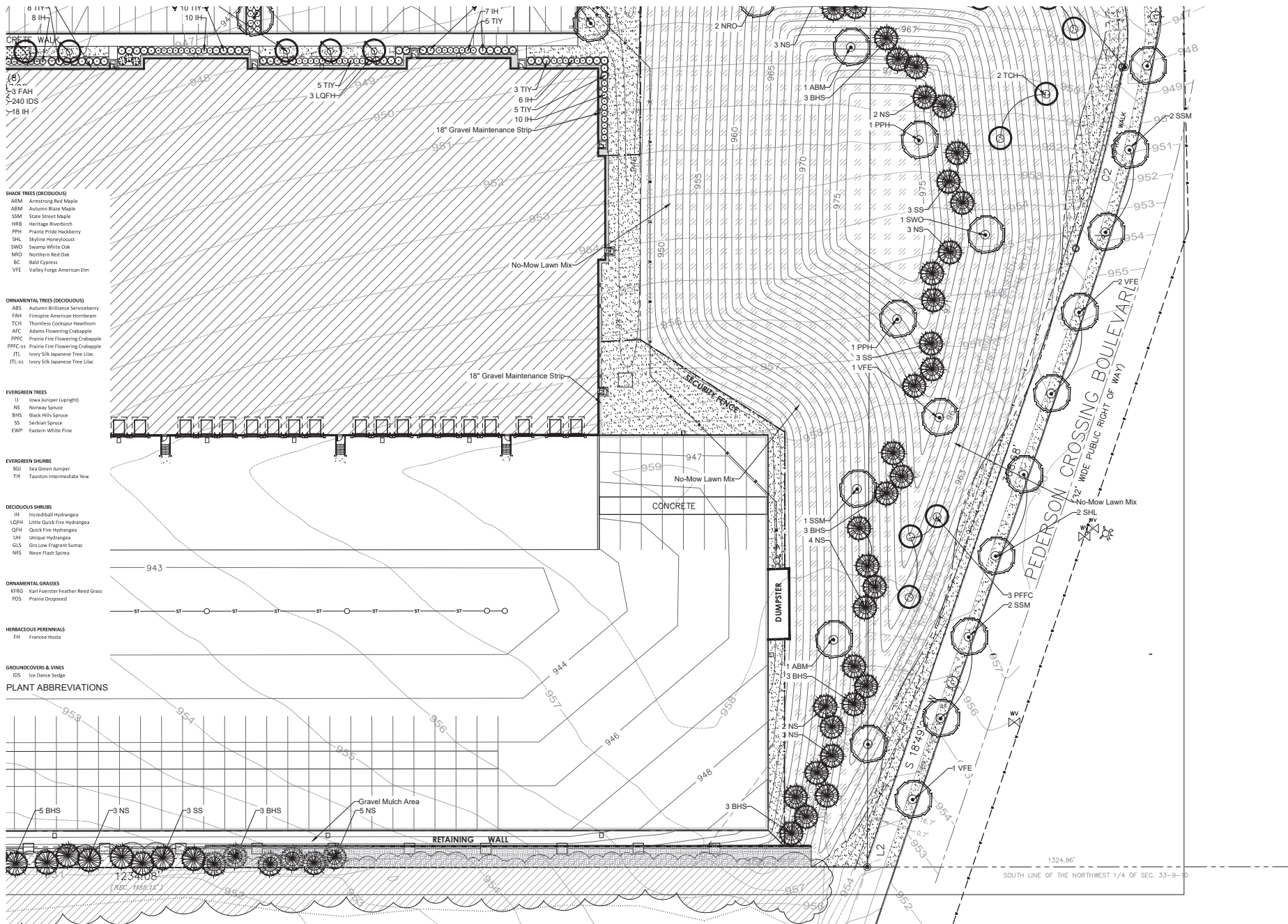












**DIGGERS HOTLINE**

**HELLER & ASSOCIATES, LLC**  
LANDSCAPE ARCHITECTURE

P.O. Box 1359  
Lake Geneva, Wisconsin 53147-1359  
ph 262.639.9733  
david@hellerandassociates.com  
www.hellerandassociates.com



**ENLARGED LANDSCAPE PLAN**

Scale: 1" = 20'



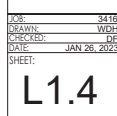
**ENLARGED LANDSCAPE  
PLAN-SOUTHEAST**

PROPOSED NEW BUILDING FOR:  
DEFOREST BEAR TREE PARKWAY  
S.W.C. BEAR TREE PKWY & PEDERSON CROSSING  
DeForest, WI 53532

**PROGRESS SET**  
NOT FOR CONSTRUCTION

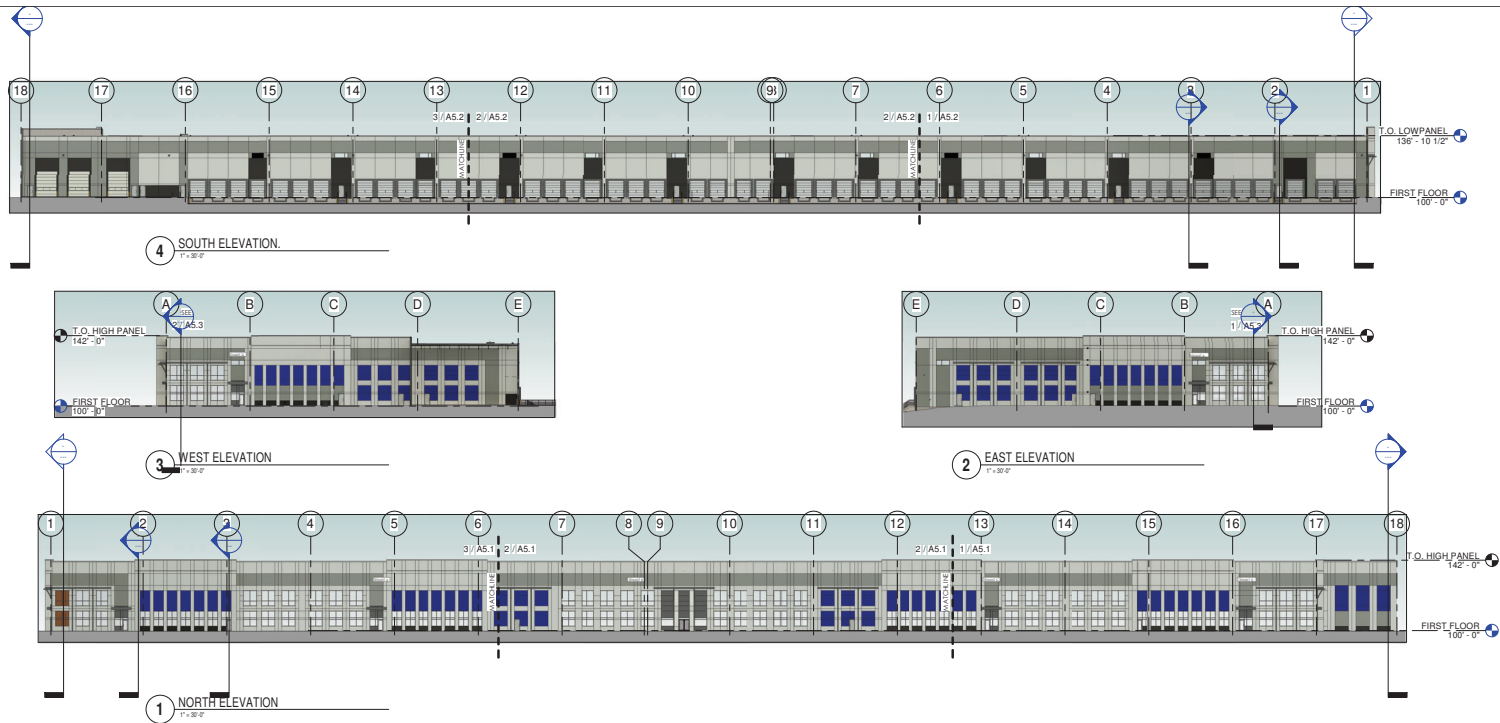
DATE: 3/15/23  
DRAWN: JLD  
CHECKED: JLD  
DATE: JAN 26, 2023  
SHEET:

**L1.3**









## 84



(SEE ENLARGED EXTERIOR ELEVATIONS FOR COLOR LOCATIONS AND KEY NOTES)

#### ELEVATION PAINT COLOR KEY:

	PAINT COLOR 1: SHERWIN WILLIAMS "SW 6203 SPARE WHITE" - FIELD COLOR
	PAINT COLOR 2: SHERWIN WILLIAMS "SW 2850 CHELSEA GRAY" - LIGHT ACCENT
	PAINT COLOR 3: SHERWIN WILLIAMS "SW 7019 GAINLET GRAY" - DARK ACCENT
	PAINT COLOR 4: SHERWIN WILLIAMS "ACCENT"





THE PROPOSED COMMERCIAL/MULTIFAMILY BUILDING TO BE LOCATED IN CLIMATE ZONE 4 (PER 2015 IECC SECTION 902 PER TABLE 902.2 (1) BUILDING ENVELOPE REQUIREMENTS - PERMANENT ASSEMBLIES.

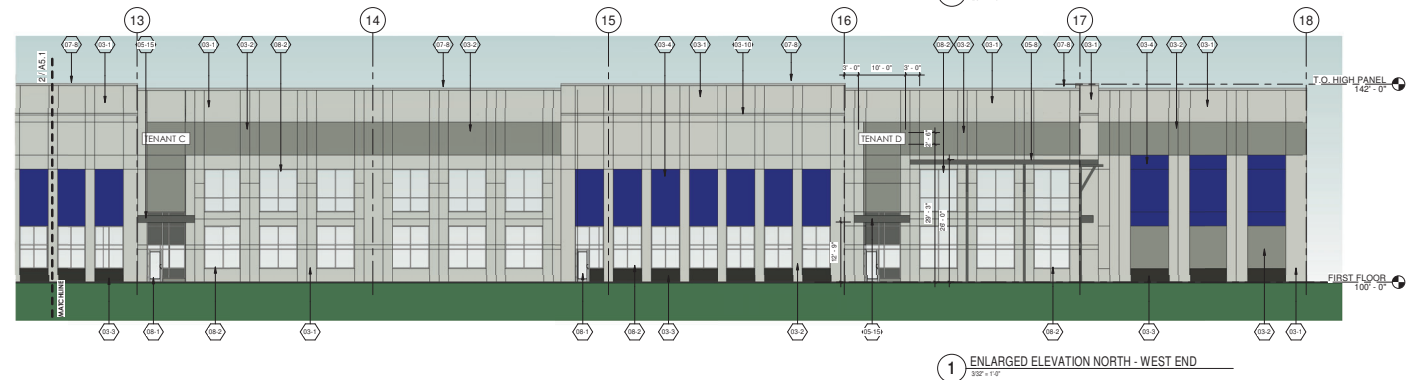
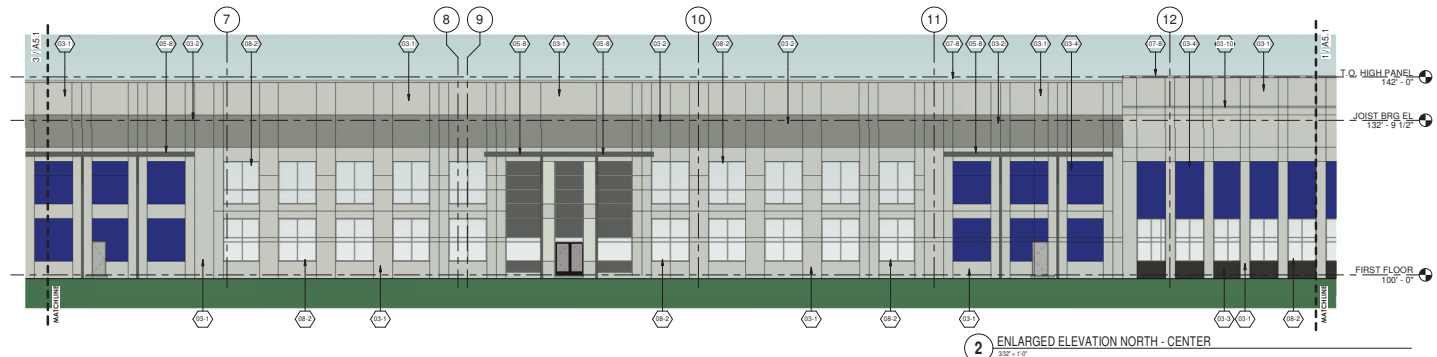
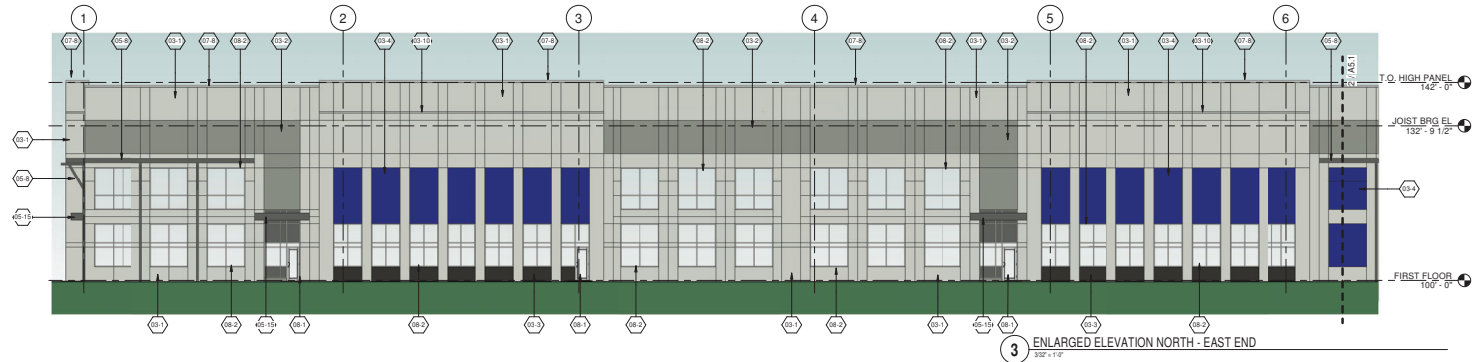
- ROOFS - PROPOSED ROOF INSULATION ENTIRELY ABOVE DECK R-20C REQUIRED AND R-25C PROVIDED MEETS OR EXCEEDS CODE MINIMUM.
- WALLS ABOVE GRADE PROPOSED EXTERIOR WALL - MASS (PRECAST INSULATED CONCRETE) R-13.3C REQUIRED AND R-14C PROVIDED MEETS OR EXCEEDS CODE MINIMUM.
- SLAB-ON-GRADE FLOORS - PROPOSED UNHEATED SLABS R-10 FOR 24 INCHES BELOW REQUIRED AND R-10 FOR 24 INCHES OR MORE PROVIDED MEETS OR EXCEEDS CODE MINIMUM.
- FIXED WINDOWS SHALL MEET 2015 IECC TABLE C402.4
- ENTRANCE DOORS SHALL MEET 2015 IECC TABLE C402.4
- PER TABLE C402.4 BUILDING ENVELOPE REQUIREMENTS: PENETRATION
- VERTICAL PENETRATION ALLOWED (40% MAXIMUM ALLOWED ABOVE GRADE) 9% ACTUAL PROVIDED OK
- REQUIRED U-FACTOR .34 AND PROVIDED U-FACTOR .29 OK
- REQUIRED SHGC SEW EXPOSURE .40 PROVIDED .40
- REQUIRED SHGC SEW EXPOSURE .33 PROVIDED .33
- PER 2015 IECC:
- C402.5 AIR LEAKAGE THERMAL ENVELOPE. PROPOSED BUILDING COMPLETES.
- C402.5.1 AIR BARRIER PER C402.5.1.2.1 MATERIALS SEE EXCEPTION 13 CAST-IN-PLACE AND PRECAST CONCRETE. PROPOSED BUILDING COMPLETES.
- C402.5.2 AIR LEAKAGE PENETRATION SEE EXCEPTION 1. FIELD FABRICATED PENETRATION ASSEMBLIES THAT ARE SEALED IN ACCORDANCE WITH SECTION C402.5.1. PROPOSED BUILDING COMPLETES.
- C402.5.3 ROOMS CONTAINING FUEL BURNING APPLIANCES EXCEPTION 1. DIRECT VENT APPLIANCES WITH BOTH INTAKE AND EXHAUST PIPES INSTALLED CONTINUOUS TO OUTSIDE. PROPOSED BUILDING COMPLETES.
- C402.5.4 DOORS AND ACCESS OPENINGS TO SHAFTS, CHUTES, STAIRWAYS AND ELEVATOR LOBBIES. PROPOSED BUILDING COMPLETES.
- C402.5.5 AIR INTAKES, EXHAUST OPENINGS, STAIRWAYS AND SHAFTS. IF REQUIRED TO BE DAMPERED. PROPOSED BUILDING COMPLETES.
- C402.5.6 LOADING DOCK WEATHER SEALS TO BE PROVIDED FOR LOADING DOCK DOORS. PROPOSED BUILDING COMPLETES.
- C402.5.7 VESTIBULES EXCEPTION 2. DOORS NOT INTENDED TO BE USED BY THE PUBLIC, SUCH AS DOORS TO MECHANICAL OR ELECTRICAL EQUIPMENT ROOMS, OR INTRODUCED SOLELY FOR EMPLOYEE USE. EXCEPTION 4 DOORS THAT OPEN DIRECTLY FROM A SPACE LESS THAN 3,000 SQUARE FEET IN AREA. EXCEPTION 6 DOORS USED PRIMARILY TO FACILITATE VEHICULAR MOVEMENT OR MATERIAL AND ADJACENT PERSONNEL DOORS. PROPOSED BUILDING COMPLETES (HELL BUILDING).
- C402.5.8 RECESSED LIGHTING. NOT APPLICABLE TO PROPOSED BUILDING.



MARK	FLOOR PLAN CODED NOTES
03-1	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 1
03-2	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 2
03-3	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 3 (ACCENT)
03-4	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 4 (ACCENT)
03-10	4" X 12" DEEP REVEAL (HORIZONTAL)
05-9	PAINTED STEEL TRUSS
05-13	PAINTED STEEL TRUSS (SINGAPORE - SEE STRUCTURAL SHEET A4.2 FOR FURTHER INFORMATION)
07-8	PRE-FINISHED METAL 24 GA. CORNING COLOR SHALL BE "CLEAR ANODIZED FINISH"
08-1	ALUMINUM SCREEN/FRONT ENTRY SYSTEM
08-2	ALUMINUM SCREEN/FRONT

#### ELEVATION PAINT COLOR KEY:

	PAIN COLOR 1: SHERWIN WILLIAMS "SW 6203 SPARE WHITE" - FIELD COLOR
	PAIN COLOR 2: SHERWIN WILLIAMS "SW 2850 CHELSEA GRAY" - LIGHT ACCENT
	PAIN COLOR 3: SHERWIN WILLIAMS "SW 7019 GAUDET GRAY" - DARK ACCENT
	PAIN COLOR 4: SHERWIN WILLIAMS "ACCENT"



## ENLARGED EXTERIOR ELEVATIONS

NETTE





DICKMAN - DEFOREST BEARTREE  
THE DICKMAN CO.  
BEAR TREE PARKWAY AND US-51 - DE FOREST,  
WISCONSIN

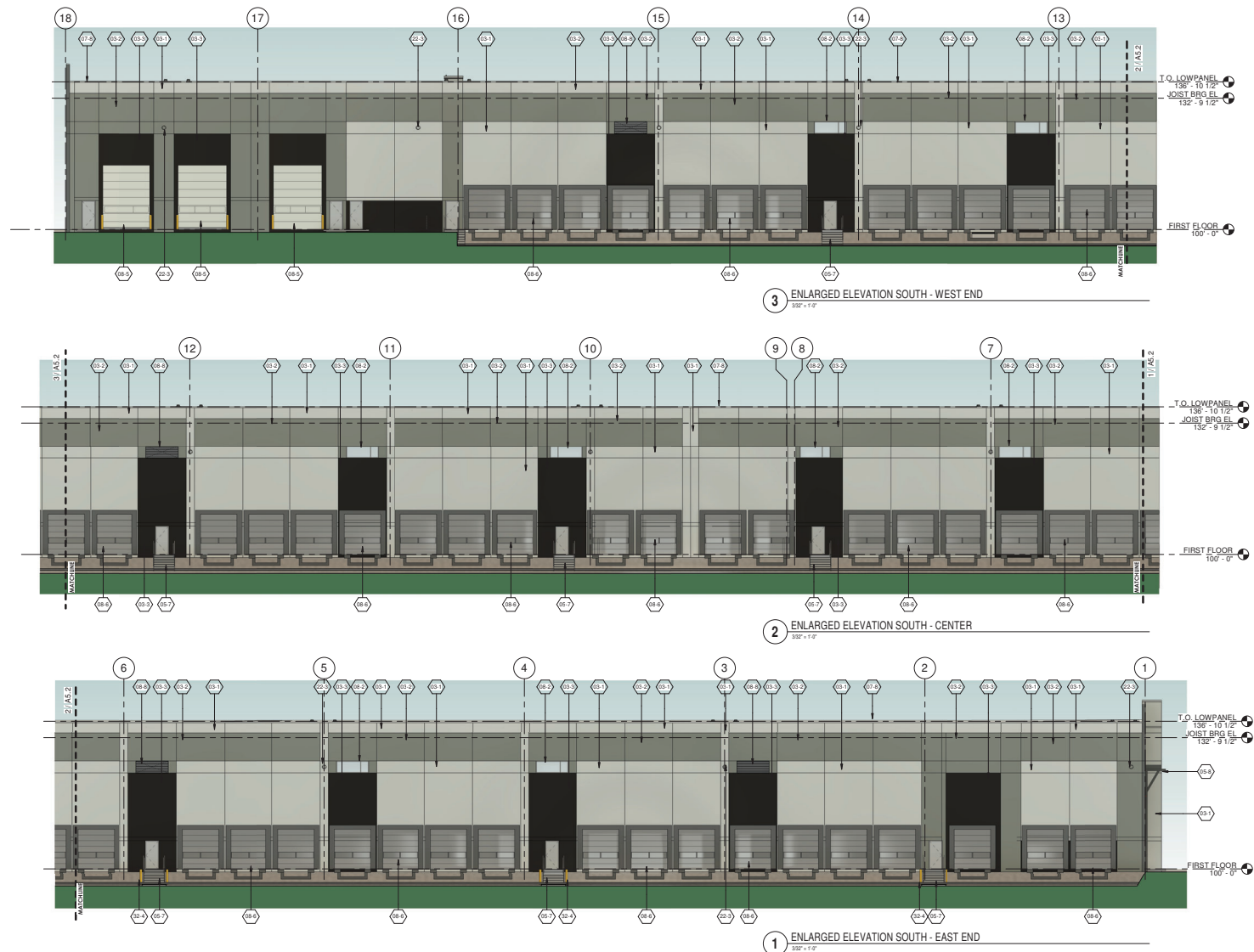
PROGRESS SET  
ARCHITECTURAL

DATE	3/15
DRAWN	CUB
CHECKED	CW/JZ
DATE	2025-01-26
SHEET	

A5.1

## ELEVATION PAINT COLOR KEY:

	PAINT COLOR 1: SHERWIN WILLIAMS "SW 4203 SPARE WHITE" - FIELD COLOR
	PAINT COLOR 2: SHERWIN WILLIAMS "SW 2850 CHELSEA GRAY" - LIGHT ACCENT
	PAINT COLOR 3: SHERWIN WILLIAMS "SW 7019 GAUNLET GRAY" - DARK ACCENT
	PAINT COLOR 4: SHERWIN WILLIAMS ACCENT



KEYNOTE LEGEND	
MARK	FLOOR PLAN CODED NOTES
03-1	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 1
03-2	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 2
03-3	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 3 (ACCENT)
03-4	EXTERIOR PRE-CAST CONCRETE WALL PANEL SHALL BE INSULATED WITH PAINTED FINISH - COLOR 4 (ACCENT)
03-10	4" x 1/2" DEEP REVEAL (HORIZONTAL)
03-7	STEEL LADDER (PAINTED) WITH DESIGN AND FABRICATION TO BE CODE/OSHA/ANSI COMPLIANT FOR ACCESS TO INTERMEDIATE TRANSFER PLATFORM THEN LADDER FROM PLATFORM TO ROOF HATCH AT TALL ROOF. BLOCKING TO BE PRE-DESIGNED. SEE ROOF PLAN FOR ADDITIONAL HATCH INFO.
03-6	PAINTED STEEL TRUSS
03-15	PAINTED STEEL TUBE SUNSHADE - SEE STRUCTURAL & SHEET A4.3 FOR FURTHER INFORMATION
03-1	ALUMINUM SLOPE-RIGHT ENTRY SYSTEM
03-2	ALUMINUM TOWER POCH
21-7	FIRE DEPARTMENT CONNECTION AND ALARM AS REQUIRED BY LOCAL GOVERNING MUNICIPALITY - REFER FLOOR PLAN

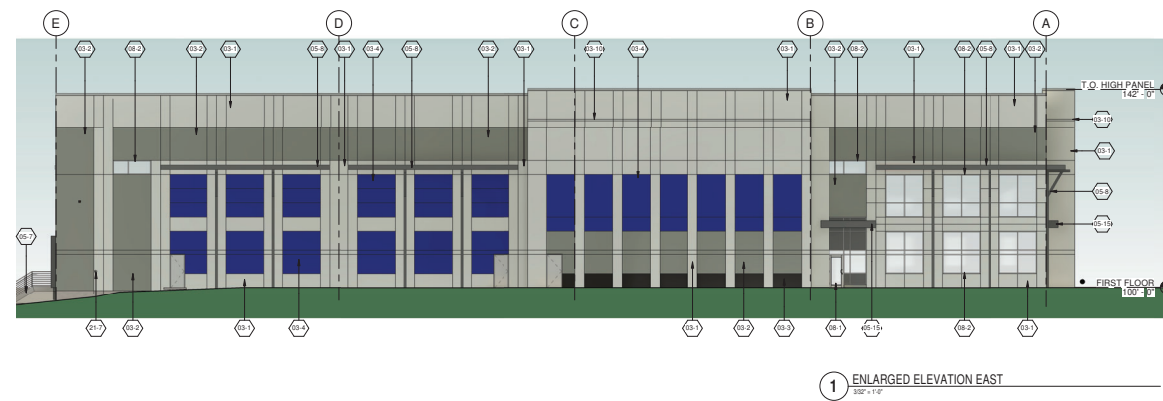
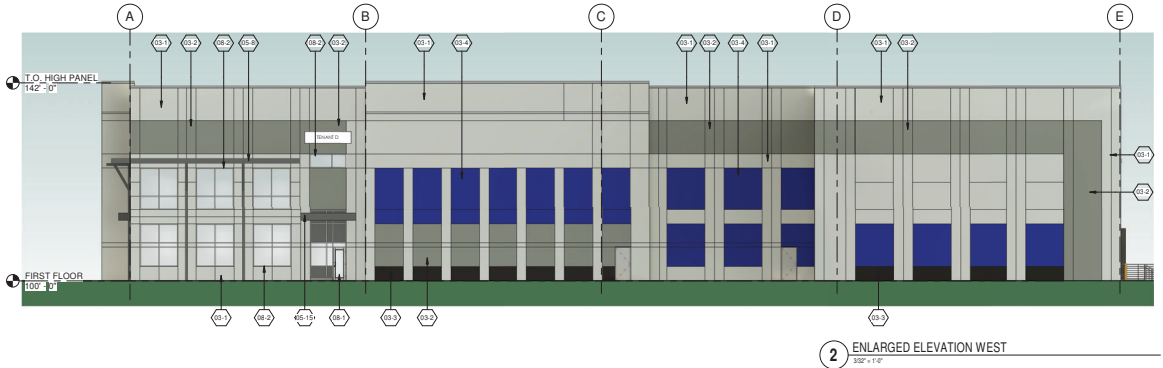
ELEVATION PAINT COLOR KEY:

PAINT COLOR 1: SHERWIN WILLIAMS "SW 6203 SPARE WHITE" - FIELD COLOR

PAINT COLOR 2: SHERWIN WILLIAMS "SW 2850 CHELSEA GRAY" - LIGHT ACCENT

PAINT COLOR 3: SHERWIN WILLIAMS "SW 7019 GAUINLET GRAY" - DARK ACCENT

PAINT COLOR 4: SHERWIN WILLIAMS "ACCENT"



BRIOHN

DESIGN GROUP

3415 N. DEFOREST PARKWAY, SUITE 200  
MILWAUKEE, WISCONSIN 53219  
(414) 764-8800  
WWW.BRIOHN.COM

ENLARGED EXTERIOR ELEVATIONS

NETTLE

DICKMAN - DEFOREST BEARTREE

THE DICKMAN CO.

BEAR TREE PARKWAY AND US-51 - DE FOREST, WISCONSIN

PROGRESS SET

DATE

3/15

DESIGN

CSB

CHECKED

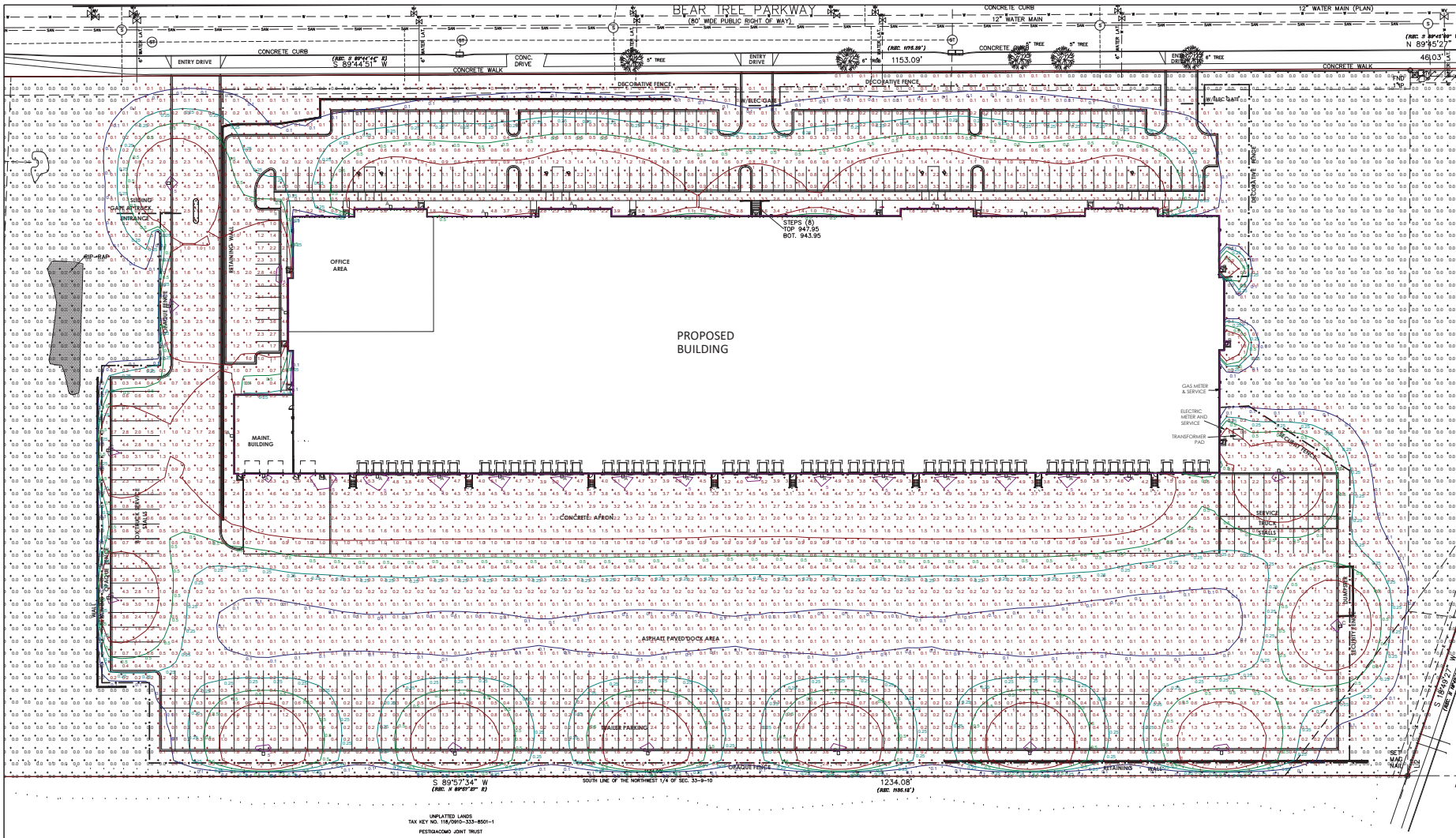
CMW/JZ

DATE

2/25/25-01-26

SHEET

A5.3



**HFA electric**  
ELECTRICAL CONTRACTOR  
RESIDENTIAL-COMMERCIAL-INDUSTRIAL  
262-644-6940

Bear Tree  
DeForest

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Spot Height ft.	▲	97.5	115.0	94.0	125%	125%

Schedule						
Symbol	Label	QTY	Manufacturer	Catalog Number	Lumens per sq. ft.	Watts
□ A	27	1	WAC Lighting Inc.	WLED10N	13000	97.50
□ B	3	1	WAC Lighting Inc.	WLED10N	1200	12.1
□ C	12	1	WAC Lighting Inc.	WLED10N	13000	97.50

Exterior Photometric Lighting Plan  
DATE: 1-26-2023  
REVISIONS:

E-1.0

Ordering Menu						
Family	Distribution	Wattage/Lumens	Mounting	Color Temp	Driver	Options
<b>A17</b>	4-Tap	70				
	37 = Type H	70 = 7000K Cool White	<b>Blank = Universal Plug Mount</b>	<b>Blank = 100% CRI</b>	<b>Blank = 120-277V, 0.15A</b>	<b>Blank = No Options</b>
	<b>47 = Type H</b>	<b>200 = 2000K Warm White</b>	<b>5 = 1/4" or 1/2" or 3" or 4" or 6" or 8" or 10" or 12" or 14" or 16" or 18" or 20" or 24" or 28" or 32" or 36" or 40" or 44" or 48" or 52" or 56" or 60" or 64" or 68" or 72" or 76" or 80" or 84" or 88" or 92" or 96" or 100" or 104" or 108" or 112" or 116" or 120" or 124" or 128" or 132" or 136" or 140" or 144" or 148" or 152" or 156" or 160" or 164" or 168" or 172" or 176" or 180" or 184" or 188" or 192" or 196" or 200" or 204" or 208" or 212" or 216" or 220" or 224" or 228" or 232" or 236" or 240" or 244" or 248" or 252" or 256" or 260" or 264" or 268" or 272" or 276" or 280" or 284" or 288" or 292" or 296" or 300" or 304" or 308" or 312" or 316" or 320" or 324" or 328" or 332" or 336" or 340" or 344" or 348" or 352" or 356" or 360" or 364" or 368" or 372" or 376" or 380" or 384" or 388" or 392" or 396" or 400" or 404" or 408" or 412" or 416" or 420" or 424" or 428" or 432" or 436" or 440" or 444" or 448" or 452" or 456" or 460" or 464" or 468" or 472" or 476" or 480" or 484" or 488" or 492" or 496" or 500" or 504" or 508" or 512" or 516" or 520" or 524" or 528" or 532" or 536" or 540" or 544" or 548" or 552" or 556" or 560" or 564" or 568" or 572" or 576" or 580" or 584" or 588" or 592" or 596" or 600" or 604" or 608" or 612" or 616" or 620" or 624" or 628" or 632" or 636" or 640" or 644" or 648" or 652" or 656" or 660" or 664" or 668" or 672" or 676" or 680" or 684" or 688" or 692" or 696" or 700" or 704" or 708" or 712" or 716" or 720" or 724" or 728" or 732" or 736" or 740" or 744" or 748" or 752" or 756" or 760" or 764" or 768" or 772" or 776" or 780" or 784" or 788" or 792" or 796" or 800" or 804" or 808" or 812" or 816" or 820" or 824" or 828" or 832" or 836" or 840" or 844" or 848" or 852" or 856" or 860" or 864" or 868" or 872" or 876" or 880" or 884" or 888" or 892" or 896" or 900" or 904" or 908" or 912" or 916" or 920" or 924" or 928" or 932" or 936" or 940" or 944" or 948" or 952" or 956" or 960" or 964" or 968" or 972" or 976" or 980" or 984" or 988" or 992" or 996" or 1000" or 1004" or 1008" or 1012" or 1016" or 1020" or 1024" or 1028" or 1032" or 1036" or 1040" or 1044" or 1048" or 1052" or 1056" or 1060" or 1064" or 1068" or 1072" or 1076" or 1080" or 1084" or 1088" or 1092" or 1096" or 1100" or 1104" or 1108" or 1112" or 1116" or 1120" or 1124" or 1128" or 1132" or 1136" or 1140" or 1144" or 1148" or 1152" or 1156" or 1160" or 1164" or 1168" or 1172" or 1176" or 1180" or 1184" or 1188" or 1192" or 1196" or 1200" or 1204" or 1208" or 1212" or 1216" or 1220" or 1224" or 1228" or 1232" or 1236" or 1240" or 1244" or 1248" or 1252" or 1256" or 1260" or 1264" or 1268" or 1272" or 1276" or 1280" or 1284" or 1288" or 1292" or 1296" or 1300" or 1304" or 1308" or 1312" or 1316" or 1320" or 1324" or 1328" or 1332" or 1336" or 1340" or 1344" or 1348" or 1352" or 1356" or 1360" or 1364" or 1368" or 1372" or 1376" or 1380" or 1384" or 1388" or 1392" or 1396" or 1400" or 1404" or 1408" or 1412" or 1416" or 1420" or 1424" or 1428" or 1432" or 1436" or 1440" or 1444" or 1448" or 1452" or 1456" or 1460" or 1464" or 1468" or 1472" or 1476" or 1480" or 1484" or 1488" or 1492" or 1496" or 1500" or 1504" or 1508" or 1512" or 1516" or 1520" or 1524" or 1528" or 1532" or 1536" or 1540" or 1544" or 1548" or 1552" or 1556" or 1560" or 1564" or 1568" or 1572" or 1576" or 1580" or 1584" or 1588" or 1592" or 1596" or 1600" or 1604" or 1608" or 1612" or 1616" or 1620" or 1624" or 1628" or 1632" or 1636" or 1640" or 1644" or 1648" or 1652" or 1656" or 1660" or 1664" or 1668" or 1672" or 1676" or 1680" or 1684" or 1688" or 1692" or 1696" or 1700" or 1704" or 1708" or 1712" or 1716" or 1720" or 1724" or 1728" or 1732" or 1736" or 1740" or 1744" or 1748" or 1752" or 1756" or 1760" or 1764" or 1768" or 1772" or 1776" or 1780" or 1784" or 1788" or 1792" or 1796" or 1800" or 1804" or 1808" or 1812" or 1816" or 1820" or 1824" or 1828" or 1832" or 1836" or 1840" or 1844" or 1848" or 1852" or 1856" or 1860" or 1864" or 1868" or 1872" or 1876" or 1880" or 1884" or 1888" or 1892" or 1896" or 1900" or 1904" or 1908" or 1912" or 1916" or 1920" or 1924" or 1928" or 1932" or 1936" or 1940" or 1944" or 1948" or 1952" or 1956" or 1960" or 1964" or 1968" or 1972" or 1976" or 1980" or 1984" or 1988" or 1992" or 1996" or 2000" or 2004" or 2008" or 2012" or 2016" or 2020" or 2024" or 2028" or 2032" or 2036" or 2040" or 2044" or 2048" or 2052" or 2056" or 2060" or 2064" or 2068" or 2072" or 2076" or 2080" or 2084" or 2088" or 2092" or 2096" or 2100" or 2104" or 2108" or 2112" or 2116" or 2120" or 2124" or 2128" or 2132" or 2136" or 2140" or 2144" or 2148" or 2152" or 2156" or 2160" or 2164" or 2168" or 2172" or 2176" or 2180" or 2184" or 2188" or 2192" or 2196" or 2200" or 2204" or 2208" or 2212" or 2216" or 2220" or 2224" or 2228" or 2232" or 2236" or 2240" or 2244" or 2248" or 2252" or 2256" or 2260" or 2264" or 2268" or 2272" or 2276" or 2280" or 2284" or 2288" or 2292" or 229</b>			



Technical Specifications (cont'd)		
Construction	Finish:	Other
<b>Heating</b> The cast aluminum housing, less floor and mounting area	Formulated for high durability and long lasting color	<b>5 Year Limited Warranty</b> The 5-Year, non-transferable warranty covers light output, performance and parts. RAB's warranty is subject to all terms and conditions found in the warranty.
<b>Viewing Rating</b> Viewable surface per ANSI C83.31	<b>Color Technology</b> Monitors and (in flow, RAB's compliant components)	<b>RoHS American RoHS Compliance</b> RAB uses a RoHS manufacturing (RoHS exempt) RAB, we are in compliance with the RoHS compliant with the RoHS American Act. Please contact customer service to request a quote for the product to be made RoHS compliant.
<b>EPA:</b> 1. Features a 100' SAE 2. Features a 100' SAE 3. Features a 100' SAE 4. Features a 100' SAE	<b>LED Characteristics</b> L80s Long-life, high efficiency, surface mount LEDs	
<b>EPA with Adjustable &amp; Adjustable Area Mounting (Adjustable Area Separable)</b> 1. Features a 100' SAE 2. Features a 100' SAE 3. Features a 100' SAE 4. Features a 100' SAE	<b>Color Uniformity</b> With range of controlled Color Temperature (between the guidelines of the American National Standard for Specification for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C83.7-2017.	
<b>Mounting</b> Universal mounting are compatible for hole spacing patterns from 1" to 12" center to center. Round, PA66 Adapter plate available in standard. Two hole mounting is standard. Mounting hole diameter must be 1/4" minimum. Mount at 90°		
<b>Dimensions</b>		<b>Features</b> • 100' SAE mounting, standard • 100' SAE mounting, standard • 5-year, limited warranty

[illegible]

Need help? Tech help line: (888) 722-1000 Email: [sales@rablighting.com](mailto:sales@rablighting.com) Website: [www.rablighting.com](http://www.rablighting.com)  
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Need help? Tech help line: 800-722-3000 Email: [sales@zablighting.com](mailto:sales@zablighting.com) Website: [www.zablighting.com](http://www.zablighting.com)  
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[illegible][illegible]

Technical Specifications (continued)					
<b>Construction</b> <b>Green Technology:</b> Mercury and lead-free, RoHS-compliant components. <b>LED Characteristics:</b> <b>LEDs:</b> Long-life, high efficiency, surface-mount LEDs.	<b>Color Uniformity:</b> Wide range of Computed Color Temperature follows the guidelines of the American National Standards Institute for the Uniformity of Solid State Lighting (ANSI C78.3a, ANSI C78.3b 2013). <b>Other:</b> 3 Year Limited Warranty.	<b>RoHS American Compliance:</b> RoHS refers to US manufacturing (RoHS requires, RoHS may also be manufactured in other countries to be compliant with the RoHS America (RoHS). Please contact customer service and request a report for the product to be made RoHS-compliant.			
<b>Dimensions: A17-A1700N</b> 		<b>Features:</b> • 150° Viewing, standard • 6000-hour lifetime • 5-year, Limited Warranty			
Ordering Matrix					
Family	Distribution	Mounting	Color Temp.	Other	Options
<b>A17</b>	<b>40'</b> <b>100'</b>	<b>Back- or Surface Mount</b> <b>Back- or Surface Mount</b> <b>Back- or Surface Mount</b> <b>Back- or Surface Mount</b>	<b>Warm White</b> <b>5000K</b>	<b>Other</b>	<b>RoHS-Not Compliant</b> <b>RoHS-Compliant</b> <b>RoHS-Compliant</b> <b>RoHS-Compliant</b>



Cable Strands

Weight: 11.2 lbs

Project:

Prepared by:

Date:

Drive Info

Type: 120V  
200V  
240V  
277V  
Max Heat: 37.500

LED Info

Watts: 100W  
Color Temp: 4000K  
Beam Angle: 70°  
Lumen: 10000lm  
Efficiency: 130lm/W  
Life Span: 50,000

### Technical Specifications

For complete specifications, please refer to the following documents:

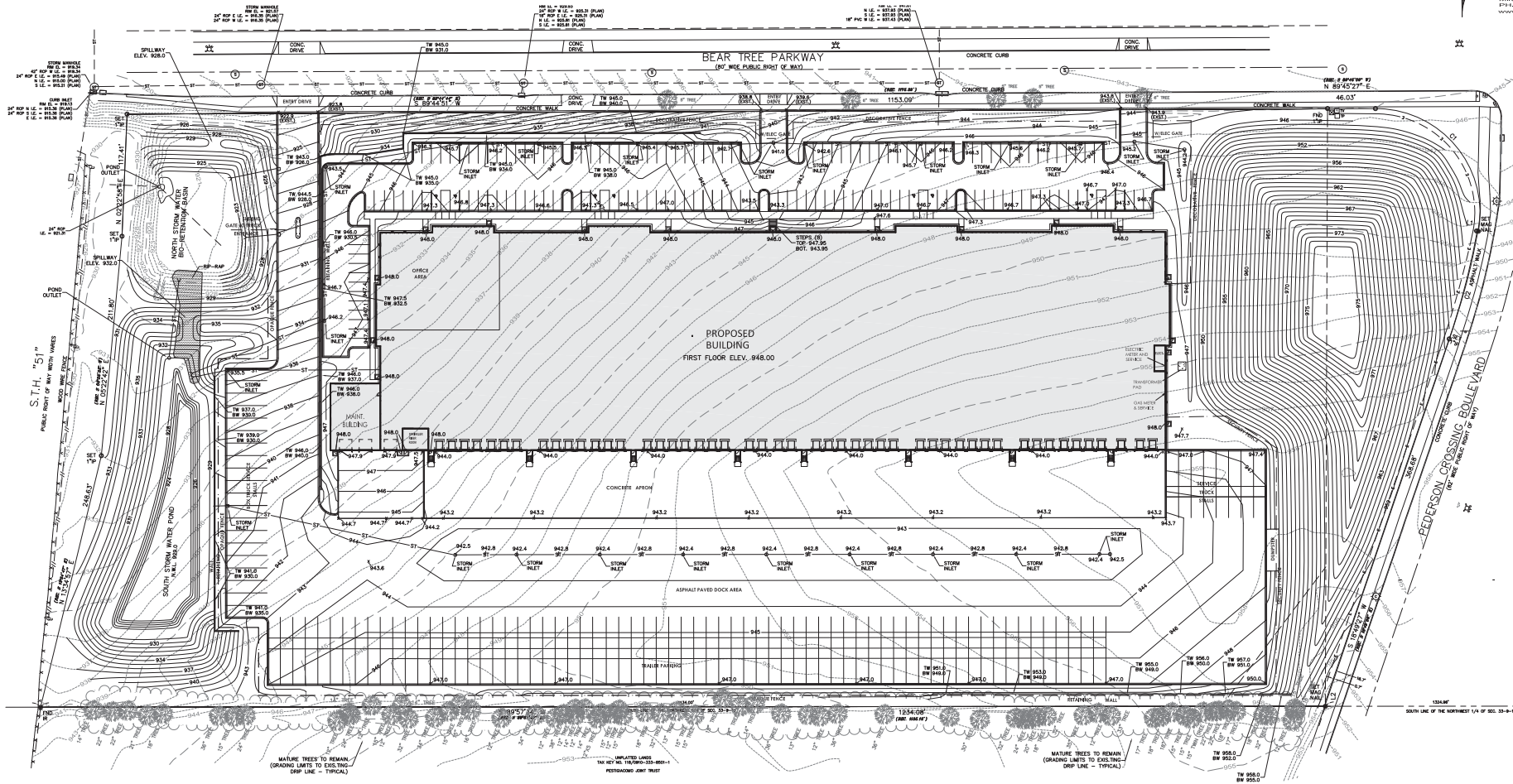
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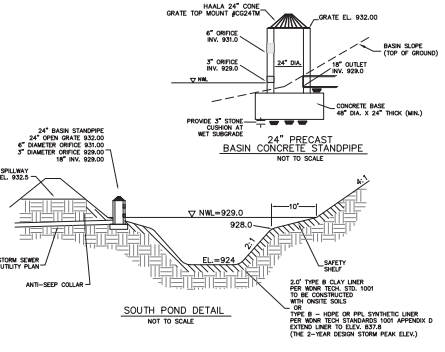
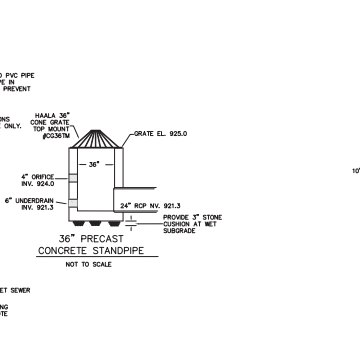
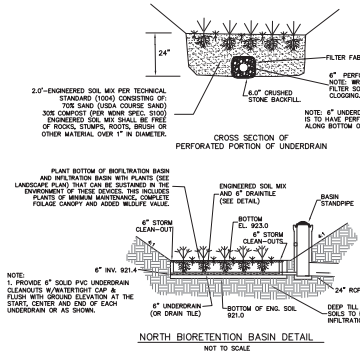




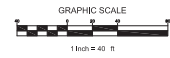
www.CJengr.com  
**DIAGRAM NOTATION**  
DIAL 811 OR (800) 242-8011

**LEGEND**

----- 90.0	EXISTING CONTOUR
----- 90.0	PROPOSED CONTOUR
----- 90.0	PROPOSED ELEVATION
----- 90.0	EXISTING STORM SEWER
----- 90.0	PROPOSED STORM SEWER
----- 90.0	EXISTING SANITARY SEWER
----- 90.0	PROPOSED SANITARY SEWER
----- 90.0	EXISTING WATER MAIN
----- 90.0	PROPOSED WATER MAIN
----- 90.0	BURIED GAS MAIN
----- 90.0	BURIED ELECTRIC



- NOTES:**
1. DISTURBED AREA: 705,200 S.F. (16.189 ACRES)
  2. ALL PROPOSED SPOT GRADES ALONG THE CURB ARE AT THE FLANGE LINE

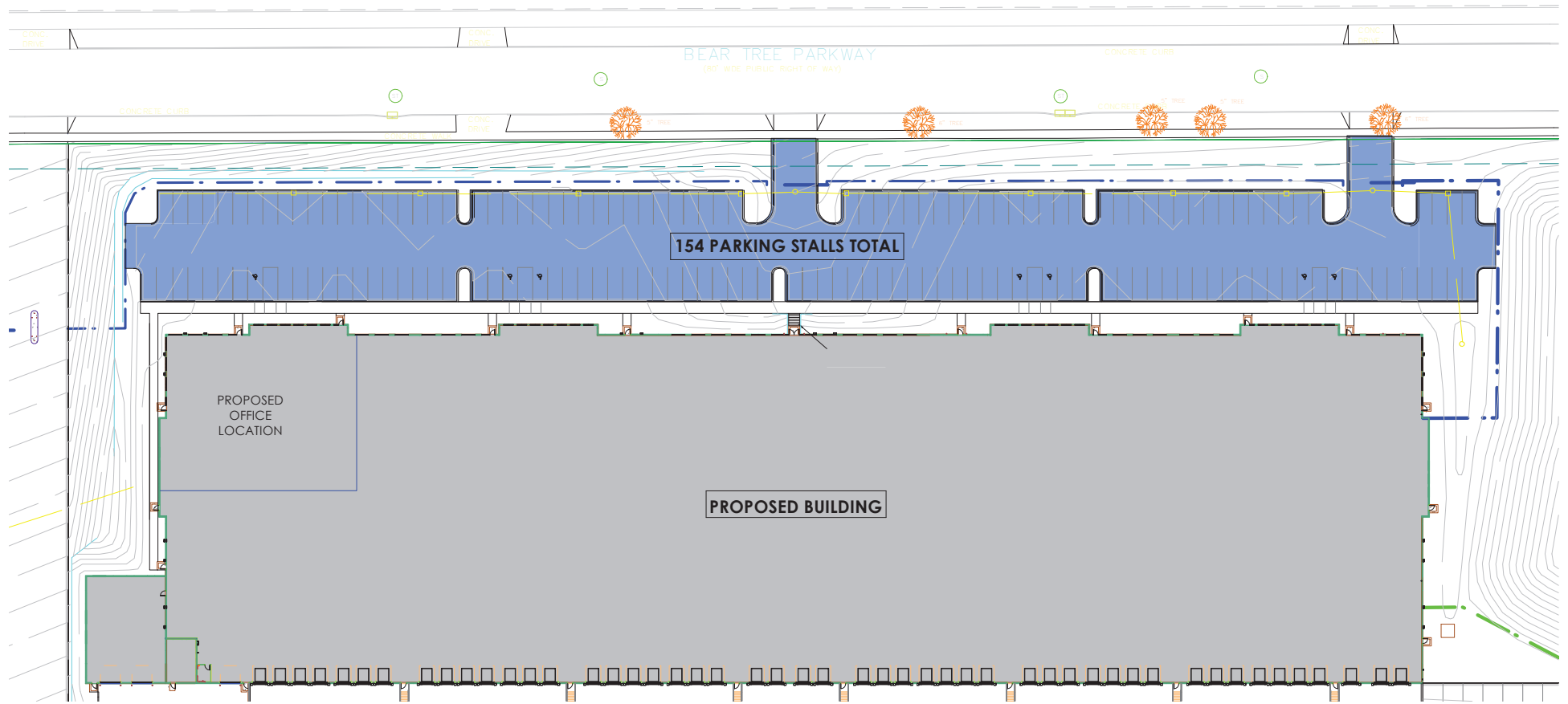


CJE NO.: CJE225785  
FEBRUARY 01, 2023

**SITE GRADING PLAN C2.0**

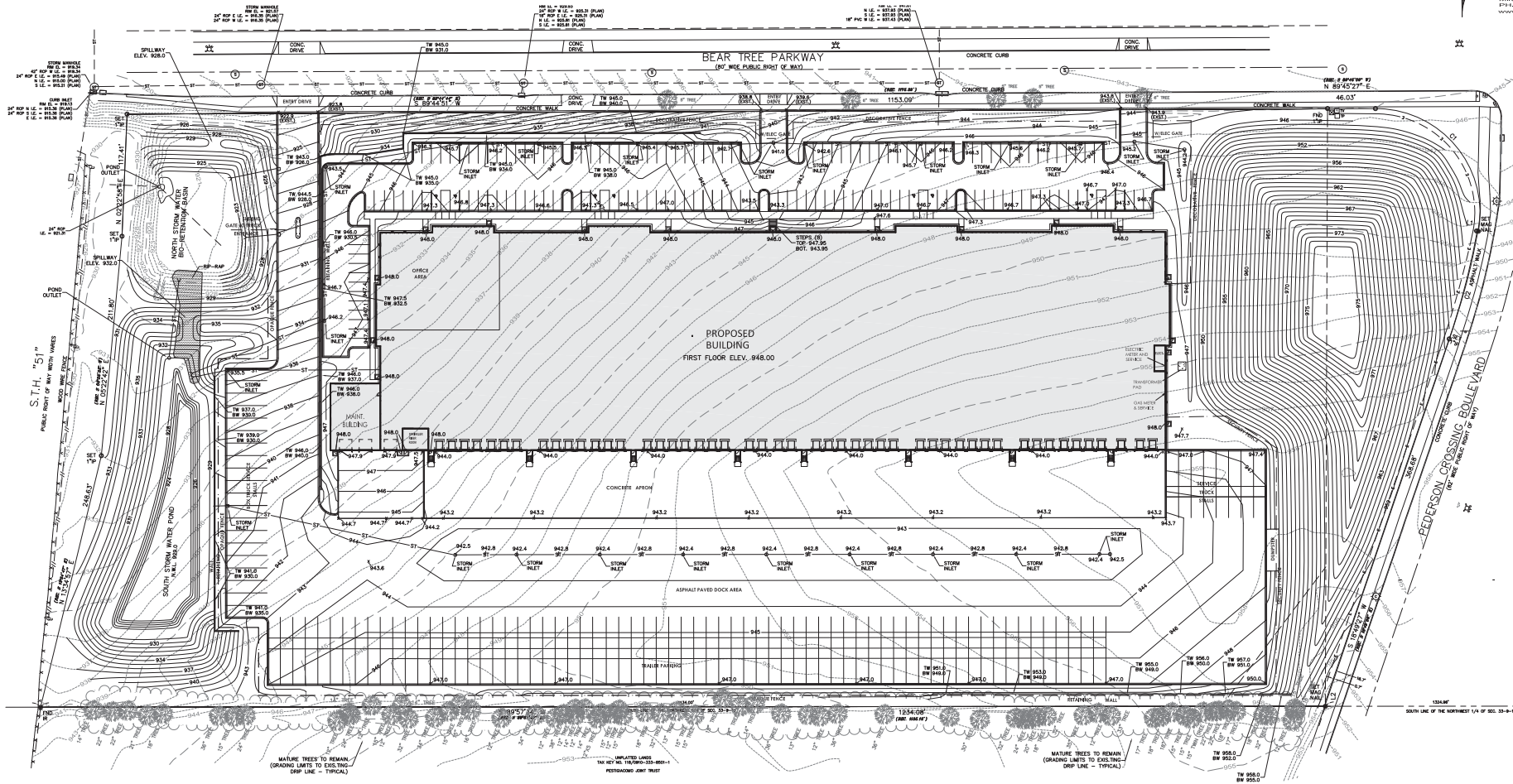
**DICKMAN BEAR TREE**  
DEFOREST, WISCONSIN







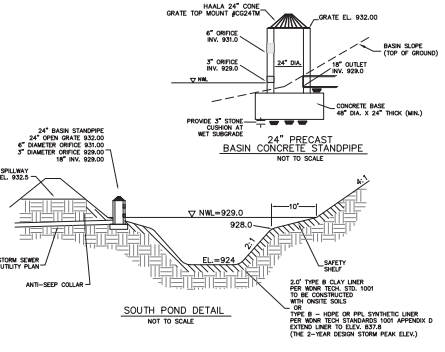
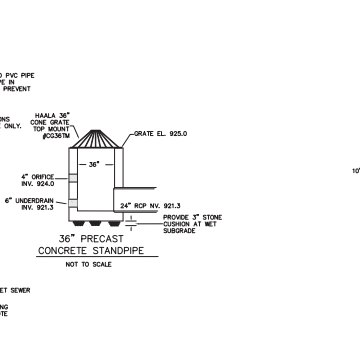
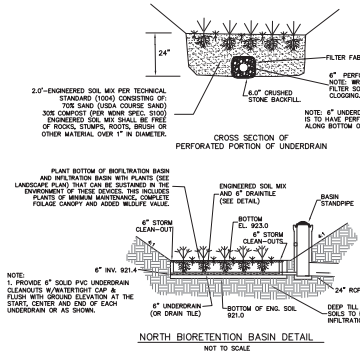




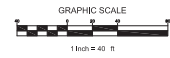
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**LEGEND**

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CJE NO.: CJE225785  
FEBRUARY 01, 2023

**SITE GRADING PLAN C2.0**

**DICKMAN BEAR TREE**  
DEFOREST, WISCONSIN

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## **NOTICE OF PUBLIC HEARINGS**

### **VILLAGE OF DEFOREST PLANNING AND ZONING COMMISSION**

**February 28, 2023 at 6:00 PM**

**DeForest Municipal Building**

**120 South Stevenson Street, DeForest, WI 53532**

**Join Zoom Meeting**

<https://us06web.zoom.us/j/84327941883?pwd=OEIwQi8xbVRUYzc2RG14d3BLRFRwUT09>

**Meeting ID: 843 2794 1883**

**Passcode: 270180**

**Phone: 1-312-626-6799**

**Public Hearings will be held at the above time and place to consider public input on the following requests:**

1. A petition for a rezoning, from the B-2, General Business district to the M-2, General Industrial district, 20.6 acres, consisting of all of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest.
2. An application for a Conditional Use Permit to allow a “Motor freight operations, including truck terminals, transfer facilities, vehicle maintenance, cleaning and repair as a component of trucking operations” land use on 20.6 acres consisting of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the North Towne Corporate Park First Addition plat, located between North Towne Road and Highway 51, north of Highway 19, Village of DeForest.

Copies of the specific proposals to be considered at the public hearings are available for review at the office of the Village of DeForest Zoning Administrator, 120 South Stevenson Street, DeForest, Wisconsin. If you have any questions regarding these public hearings, please contact the DeForest Municipal Office at 846-6751.

**Class 2 Notice Published February 10<sup>th</sup> and February 17<sup>th</sup>, 2023 in the DeForest Times-Tribune.**

**POSTED AT: DeForest Municipal Center**

**[www.vi.deforest.wi.us](http://www.vi.deforest.wi.us)**

Posted: February 10<sup>th</sup>, 2023



**TO:** Village Planning and Zoning Commission  
**FROM:** Brandi Cooper, Zoning Administrator  
**DATE:** February 28, 2023  
**RE:** **AGENDA ITEMS 5.5 – 5.10;** All Related to FedEx Freight Operation

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**Requested Approvals:** The current requested approvals are as follows:

1. Rezoning of 20.59 acres at north edge of the North Towne Corporate Park First Addition plat from the B-2 General Business district to the M-2 General Industrial district, which requires a public hearing, P&Z recommendation, and Village Board action.
2. Conditional Use Permit (CUP) to allow a “Motor freight operations, including truck terminals, transfer facilities, vehicle maintenance, cleaning and repair as a component of trucking operations” land use on the same acreage, which requires a public hearing and P&Z action subject to Village Board approval of the rezoning.
3. Vacation/discontinuance of a segment of unimproved Meridian Drive right-of-way dedicated with the First Addition plat and mainly crossing the 20.59 acre rezoning/CUP area, which requires P&Z recommendation and Board action. A resolution to vacate a portion of Meridian Drive was introduced at Board meeting on January 17, 2023 with a public hearing to be held at its March 7, 2023 meeting.
4. Certified Survey Map (CSM) combining all of Lots 29, 30, 31, 32, 37, and 38 and part of Lots 28, 33, 39, and 40 of the plat for the 20.59 acre rezoning/CUP lot, and reconfiguring other lots and terminating Meridian Drive in that plat, which because of a cul-de-sac bulb right-of-way dedication will require Board action following P&Z recommendation.

Upon provision of the above approvals, the applicant will be required to apply for site plan approval, which will include significantly greater detail on site engineering, stormwater management, building design, circulation and parking, and landscaping/screening.

**Site Area and Location:** Rezoning and CUP acre cover the 20.59 acres on the east side of North Towne Rd., west of Highway 51, that are bordered in red on the map to the right. The CSM area includes these same lands, plus an additional 11.35 acres to its south

**Current Land Use:** Vacant land graded for development.

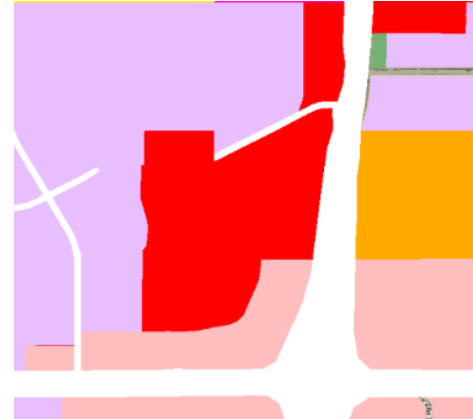
**Proposed Use:** Within the 20.59 acre CSM Lot 1, an office/freight facility, including an approximately 28,720 square foot 60 door loading dock building with an additional 6,618 square foot office component on its west end, a separate 9,718 square foot maintenance shop building, an on-site diesel fueling station to its southwest with a canopy and above-ground storage tank; and employee, visitor and semi-tractor parking near North Towne Rd.; and semi-trailer parking and movement areas around the loading dock building closer to Highway 51; and stormwater basin(s) on the west side of the site. The conceptual site plan included with the CUP submittal also suggests a possible future dock building and trailer circulation and parking expansion area to the east.



The conditional use permit application also includes a letter titled “Conditional Use Permit Application Supplement” which amounts to an operational plan, plus an example spill prevention,

control, and countermeasure plan from a similar project. Most truck traffic is expected to be routed to and from the south from Highway 19, and approximately 104 trucks are expected to enter or leave the site on any given day. Operations will generally be 24/7, 365 days per year, except certain holidays. Trailer storage time is proposed to be limited, with trailer parking areas intended to be buffered with landscaping. Hazardous materials are generally limited to what may be transported in trucks, which is subject to state and federal regulation.

**Comprehensive Plan Future Land Use Designation:** The subject property is designated for future “Commercial or Industrial” use, per the red area in the Future Land Use map crop to the right, for which the M-2 district is listed in the Comprehensive Plan as one of the “typical implementing zoning districts”. The property is in a land use transition area, with lands to the south currently planned for Commercial uses (light pink) and land to the north and west currently zoned for Industrial uses (purple). The pending Comprehensive Plan update suggests the following policy for areas so-designated: “Generally apply development design, building material, and landscape ‘point’ standards normally applicable to Shopping and Services uses and the B-2 zoning district to maintain a quality environment for both commercial and industrial uses in areas [so] mapped.” The Village has been practicing this policy in this area for the past few years and development proposals. This is one of the Village’s highly visible sites from USH 51 as such, careful decisions on land use and on design and communication are critical. The proposed site is a transitional piece between the commercial lands to the south into the industrial uses to the north.

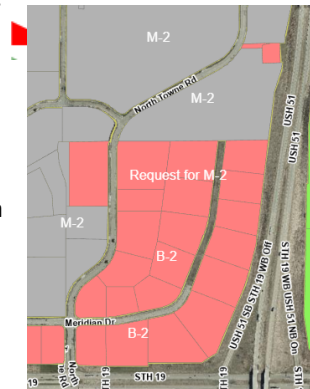


**Current Zoning:** B-2 General Commercial, which would not allow for proposed use. The Commission and Village Board previously approved a rezoning of a portion of this land to M-2 in 2021 for another project; however, that approval was conditioned on the recording of a CSM, site plan approval, and building permit; that project was withdrawn therefore the rezoning never took effect.

**Proposed Zoning:** M-2, General Industrial for the 20.59 acre CSM Lot 1 area, which allows the proposed use by conditional use permit. The remainder of the CSM area to its south would remain zoned B-2.

**Surrounding Zoning (and Current Land Use):**

- North: M-2, Industrial (Bell Laboratories, vacant 14.5 acre site)
- East: M-2 and A-1 (vacant land on the eastern side of USH 51)
- South: B-2 (UW-Health, Southside Tire, vacant commercial lots)
- West: B-2 (GRB Baseball) and M-2 Industrial (Pieper Electric)



**Analysis Overview:** Staff analysis of the proposed rezoning and conditional use permit are included in separate sections at the end of this memo.

The proposed CSM combines lots divided with the North Towne Corporate Park First Addition plat in 2008 to create the Fed Ex development site, and reconfigures other lots in the plat to its south. The CSM reflects a proposed reconfiguration of Meridian Drive as well, which would terminate it as a cul-de-sac instead of extending it through the plat area.

Livesey Company is therefore requesting that the Village vacate the portion of Meridian Drive running through the lots.

Village staff and consultants have analyzed the proposed vacation and reconfiguration of Meridian Drive. If terminated in the manner proposed, cul-de-sac length would be at most 1,400 feet in length extending from North Towne Road. It could end up being ~200 feet shorter, if proposed Lots 3-5 of the CSM area are not eventually developed as shown (e.g., they could later be consolidated). The

normal Village maximum cul-de-sac length is 500 feet. This is an appropriate standard for residential areas with smaller lots, but may not be reasonable for commercial/industrial areas. Further, this area is well served by through streets (North Towne Road, Highway 51).

Village ordinance and state statutes allow this 5-lot non-residential division by CSM, rather than plat. Relatedly, the southern part of this CSM has a 42' highway setback, with the northern part a 20' highway setback, which is consistent with the recorded North Towne Corporate Park First Addition plat.

Staff have otherwise reviewed the CSM against ordinance requirements, and it is compliant subject to recommended conditions in the attached combined rezoning/CSM Board approval ordinance.

**Recommendation on Rezoning:** Pending any comments at the public hearing, staff recommends that P&Z approve a motion recommending that the Village Board approve the proposed rezoning of the 20.59 acre CSM Lot 1 area from M-2 to B-2, subject to the rezoning-related conditions that are included in the draft Board rezoning/CSM approval ordinance included in the packet.

**Recommendation on Conditional Use Permit:** Pending any comments at the public hearing, staff recommends that P&Z approve a motion approving the attached Resolution 2023-903, which would approve a conditional use permit for a motor freight operation on the 20.59 acre CSM Lot 1 area subject to the conditions listed in that resolution.

**Recommendation on Meridian Drive Vacation:** Staff recommends that the Commission recommend that the Village Board approve the vacation of Meridian Drive in the location shown on the associated map exhibit, with such vacation taking effect in conjunction with the recording of the CSM.

**Recommendation on CSM:** Staff recommends that the Commission recommend that the Village Board approve a CSM redividing 31.94 acres of the North Towne Corporate Park First Addition plat into five lots, subject to the CSM-related conditions that are included in the draft Board rezoning/CSM approval ordinance included in the packet.

## Rezone: Analysis of Proposed Development Against Village Standards

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
<b>CONSISTENCY WITH REZONING STANDARDS (FROM SECTION 15.03(7)(E) OF ZONING ORDINANCE)</b>		
Consistency with the Village's Comprehensive Plan—Land Use Recommendations	Consistent	The economic development goal in the Comprehensive Plan is to “position DeForest to attract and retain high-quality economic growth to provide family-supporting jobs, secure a strong tax base, and supply goods and services.” In my opinion the proposed project meets this goal. Staff believes this proposal is a reasonable fit for this site, providing a service and tax base, and brings further development to land in DeForest.
Comprehensive Plan Consistency—Growth Phasing	Consistent	P. 6-13 of plan has 12 criteria against which the Village is to evaluate whether a rezoning is timely, based mainly on service availability and orderly development patterns. This rezoning will be consistent.
Comprehensive Plan Consistency—Development Design Standards	See associate conditions in attached proposed rezoning ordinance. Final compliance will be verified with future site plan submittal	<p>The Plan emphasizes view/image protection along Highway 51 and advises that Village should work to “beautify major corridors and gateways, such as Highway 51.”. Also, historically and compatible with the Plan’s standards and ordinance performance standards the Village has required higher building and landscape standards for planned “Commercial or Industrial” sites, even when rezoned to M-2. The idea is that the area should continue to “work” for both types of uses. M-2 zoning requires 15% decorative materials and B-2 zoning requires 35% decorative materials and enhanced landscapeB-2 requirements. With the extensive outdoor trucking activity proposed, extensive perimeter landscaping is advised. The conceptual building design and landscaping are off to a positive start --each will need to be reflected and detailed further in the future site plan submittal.</p> <p>Rooftop mechanical placement and screening will also be important, and should be detailed with that site plan submittal. Applicant is also encouraged to follow “Highway 51 Corridor Sign Guidelines” on page 2-13 of Vision and Directions volume of Comprehensive Plan, when it is ready to bring forward a signage proposal.</p>
Comprehensive Plan Consistency—transportation, environmental, economic development, and other standards	Sufficiently consistent for rezoning, with suggested conditions	Area has long been identified for economic development. The subject property is well suited from a transportation perspective for industrial use, particularly with the proposed limitations in the proposed rezoning ordinance and conditional use permit resolution.

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
Extent to which rezoning will alleviate a condition in the zoning code not conducive to proper community planning	Sufficiently met, subject to conditions	Rezoning would be necessary to accommodate this more industrially-focused business use. This is a transitional site between industrial uses to the north and west and mixed uses to the south. Careful attention to trucking and other off-site impacts is critical. Proposed trucking volume (~100 trucks/day) is actually modest for a 20 acres of industrial land.
Degree to which all owners of property in the area or same zoning classification would be affected by the rezoning	Met, subject to further details with site plan submittal, see approval conditions in attached draft ordinance and resolution	M-2 is generally compatible with other uses, zoning, and building designs in the area. Lands are predominantly zoned M-2 to the north and west of this location. The proposed rezoning ordinance clearly identifies the rezoning as “conditional M-2”, consistent with how the Village has treated other recent M-2 rezonings in this area.
Suitability of property for the proposed uses.	Met, subject to suggested conditions	Rezoning area has no environmental limitations (i.e., wetlands), has excellent access and utility availability. If the rezoning is approved, a condition is suggested that would better ensure sensitive and compatible site and building design than reliance on normal zoning standards alone would permit.
Any hardships created by the current district designation sought to be amended	Reasonably met	Land has been zoned B-2 for about 15 years. However, typical business/retail users have shown no interest in developing on these parcels, a condition made worse by the pandemic and shift to on-line retailing. This creates a perceived hardship.
Whether rezoning is in accord with plans for providing public water and sewer	Met	Public water and sewer are currently available to the site.
The recent rate at which land is being developed in the Village and the anticipated effects of the proposed rezoning on development rates	Met	Proposed rezoning and development would increase short-term development prospects in an area where DeForest has planned for economic development to occur. If this site were to remain B-2, it is probable that the Village would have to wait considerably longer for the land to develop.

### Conditional Use Permit: Analysis of Proposed Development Against Village Standards

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
<b>CONDITIONAL USE PERMIT STANDARDS</b>		
Consistent with zoning code, not adversely affecting public health, safety or welfare	Met, subject to conditions	Assuming the land is rezoned, and subject to design standards, this seems an appropriate use for site. Suggested conditions in the attached resolution are intended to address aesthetics of the site/building in this visible location along Highway 51 and trucking impacts.
Not hazardous, harmful or otherwise adverse to environment or to the use/value of nearby properties or the community	Met, subject to conditions and will be ongoing standard	Use will have to meet environmental performance standards in Sec. 15.04(12) of zoning code, on an ongoing basis. The proposed resolution includes conditions to ensure protection of value to the nearby properties, recognizing the transitional nature of this site. A spill mitigation plan example from another project is included in the packet materials; this seems comprehensive, but should be customized for this site and project with the subsequent site plan approval application.
Compatible with existing uses/structures on surrounding properties	Met	With proper design and follow-through, the use will have marginal off-site impacts, other than trucks potentially coming in and out of the site 24/7. Still, North Towne Road was designed to this standard and the North Towne Road/Highway 19 intersection is signalized. There are no existing or proposed residences on this side of Highway 51 within about ½ mile.
Designed and operated to minimize adverse effects, including visual, on surrounding properties and community	Met, subject to conditions	Building quality and landscaping will be most important where this site faces or abuts USH 51 and North Towne Rd. and undeveloped lands to the both the north and south. Building is oriented with its “front” facing North Towne Rd. Quality materials, landscaping, and possibly fencing in key places are needed to ensure that this fits well with the area and won’t negatively impact nearby properties and views from the highway. This will need to be reflected in the detailed site plan submittal and review to follow.
Adequate ingress and egress to minimize traffic congestion and problems	Met	Site is proposed to have one driveway access point off North Towne Rd. – for employee/visitor parking and truck access -- which is in an ordinance compliant location. The access has excellent visibility to the north and south, and is sited to maximize convenience for trucks to use North Towne Road to get in and out.
Adequate utilities, access roads, drainage and other site improvements	Met	Development would have adequate utilities and minimal utility needs. On-site stormwater management is proposed.
Compatible with Comprehensive Plan and Neighborhood Plan	Met, subject to conditions	See above. The se is compatible with pending Highway 19/51 District Plan, provided that adequate protection for other abutting sites and highway are provided.



APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
Other applicable requirements for the district	Met	Any new signage will require a sign permit from the Village. See "Highway 51 Sign Guidelines" in Comprehensive Plan for guidance.
<b>REVIEW AGAINST OTHER VILLAGE ORDINANCES</b>		
Wellhead Protection (Sec. 15.20)	NA	Not within a Wellhead Protection area. (Well #5 abandoned)
Floodplain (Ch. 21)	NA	No floodplain on site.
Erosion Control/Stormwater Mgmt (Ch. 24)	Permit will be required; see notes to right and approval condition in resolution	A detailed stormwater management plan and calculations will need to accompany the site plan submittal. Copies of all relevant permit approvals will be required prior to construction. We anticipate a WDNR NOI, DSPS, and DeForest Erosion Control and Stormwater permit being required. This project should include a narrative report that describes the characteristics of the development in regard to stormwater.
Shoreland-Wetland Zoning (Ch. 25)	NA	No wetlands on site.
Shoreland (Ch. 11 of County code)	NA	Not in shoreland zone.

## ORDINANCE 2023-XXX

**AN ORDINANCE APPROVING A CERTIFIED SURVEY MAP (CSM) REDIVIDING AND CONSOLIDATING LOTS IN THE NORTH TOWNE CORPORATE PARK FIRST ADDITION AND REZONING CSM LOT 1 FROM B-2 GENERAL BUSINESS TO M-2 GENERAL INDUSTRIAL, LOCATED BETWEEN NORTH TOWNE ROAD AND HIGHWAY 51, NORTH OF HIGHWAY 19, VILLAGE OF DEFOREST, DANE COUNTY, WI.**

**WHEREAS**, Livesey Corporation has submitted for approval the CSM attached hereto and incorporated herein as Exhibit A; and

**WHEREAS**, the CSM would consolidate Lots 29, 30, 31, 32, 37 and 38 and parts of Lots 28, 33, 39 and 40 within the North Towne Corporate Park First Addition plat into the single 20.59 acre Lot 1, proposed for a freight transfer facility; and

**WHEREAS**, to facilitate development of the freight transfer facility, Livesey Corporation has also applied for the rezoning of the CSM Lot 1 from the B-2 General Business district to the M-2 General Industrial district; and

**WHEREAS**, the Planning and Zoning Commission held a public hearing on February 28, 2023 to consider the rezoning of CSM Lot 1; and

**WHEREAS**, also on February 28, 2023, said Commission recommended Village Board approval of both the rezoning and the CSM, subject to the conditions reflected in this Ordinance; and

**WHEREAS**, the Village Board accepts the recommendations of the Commission, and has determined that the proposed rezoning and CSM are consistent with the Village of DeForest Comprehensive Plan and will promote the general welfare and orderly development of the Village.

**NOW, THEREFORE**, the Village Board of DeForest, Wisconsin, does ordain as follows:

Section 1. The zoning district designation of Lot 1 of the CSM attached as Exhibit A is hereby amended from B-2 General Business to M-2 General Industrial (hereinafter “the rezoning”).

Section 2. The rezoning shall be subject to the following conditions:

1. The rezoning shall take effect upon completion of all of the following events:
  - a. Village Board approval of the vacation of Meridian Drive through the CSM Lot 1 area.
  - b. Recording of the CSM attached as Exhibit A.
  - c. Village approval of a site plan and issuance of a building permit for a development project on the CSM Lot 1 in general accord with the plan attached hereto as Exhibit B (subject to zoning ordinance compliance), or another layout or permissible use in the M-2 district as may be approved by the Village Planning and Zoning Commission at its discretion through the site plan approval process.
2. As part of the site plan submittal and development of the rezoning area, building and landscape materials and design shall:
  - a. Meet requirements normally applicable to the Village’s B-2 zoning district, except as may be waived or modified by the Planning and Zoning Commission by site plan approval.
  - b. Include significant buffering of all trailer parking areas from Highway 51 and adjacent development sites, provided that adequate utility access and traffic visibility are maintained.
  - c. Include a roof plan including rooftop mechanical placement and screening to minimize visibility from Highway 51 and adjacent properties.

3. If the rezoning does not take effect within one year of the date of this approval, such rezoning shall be null and void and the zoning of CSM Lot 1 shall remain as designated prior to enactment of this Ordinance.

Section 3. The CSM included as Exhibit A is approved subject to the following conditions:

1. Prior to the addition of Village signature and recording of the CSM:
  - a. The subdivider shall provide a 60-year title report for the CSM area to verify clear title and to identify any existing easements and other encumbrances not already reflected on the CSM.
  - b. The subdivider shall revise the CSM and provide a revised copy to the Zoning Administrator for review and final approval, with the following adjustments:
    - i. Delineate and label a “20’ Public Water Utility Easement to the benefit of the Village of DeForest” in a location corresponding with the water main loop indicated on approved engineering plans.
    - ii. Include a detail sheet that focuses on the various setbacks, easements, and right-of-way for and along USH 51 to provide clarification.
    - iii. Relabel “Lot 15 North Towne Corp. Park” as “Lot 1 CSM 12963”.
    - iv. Change "Resolution" to "Ordinance" in the approval certificate.
    - v. Include any additional easements and encumbrances revealed by the title report.
    - vi. Insert recorded document number for the vacated Meridian Drive segment, or indicate it as “to be vacated” if the Village Attorney advises recording the CSM before the vacation is recorded.
  - c. The CSM and easement(s) required under condition 1c shall be recorded, and recorded copies filed with the Village, prior to the issuance of a building permit and no later than one year of this approval, or this approval shall be null and void.

Section 4. As it applies to the CSM attached hereto as Exhibit A, the normal requirement in Section 13.40(3)(b) of the Village’s subdivision regulations that cul-de-sac streets in the Village not exceed 500 feet is waived for Meridian Drive, provided that a turn-around approved by the Village Engineer shall be provided and maintained at all times with the permanent north end of Meridian Drive finished with a cul-de-sac bulb meeting Village standards.

Adopted at a regular Village Board meeting this 7<sup>th</sup> day of March, 2023.

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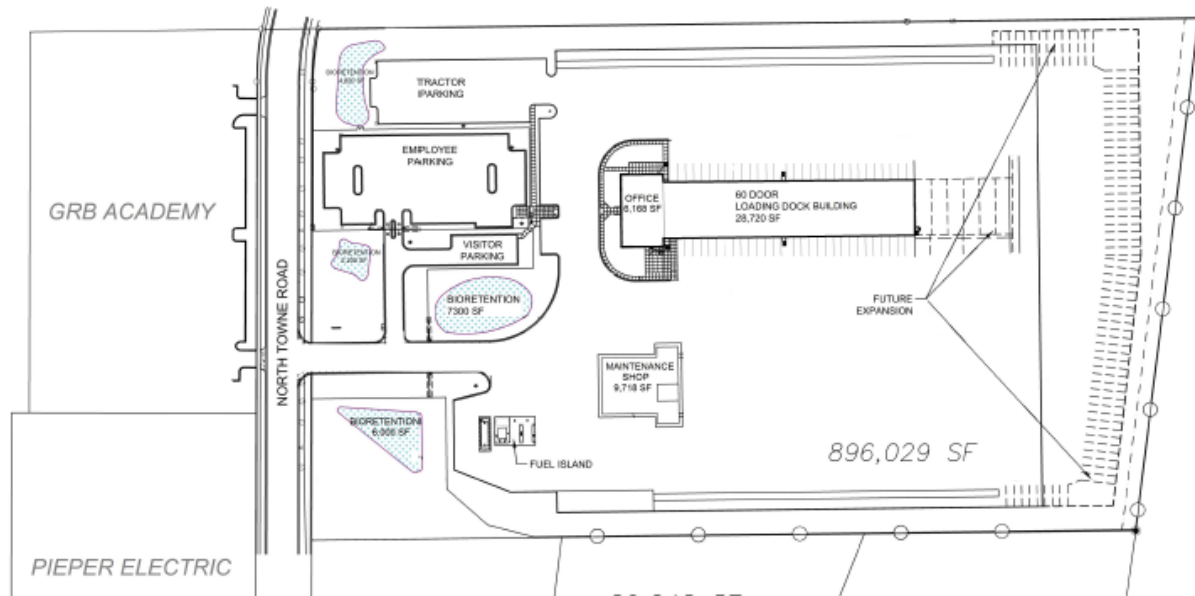
Jane Cahill Wolfgram, Village President

Attest: \_\_\_\_\_  
Callista Lundgren, Village Clerk

Vote: \_\_\_\_\_

EXHIBIT A: CERTIFIED SURVEY MAP (REZONING AREA IS LOT 1 ONLY)

## EXHIBIT B: CONCEPTUAL DEVELOPMENT LAYOUT





PARCEL TO BE ZONED M-2

LEGAL DESCRIPTION

Lots 29, 30, 31, 32, 37, 38 and portions of Lots 28, 33, 39 and 40, North Towne Corporate Park First Addition, recorded in Volume 59-065A of Plats on pages 299-301 as Document Number 4486792 in the Dane County Register of Deeds Office, located in the NW1/4 of the SE1/4 and the NE1/4 of the SE1/4 of Section 32, T9N, R10E, Village of DeForest, Dane County, Wisconsin to-wit:

Beginning at the Northwest corner of said Lot 30; thence N89°18'04"E, 1260.80 feet; thence S07°02'55"W, 739.43 feet; thence S89°18'04"W, 1179.60 feet; thence N00°06'24"E, 656.63 feet to a point of curve; thence Northerly along a curve to the right which has a radius of 360.00 feet and a chord which bears N06°13'10"E, 76.67 feet to the point of beginning. Containing 20.588 acres

# ***SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN***

## ***INTRODUCTION***

### **Purpose (40 CFR 112.7(a)(1))**

The purpose of this Spill Prevention, Control, and Countermeasure (SPCC) Plan is to describe measures implemented by FedEx Freight, Inc. (FedEx Freight) to prevent oil discharges from occurring and to prepare FedEx Freight to respond in a safe, effective, and timely manner to mitigate the impacts of a discharge.

This Plan has been prepared to meet the requirements of Title 40, *Code of Federal Regulations*, Part 112 (40 CFR part 112) including amendments finalized as of the date of this plan. This Plan provides guidance on key actions that FedEx Freight must perform to comply with the SPCC rule and applicable Pennsylvania State regulations:

- Maintain a complete copy of this SPCC Plan readily available in the facility office building during all normal operating hours.
- Complete monthly and annual site inspections as outlined in the Inspection, Tests, and Records section of this Plan (Section 3.7) using the inspection checklists included in Appendix 3.
- Perform preventive maintenance of equipment, secondary containment systems, and discharge prevention systems described in this Plan as needed to keep them in proper operating conditions.
- Conduct annual employee training as outlined in the Personnel, Training, and Spill Prevention Procedures section of this Plan (Section 3.8) and document them on the log included in Appendix 4, or other record-keeping.
- If either of the following occurs, submit the SPCC Plan to the EPA Region 3 Regional Administrator (RA) and the Pennsylvania Department of Environmental Protection, along with other information as detailed in Section 5.4 of this Plan:
  - ❑ The facility discharges more than 1,000 gallons of oil into or upon the navigable waters of the U.S. or adjoining shorelines in a single spill event; or,
  - ❑ The facility discharges oil in a quantity greater than 42 gallons in each of two spill events within any 12-month period.

Note: The State of Pennsylvania has additional release reporting requirements under state regulations. These reporting requirements are addressed in Section 3.7.

- Review the SPCC Plan at least once every five (5) years and amend it to include more effective prevention and control technology, if such technology will significantly reduce the likelihood of a spill event and has been proven effective in the field at the time of the review. Plan amendments, other than administrative changes discussed above, must be recertified by a Professional Engineer (PE) on the certification page. The plan review log must be maintained to document any recertifications.
- Amend the SPCC Plan within six (6) months whenever where is a change in facility design, construction, operation, or maintenance that materially affects the facility's spill potential. The revised Plan must be recertified by a PE. The plan review log must be maintained to document any amendments.
- Review the Plan on an annual basis. Update the Plan to reflect any "administrative changes" that are applicable, such as personnel changes or revisions to contact information, such as phone numbers. Administrative changes must be documented in the Plan review log, but do not have to be certified by a PE.

## **Part 1: Plan Administration**

### **1.1 Management Approval and Designated Person (40 CFR 112.7)**

FedEx Freight, Inc. (FedEx Freight) is committed to preventing discharges of oil to navigable waters and the environment, and to maintaining the highest standards for spill prevention control and countermeasures through the implementation and regular review and amendment to the Plan. This SPCC Plan has the full approval of FedEx Freight management, as a part of corporate-wide chemical management programs. FedEx Freight has committed the necessary resources to implement the measures described in this Plan and has determined that this facility does not pose a risk of substantial harm under 40 CFR part 112, as recorded in the "Substantial Harm Determination" included in Appendix 2 of this Plan.

The Fleet Maintenance Manager is the designated person accountable for oil spill prevention at the facility and has the authority to commit the necessary resources to implement this Plan.

Fleet Maintenance Manager (facility response coordinator):  
Mr. Gary Hoff

Date:

### **1.2 Plan Review (40 CFR 112.3 and 112.5)**

#### **1.2.1 Changes in Facility Configuration**

In accordance with 40 CFR 112.5(a), FedEx Freight periodically reviews and evaluates this SPCC Plan for any change in the facility design, construction, operation, or maintenance that materially affects the facility's potential for an oil discharge, including, but not limited to:

- ☐ Commissioning of containers;
- ☐ Reconstruction, replacement, or installation of piping systems;
- ☐ Construction or demolition that might alter secondary containment structures; or
- ☐ Changes of product or service, revisions to standard operation, modification of testing/inspection procedures, and use of new or modified industry standards or maintenance procedures.

Amendments to the Plan made to address changes of this nature are referred to as technical amendments and must be certified by a PE. Non-technical amendments can be done by the facility owner and/or operator. Non-technical amendments include the following:

- ☐ Change in the name or contact information (i.e., telephone numbers) of individuals responsible for the implementation of this Plan; or
- ☐ Change in the name or contact information of spill response or cleanup contractors.

FedEx Freight must make the needed revisions to the SPCC Plan as soon as possible, but no later than six months after the change occurs. The Plan must be implemented as soon as possible following any technical amendment, but *no later than six months* from the date of the amendment. The Fleet Maintenance Manager is responsible for initiating and coordinating revisions to the SPCC Plan.

### **1.2.2 Scheduled Plan Reviews**

FedEx Freight will review this SPCC Plan at least once every five years. Revisions to the Plan, if needed, are to be made within six months of the five-year review. A registered Professional Engineer certifies any technical amendment to the Plan, as described above.

This Plan is dated March, 2022. The next plan review must be scheduled on or prior to March, 2027.



## **Part 2: General Facility Information**

Facility Name: FedEx Freight, Inc., York Service Center (YRK)  
Address: 3305 Susquehanna Trail N.  
York, PA 17406

Phone No.: (717) 266-8437  
Alternate Phone No.: (717) 266-1548

Type: Truck Terminal with Fueling Facility and Maintenance Shop

Owner/Operator: Federal Ex Freight, Inc.  
2200 Forward Drive  
Harrison, AR 72602  
(870) 741-9000

**Fleet Maintenance Manager:** Mr. Gary Hoff  
Work Phone: (717) 266-1548  
Cell Phone: (717) 891-6954

SPCC Responsibilities: Primary contact. Responsible for completing periodic checklist inspections, updating the SPCC Plan document and facility file, and contacting local agencies in the event of a reportable spill. Responsible for training personnel in proper use of fuel system equipment.

**Service Center Manager:** Mr. Mark Smith  
Work: (717) 266-1548  
Cell Phone: (443) 226-6034

SPCC Responsibilities: Secondary contact, maintaining spill response supplies, maintenance of fuel system equipment and fueling area, and responding to significant spills.

**Corporate Contact:** Environmental Operations Dept. Phone: (870) 365-4087  
Harrison, AR Brenden.rose@fedex.com

SPCC Responsibilities: Assist with reporting spill and leak events. Maintain copy of SPCC plan. Assist with response to spills or leaks, including remediations.

After Hours Emergency Contact: Chemtrec: (800) 424-9300 (Option 1)

## **2.1 Facility Description (40 CFR 112.7(a)(3))**

### **2.1.1 Location and Activities**

The FedEx Freight York Service Center (YRK) is located at 3305 Susquehanna Trail North, near York, Pennsylvania. Figure 1 is a site location map, showing the facility and surrounding area. The property consists of about 47.5 acres of land in an industrial area northwest of the intersection of Interstate Highway 83 and State Route 238. The site is accessed from the highway by Exit 24, for State Route 238.

FedEx Freight operates a commercial freight trucking business. The facility handles and transfers freight at an approximately 64,476 sq. ft. terminal building with about 123 truck dock doors. All freight handling occurs within the terminal building. The terminal has an attached office, a separate truck shop building, a fueling facility and truck parking areas.

The site operates 6:00 AM Mondays to 10:30 Mondays through Fridays. The facility is closed on Saturday and Sunday. Personnel at the terminal include a Service Center Manager, Fleet Maintenance Manager, Operations Supervisors, office administrators, shop personnel and truck drivers.

Figure 2, a Facility Diagram shows the facility layout and the location of oil containers, buildings, loading/unloading and transfer areas, and critical spill control points as they relate to this Plan.

## **2.2 Evaluation of Discharge Potential (40 CFR 112.7(b))**

### **2.2.1 Distance to Navigable Waters and Adjoining Shorelines and Flow Paths**

The facility is located on moderately rolling terrain in a suburban industrial area. Approximately 80 percent of the facility's ground surface area is paved with asphalt or covered with buildings. Most of the pavements are sloped to a series of catch basins that discharge to a drainage ditch along the right-of-way of Interstate Highway 83, near the southbound ramp for Exit 24. The ditch enters a culvert and passes under the highway. The drainage channel eventually discharges into Codorus Creek, about one mile to the east. A portion of the north end of the site drains to retention basins near the northwestern corner of the property. The retention basin handles drainage from parking lots that are not highly susceptible to spills.

Areas of the site most susceptible to spills are the Fueling Facility, the Lube Room of the truck maintenance shop, an Oil Shed holding in-use drums and a 500-gallon motor oil tank, and two emergency back-up generators with adjacent pad-mounted transformers. Drainage from each of these areas would typically flow to the nearest catch basins and the underground drainage systems leading off-site. Figure 2, a Facility Diagram shows the general direction of flow paths that should be anticipated in the event of a spill.

### **2.2.2 Discharge History**

As a newly occupied facility, FedEx Freight has no history of uncontrolled reportable quantity discharges.

## **PART 3: General SPCC Provisions**

The following measures are implemented to prevent oil discharges during the handling, use, or transfer of oil products at the facility. Oil-handling employees have received training in the proper implementation of these measures.

### **3.1 Compliance with Applicable Requirements (40 CFR 112.7(a)(2))**

This facility complies with all of the applicable requirements of a Spill Prevention, Control and Countermeasure (SPCC) Plan, as they are outlined in 40 CFR 112.7 and 112.8. The following sections of the Plan summarize the features of the site which help reduce the potential for spills and contain any releases that could occur. The Plan also details the procedures to be followed in everyday activities at the site which will reduce the potential for spills and appropriate responses, should a spill occur.

### **3.2 Facility Layout Description (40 CFR 112.7(a)(3))**

Figure 1 shows the general location of the facility. Figure 2 presents a layout of the facility and the location of storage tanks and drums.

The facility handles, stores and uses petroleum products including diesel fuel and motor oil, and lesser amounts of other lubricants. All of the products are used for maintaining FedEx Freight trucks. No fuel or other maintenance products are sold from the site.

#### **3.2.1 Oil Storage (40 CFR 112.7(a)(3)(i))**

Bulk diesel fuel and motor oil is delivered to the site via tanker truck. The terminal receives a fuel delivery of about 7,500 gallons of fuel about every week. There are no underground storage tanks at the terminal. The bulk fuel is stored in one 19,000 gallon above ground storage tank (AST) located adjacent to the Fueling Facility at the north end of the Truck Shop building. There are also diesel fuel belly tanks beneath each of the backup generators. The tank below the main generator at the terminal building holds 1,749 gallons of fuel. The smaller generator at the truck shop has a tank capacity of 774 gallons.

The Truck Shop has a Lube Room where most petroleum products are stored. The Lube Room holds two 500-gallon double-walled rectangular tanks for new motor oil and used oil. There is also a sunken concrete containment area in the Lube Room floor that is used to hold drummed products that are attached to a pumped, reel-delivery system that extends throughout the shop. There is additional room for storage of up to about 12 drums on secondary containment pallets adjacent to the containment pit.

There are 13 sets of reels delivering up to eight different products to the truck shop work bays. The pumps operating the delivery system have automatic shut-offs that limit the potential for spills in the case of a hose burst or defective dispenser.

Used oil is managed from a central location in the shop, where it is then pumped through hard-plumbed lines to the tank in the Lube Room.

New motor oil is also stored in a 500-gallon double-walled rectangular tank held in an oil shed adjacent to the fueling area. The tank and two drums of other products are plumbed into an overhead reel system beneath the fueling area canopy. The in-use drums are held on secondary containment pallets inside the shed. The oil shed has capacity for up to eight additional drums of oil and various lubricants, stored under cover.

Other lubricants, anti-freeze and washer fluid are supplied in 55-gallon drums or smaller containers. These products are used directly from their containers, either attached to the reel system, or directly from their containers.

Oil-filled operational equipment at the facility includes a 345-gallon oil-filled transformer located on the west side of the office near the emergency generator and a smaller, approximately 158-gallon transformer adjacent to the truck shop generator. The transformers are the property of the local utility. There is an hydraulic trash compactor adjacent to the west side of the terminal building, with a reservoir of approximately 50 gallons. No other equipment exceeds the 55-gallon volume threshold that requires consideration under this plan.

The design and construction of all bulk storage containers are compatible with the characteristics of the oil product they contain, and with temperature and pressure conditions.

The capacities of oil containers present at the site are listed in Table 3-1, below and are also indicated on the facility diagram in Figure 2. All containers with capacity of 55 gallons or more are included.

**Table 3-1 - Oil Containers**

ID	Capacity	Contents	Description of Storage Capacity
<b>Tank Storage</b>			
1	19,000 gallons	Diesel	Above ground fuel storage tank
2	1,749 gallons	Diesel	Terminal generator belly tank
3	774 gallons	Diesel	Truck shop generator belly tank
4	500 gallons	Motor Oil	Truck Shop Lube Room
5	500 gallons	Waste Oil	Truck Shop Lube Room
6	500 gallons	Motor Oil	Fuel Island Oil Shed
<b>Drum Storage</b>			
7	275 gallons	5 drums of various products including: Motor oil, ATF, grease, or hydraulic oils	In truck shop Lube Room containment area
8	660 gallons	Up to 12 drums of various products	In truck shop Lube Room in storage on secondary containment pallets

9	440 gallons	Up to 8 drums of various products	In storage in Fuel Island Oil Shed
<b>Oil Filled Operational Equipment</b>			
10	Approx. 345 gallons	Mineral oil	Main generator pad-mounted transformer
11	Approx. 158 gallons	Mineral oil	Truck shop generator pad-mounted transformer
12	Approx. 50 gallons	Hydraulic Oil	Hydraulic Trash Compactor
<b>Total Aboveground Storage Capacity:</b>			<b>24,951 Gallons</b>
<b>Total Completely Buried Storage Capacity:</b>			<b>0 Gallons</b>
<b>Facility Total Maximum Oil Storage:</b>			<b>24,951 Gallons</b>

### **3.2.2 Potential Discharge Volumes and Direction of Flow (40 CFR 112.7(b))**

Table 3-2 presents expected volume, discharge rate, general direction of flow in the event of equipment failure and means of secondary containment for different parts of the facility where oil is stored, used, or handled.



**Table 3-2 - Potential Discharge Volumes and Direction of Flow**

Potential Release Area	Type of Failure	Maximum Potential Discharge Volume (Gallons)	Direction of Flow if Uncontained	Secondary Containment Method
<b>Bulk Fuel Storage, Dispensing and Oil Management Areas</b>				
Fueling Area (Diesel - Tank 1, piping & dispenser, pumped hose reel oil delivery system)	Gradual to Instantaneous	1,000 (Large scale spill from tanker truck during fuel delivery)	To concrete slab at dispensers. Sheet flow E. or S.E. to catch basins. Underground flow to off-site discharge in Highway 83 right-of-way	Covered fueling area, automatic shut-offs, double-walled tank construction, drain covers for nearby catchbasins, spill kits with absorbents and containment materials
Terminal Back-up Generator (Diesel - Tank 2)	Gradual to Instantaneous	750 (Large scale spill from tanker truck during fuel delivery)	To surrounding pavement, sheet flow N.W. to catch basin. Underground flow to off-site discharge in Highway 83 right-of-way	Double-walled tank construction, drain covers for nearby catchbasin, spill kits with absorbents and containment materials.
Truck Shop Back-up Generator (Diesel - Tank 3)	Gradual to Instantaneous	250 (Large scale spill from tanker truck during fuel delivery)	To surrounding pavement, sheet flow N.W. to catch basin. Underground flow to off-site discharge in Highway 83 right-of-way	Double-walled tank construction, drain covers for nearby catchbasin, spill kits with absorbents and containment materials
Truck Shop Lube Room (New and Used Oil - Tanks 4 & 5)	Gradual to Instantaneous	250 (½ total volume of one tank during delivery or pump-out)	To secondary containment shell, then to lube room floor. If during a delivery, to pavement outside shop, sheet flow to S.E., to catchbasin. Underground flow to off-site discharge in Highway 83 right-of-way	Double-walled tank construction, concrete floor, indoors, drain cover for nearby catchbasin if outside shop. Spill kits with absorbents and containment materials.

Potential Release Area	Type of Failure	Maximum Potential Discharge Volume (Gallons)	Direction of Flow if Uncontained	Secondary Containment Method
Oil Shed (New Oil - Tank 6)	Gradual to Instantaneous	250 (½ total volume of tank during delivery)	To secondary containment shell, then to oil shed floor. If during delivery, to pavement outside shed, sheet flow to E., to catchbasin. Underground flow to off-site discharge in Highway 83 right-of-way	Double-walled tank construction, concrete floor, indoors, drain cover for nearby catchbasin if outside shed. Spill kits with absorbents and containment materials.
<b>Drum Storage</b>				
Truck Shop (Drum storage and hose reel oil delivery system)	Gradual	55 (contents of one drum in use or storage)	To Lube Room containment area or floor.	Containment pit for plumbed drums, Spill control pallets for other drums in use. No floor drains in Lube Room. Shop drains connected to o/w separator and sanitary sewer.
<b>Oil-Filled Operational Equipment</b>				
Main Terminal pad-mounted transformer	Gradual	345	To surrounding grass area, then pavement, sheet flow to N.W. to catch basin. Underground flow to off-site discharge in Highway 83 right-of-way	Utility-owned, Spill kit absorbents, drain cover for nearby catchbasin
Truck shop pad-mounted transformer	Gradual	158	To surrounding pavement, sheet flow to N.W., to catch basin. Underground flow to off-site discharge in Highway 83 right-of-way	Utility-owned, Spill kit absorbents, drain cover for nearby catchbasin
Trash Compactor	Gradual	50	To surrounding grass area, then pavement, sheet flow to N.W. to catch basin. Underground flow to off-site discharge in Highway 83 right-of-way	Spill kit absorbents, drain cover for nearby catchbasin

### **3.3 Discharge Prevention Measures (40 CFR 112.7(a)(3)(ii))**

Proper routine oil handling procedures are the best measures to prevent spills and maintain a good working environment. Common oil handling operations at this facility include:

- ☐ Truck fueling using the diesel fuel dispenser.
- ☐ Vendors filling the fuel tank from tanker trucks.
- ☐ Vendors delivering bulk oil and drummed products.
- ☐ Vendors delivering fuel to back-up generator.
- ☐ Moving drummed lubricants and other fluids from storage to the use areas.

All suppliers must meet the minimum requirements and regulations for tank truck loading/unloading established by the U.S. Department of Transportation. FedEx Freight ensures that the vendor understands the site layout, knows the protocol for entering the facility and unloading product, and has the necessary equipment to respond to a discharge from the vehicle or fuel delivery hose.

The Fleet Maintenance Manager or his/her designee must unlock the access to the fueling system for suppliers, and periodically observes deliveries to monitor procedures. All fueling and the loading or unloading of drummed oil supplies take place only in the designated areas. Vehicle filling operations are performed by facility personnel trained in proper discharge prevention procedures. The truck driver or facility personnel remain with the vehicle at all times while fuel is being transferred. Transfer operations are performed according to the minimum procedures outlined in Table 3-3. Instructions are also posted next to the fuel dispenser and at the loading/unloading points for bulk lubricants.

**Table 3-3 - Fuel Transfer Procedures**

<b>Stage</b>	<b>Tasks</b>
Prior to loading/unloading	<ul style="list-style-type: none"> <li>➤ Visually check all hoses for leaks and wet spots.</li> <li>➤ Verify that sufficient volume is available in the storage tank or truck.</li> <li>➤ Secure the vehicle with wheel chocks and interlocks.</li> <li>➤ Ensure that the vehicle's parking brakes are set.</li> <li>➤ Verify proper alignment of valves and proper functioning of the pumping system.</li> <li>➤ Establish adequate bonding/grounding prior to connecting to the fuel transfer point.</li> <li>➤ Turn off cell phone.</li> </ul>
During loading/unloading	<ul style="list-style-type: none"> <li>➤ Driver must stay with the vehicle at all times during loading/unloading activities.</li> <li>➤ Periodically inspect all systems, hoses and connections.</li> <li>➤ When making a connection, shut off the vehicle engine.</li> <li>➤ Monitor the liquid level in the receiving tank to prevent overflow.</li> <li>➤ Monitor flow meters to determine rate of flow.</li> <li>➤ When topping off the tank, reduce flow rate to prevent overflow.</li> </ul>

After loading/ unloading	<ul style="list-style-type: none"> <li>➤ Make sure the transfer operation is completed.</li> <li>➤ Close all tank and loading valves before disconnecting.</li> <li>➤ Securely close all vehicle internal and external cover valves before disconnecting.</li> <li>➤ Disconnect grounding/bonding wires.</li> <li>➤ Make sure the hoses are drained to remove the remaining oil before moving them away from the connection. Use a drip pan.</li> <li>➤ Cap the end of the hose and other connecting devices before moving them to prevent uncontrolled leakage.</li> <li>➤ Remove wheel chocks and interlocks.</li> <li>➤ Inspect the lowermost drain and all outlets on tank truck prior to departure. If necessary, tighten, adjust, or replace caps, valves, or other equipment to prevent oil leaking while in transit.</li> </ul>
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### **3.4 Discharge or Drainage Control Structures (40 CFR 112.7(a)(3)(iii), 112.7(c)(1) & 112.8)**

Methods of secondary containment at this facility include a combination of structures (e.g., built-in secondary containment and spill containment pallets), drainage systems (e.g., truck shop floor drains connected to an oil/water separator, catch basins route all site drainage to an underground stormwater system with a single outfall), and land-based spill response (e.g., spill kits, sorbents, drain covers) to prevent oil from reaching surface waters.

For bulk storage tanks and drums:

- ☐ **Double-wall tank construction.** The above ground tanks are of double-wall steel construction, made of materials compatible with the stored contents. The fuel tank has an automatic interstitial monitor for leak detection.
- ☐ **Spill pallets.** Drums in use are held on spill containment pallets which can effectively contain the volume of the drums.
- ☐ **Impervious surfaces.** The fueling platform and all parking areas are poured concrete or asphalt, which limits the potential for spills to reach soil.
- ☐ **Under cover.** The fuel dispensing area is covered with a canopy. Bulk oil and all drum storage is indoors in the truck shop and oil shed by the fuel island. They are not exposed to precipitation.
- ☐ **Drainage controls.** Site drainage from spill prone areas is collected by catch basins that route flow to a single outfall along the east side of the property. The outfall is outside the facility fence and has limited access, so the catch basins are critical spill control points under this plan. There are two stormwater retention basins near the northwestern corner of the property that manage drainage from less active parts of the site.

In transfer areas and other parts of the facility where a discharge could occur:

- ☐ **Drip pans.** Drip pans are used during fueling to contain any drips or small leaks from the piping/hose connections. Any discharged material is quickly contained and cleaned up using sorbent material or pads.
- ☐ **Spill cleanup kits.** Spill cleanup kits that include absorbent material and other portable barriers are located at the fueling area. A list of equipment and supplies to be included in the spill kits is included in Appendix 9. The spill kits are located within close proximity of the oil product storage and handling areas for rapid deployment should a spill occur. The response equipment inventory for the facility is checked monthly to ensure that used material is replenished. Additional supplies and equipment may be ordered from the sources listed in Appendix 9.
- ☐ **Best Management Practices** are used to minimize the amount of solids and oil that flow into the stormwater system. Facility personnel are instructed to avoid and address small spills using sorbents to minimize runoff of oil. The stormwater system is inspected monthly as part of the scheduled site inspection to check for any visible oil sheen or discoloration.

### **3.5 Countermeasures for Discharge Discovery, Response and Cleanup (40 CFR 112.7(a)(3)(iv))**

Countermeasures for identifying and responding to spills include daily, monthly and annual inspections, as well as spill reporting requirements for all oil handling operations. Inspections are described in Section 4 of this Plan. Response and cleanup procedures are detailed in Section 5 of this Plan. These response plans are consistent with FedEx Freight policies for responding to any chemical spill, whether hazardous materials or not.

When a spill is discovered, immediate notification is required to ensure a rapid, safe and effective response. The Fleet Maintenance Manager, Service Center Manager or an Operations Supervisor should be involved in all spill responses to ensure that all steps in the procedures are followed.



In general, the following steps are taken:

- **Containment** – When any spill is discovered, defensive measures must be taken to prevent the spill from migrating, but only if they can be conducted safely and without employee exposure.
  - ❑ If possible and safe to do so, identify and shut down source of the discharge to stop the flow;
  - ❑ Contain the discharge using sorbents, portable curbs, berms, drain covers or other material;
- **Notification** - Contact the Fleet Maintenance Manager or his alternate; See the emergency contact list in Appendix 7.
  - ❑ If there are injuries or the spill represents an immediate danger, contact local emergency responders. Call 911.
  - ❑ Report ALL spills to Chemtrec: 1-800-424-9300 (Option 1), no later than one hour after knowledge of the spill. Instructions for this spill reporting are included in Appendix 8. Chemtrec will notify FedEx Freight Chemical Management Division, who will call any state or federal agencies deemed necessary.
- **Cleanup** – Cleanup should proceed at the direction of Chemtrec and FedEx Freight Chemical Management, who will determine the best method of cleanup for each spill. If the spill requires an outside contractor, one will be assigned by FedEx Chemical Management. A limited list of the local spill contractors is included in Appendix 7.

If cleanup by FedEx Freight personnel is authorized, collect and dispose of recovered products according to regulation. Ensure that each recovery drum is properly labeled using "Salvage Container Contents" labels and that all relevant product information is noted.

### **3.6 Methods of Disposal of Recovered Materials (40 CFR 112.7(a)(3)(v))**

Any oil recovered from a spill or discharge must be handled and disposed of properly, in accordance with Federal, State and local regulations and FedEx Freight policies. This includes sorbents, booms, protective clothing, or soil which may become saturated with oil in the event of a spill. Spill kits located in oil handling areas include containers capable of handling the volume expected from a minor discharge. Larger volume discharges should be managed by outside contractors who are capable of properly managing the quantity of waste that will be produced.

Once used, spill kit containers should be sealed and properly disposed as soon as possible. FedEx Freight Chemical Management will contact one of their approved spill contractors to manage proper disposal.

### 3.7 Release Reporting (40 CFR 112.7(a)(3)(vi) & 112.7(a)(4))

Internal FedEx Freight reporting must be completed within one hour of knowledge of the release. FedEx uses Chemtrec (1-800-424-9300 Option 1) as a single point of contact for all spill reporting. Chemtrec will advise you of any other reporting that must be conducted. **If necessary, these notices are made ONLY by or with the authorization of FedEx Chemical Management Division.**

The Fleet Maintenance Manager has the discretion to contact local emergency responders if a discharge has an immediate safety or health risk: **If necessary, call 911.**

- Any size discharge that creates a sheen, emulsion, or sludge that affects or threatens to affect navigable waters or adjoining shorelines must be reported immediately to the National Response Center: (1-800-424-8802). The Center is staffed 24 hours a day. **For this facility, a threatened or occurring discharge that leaves the property through the storm drainage system would be an event that triggers this reporting requirement.**
- The Pennsylvania Department of Environmental Protection (PADEP) also requires notification of any release of petroleum products from storage tank systems to water or the ground in quantities enough to create a sheen on water, or in excess of 25 gallons to any aboveground surface. The PADEP Spill Hotline (412-442-4000) is the designated single point of contact for emergencies. PADEP has a Notification of Reportable Release Form that must be completed and filed within 24 hours of a confirmed release. The Form is included in Appendix 8.

In the event of a discharge of oil to waters of the State, the following information must be provided:

- ☐ Name, location, organization, and telephone number;
- ☐ Name and address of the party responsible for the incident;
- ☐ Date and time of the incident;
- ☐ Location of the incident;
- ☐ Source and cause of the release or discharge;
- ☐ Types of material(s) released or discharged;
- ☐ Quantity of materials released or discharged;
- ☐ Danger or threat posed by the release or discharge;
- ☐ Number and types of injuries (if any);
- ☐ Media affected or threatened by the discharge (i.e., water, land, air);
- ☐ Weather conditions at the incident location;
- ☐ Any other information that may help emergency personnel respond to the incident.

Contact information for reporting a discharge to the appropriate authorities is listed in Appendix 7 and is also posted in prominent locations throughout the facility (e.g., in the office building and in the fueling area shed).

## **PART 4: Discharge Prevention**

### **4.1 Inspections, Tests, and Records (40 CFR 112.7(e))**

As required by the SPCC rule, FedEx Freight performs the inspections, tests, and evaluations listed in Table 4-1.

**Table 4-1 - Inspection and Testing Program**

<b>Facility Component</b>	<b>Action</b>	<b>Frequency/Circumstances</b>
Aboveground tanks	Visual inspection on exterior for signs of deterioration and discharges, interstitial measurements to identify leaks between the double tank walls.  External inspection by certified inspector (as per STI Standard SP-001) at 20 year intervals.	Following a regular schedule (monthly, annual, and during scheduled inspections) and whenever material repairs are made.
Container supports and foundation	Inspect container's supports and foundations.	Following a regular schedule (monthly, annual, and during scheduled inspections) and whenever material repairs are made.
Liquid level sensing devices (overfill)	Test for proper operation.	Monthly
All aboveground valves, piping, and appurtenances	Assess general condition of items, such as flange joints, expansion joints, valve glands and bodies, catch pans, pipe supports and metal surfaces.	Monthly

#### **4.1.1 Daily Inspection**

FedEx Freight employees use the fueling and maintenance facilities each day. Daily visual inspections involve: (1) looking for tank or piping damage or leakage, stained or discolored concrete or soils, (2) observing the condition of the reel dispenser system for products in the Truck Shop and fueling area; (3) checking the proper management of drummed lubricants. Visual inspections of AST by facility personnel are performed according to the procedure described in this SPCC Plan. Leaks from tank seams, gaskets, rivets, and bolts are promptly corrected.

#### **4.1.2 Monthly Inspection**

The checklist provided in Appendix 3 is used for monthly inspections by FedEx Freight personnel. The monthly inspections cover the following key elements:

- Observing the exterior of aboveground storage tanks, pipes, and other equipment for signs of deterioration, leaks, corrosion, and thinning.
- Observing tank foundations and supports for signs of instability or excessive settlement.
- Observing the tank fill and discharge pipes for signs of poor connection that could cause a discharge and tank vent for obstructions and proper operation.
- Verifying the proper functioning of overfill prevention systems.
- Check the interstitial space between the walls of double walled tanks for accumulations of oil or condensate water that could lead to corrosion.
- Checking the proper management of drummed lubricants.
- Checking spill pallets for any accumulated oil beneath the actively used drums.
- Checking the inventory of discharge response equipment and restocking as needed.

All problems regarding tanks, drums, piping, containment, or response equipment must immediately be reported to the Fleet Maintenance Manager. Visible oil leaks from tank walls, piping, or other components must be repaired as soon as possible to prevent a larger spill or a discharge to navigable waters or adjoining shorelines. Pooled oil is removed immediately upon discovery.

Written monthly inspection records are signed by the Fleet Maintenance Manager and maintained with this SPCC Plan for a period of at least three years.

#### **4.1.3 Annual Inspection**

Facility personnel perform a more thorough inspection of facility equipment on an annual basis. This annual inspection complements the monthly inspection described above and is performed each year using the checklist provided in Appendix 3 of this Plan.

Written annual inspection records are signed by the Fleet Maintenance Manager and maintained with this SPCC Plan for a period of at least three years.

#### **4.1.4 Periodic Integrity Testing**

In addition to the above monthly and annual inspections, tanks may need to be periodically evaluated by an outside certified tank inspector following the Steel Tank Institute (STI) *Standard for the Inspection of Aboveground Storage Tanks*, SP-001. This evaluation is required after any tank modification or repair that could increase the potential for discharges, or at intervals determined by good engineering practice. Copies of any integrity testing reports are to be kept in Appendix 6 of this Plan.

FedEx Freight uses interstitial monitoring on all bulk tanks as a means of leak detection. This long-term monitoring will be part of the engineering evaluation used to determine when or if future integrity testing will be conducted on any tank.

EPA considers visual monitoring of the exterior of above ground tanks to be an environmental equivalent of integrity testing, if the tanks are shop constructed tanks less than 30,000 gallons in capacity when accompanied by other actions to ensure the tanks are not in contact with soil. This includes elevating the tank to reduce corrosion potential and make all sides of the tank visible during inspection. The fuel tank on this site meet these construction criteria.

#### **4.2 Personnel, Training, and Discharge Prevention Procedures (40 CFR 112.7(f))**

The Fleet Maintenance Manager is the facility designee and is responsible for oil discharge prevention, control, and response preparedness activities at this facility.

FedEx Freight management has instructed oil-handling facility personnel in the operation and maintenance of oil pollution prevention equipment, discharge procedure protocols, applicable pollution control laws, rules and regulations, general facility operations, and the content of this SPCC Plan. Training is conducted by Computer Based Education (CBE) through the FedEx Learning & Development Department (L&D). Any new facility personnel with oil-handling responsibilities are provided with this same training prior to being involved in any oil operation.

Annual discharge prevention briefings are held for all facility personnel involved in oil operations. The briefings are aimed at ensuring continued understanding and adherence to the discharge prevention procedures presented in the SPCC Plan. The briefings also highlight and describe known discharge events or failures, malfunctioning components, and recently implemented precautionary measures and best practices. Facility operators and other personnel will have the opportunity during the briefings to share recommendations concerning health, safety, and environmental issues encountered during facility operations.

Future training exercises will be periodically held to prepare for possible discharge responses, such as a simulation of an on-site vehicular discharge.

Records of the briefings and discharge prevention training are kept for a period of at least three years. Training records can be obtained by contacting L&D or through the Environmental Services SharePoint: <http://spfreight.web.fedex.com/sites/ESS/default.aspx>

#### **4.3 Security (40 CFR 112.7(g))**

The facility is surrounded by steel security fencing and access to the public is limited. Access to terminal is through one entry drive off Susquehanna Trail. The main entrance gate is near the middle of the western side of the property. The entrance gates are locked when the facility is unattended. The fence encircles the entire footprint of the facility.



All fueling areas are lighted to illuminate the loading/unloading and storage areas. There are emergency shut-offs located on the shed adjacent to the fueling pad. Drivers must enter a pass code into a security system in order to use the single fuel dispenser.

The facility securely caps and locks the loading/unloading connections of tanks and piping when not in service or when in standby service for an extended period of time, or when piping is emptied of liquid content.

#### **4.4 Tank Truck Loading/Unloading Rack Requirements (40 CFR 112.7(h))**

The site does not have a loading rack for delivery of bulk fuels. Fuel is delivered to the diesel and oil tanks by vendor-operated tanker trucks. Drummed lubricants are also managed by vendors. The potential for discharges during truck fueling and tank truck loading or unloading operations are of particular concern at this facility. FedEx Freight management is committed to ensuring the safe transfer of material to and from storage tanks. The measures detailed in Section 3.3 are implemented to prevent oil discharges during truck fueling and loading operations.

##### **4.4.1 Secondary Containment (40 CFR 112.7(h)(1))**

All above ground storage tanks are of double-walled steel construction. 55-gallon drums or smaller containers are held in the concrete containment pit or on spill pallets while in use. These systems serve as secondary containment for these operations. In addition, fueling and petroleum use areas are under cover or indoors and have drainage controlled by impervious surfaces. Spill cleanup kits are available at all petroleum use areas and Best Management Practices (BMPs) are important actions used to preclude oil reaching the secondary containment systems. BMPs include following the fuel transfer procedures in Table 3-3, including using individual drip pans and spill prevention devices to prevent releases.

#### **4.5 Brittle Fracture Evaluation (40 CFR 112.7(l))**

No field-constructed tanks are at the facility, so brittle fracture is not a concern.

#### **4.6 Conformance with State and Local Applicable Requirements (40 CFR 112.7(j))**

This facility does not transfer oil or petroleum products to or from a tank vessel, such as a barge or oil tanker, or to or from a pipeline, therefore it is not subject to further requirements under Pennsylvania law regarding contingency planning. This SPCC Plan is suitable to meet the requirements of applicable State of Pennsylvania oil management regulations.

Pennsylvania requires notification for installation and annual registration of aboveground storage tanks greater than 1,100 gallon capacity. The 19,000-gallon fuel storage tank at this facility has been registered with the state and has been assigned DEP Site I.D. No. 851896, Sequential No. 1338959 - 001A.

## **Part 5: Discharge Response (40 CFR 112.7(a)(5))**

This section describes the response and cleanup procedures in the event of an oil discharge. The uncontrolled discharge of oil to groundwater, surface water, or soil is prohibited by state and federal laws. Immediate action must be taken to control, contain, and recover discharged product.

In all cases, the following steps are taken:

- Eliminate potential spark sources;
- If possible and safe to do so, identify and shut down source of the discharge to stop the flow;
- Contain the discharge with sorbents, berms, drain covers, sandbags, or other material;
- Block any pavement curb cuts that could allow a spill off the paved area;
- Contact the Fleet Maintenance Manager or his/her alternate;
- Contact Chemtrec and FedEx Freight Chemical Management and if necessary, a response contractor and regulatory authorities; and
- Collect and dispose of recovered products according to regulation.

A list of Emergency Contacts is provided in Appendix 7. A comparable list is also posted at prominent locations throughout the facility. A list of spill response material kept at the facility is included in Appendix 9.

### **5.1 Response to a Minor Discharge**

A “minor” discharge is defined as one that can be readily managed by FedEx Freight personnel, posing no significant harm (or threat) to human health and safety or to the environment. Minor discharges are generally those where:

- ☐ The quantity of product discharged is small (e.g., may involve less than 25 gallons of oil, but the manageable quantity may vary depending on other factors);
- ☐ Discharged material is easily stopped and controlled at the time of the discharge;
- ☐ Discharge is localized near the source;
- ☐ Discharged material is not likely to reach water;
- ☐ There is little risk to human health or safety; and
- ☐ There is little risk of fire or explosion.

Minor discharges can usually be cleaned up by FedEx Freight personnel.

The following guidelines apply to minor discharges:

- Immediately notify the Fleet Maintenance Manager or senior on-site person.
- Under the direction of the Fleet Maintenance Manager (or senior on-site person) , contain the discharge with spill response materials and equipment. Place discharge debris in properly labeled waste containers, seal and label properly.
- If necessary, install drain covers on nearby catch basins to prevent oil from entering the drainage system.
- Do not use soaps or surfactants to clean oily surfaces. Dissolved oil can cause more environmental damage than sheens.
- The Fleet Maintenance Manager or his representative will contact Chemtrec and complete a notification form (Appendix 8). A copy will be attached to this SPCC Plan.
- The catch basins downstream from any release and the outfall area should be inspected for floating oil, sheen or discoloration to determine if any oil left the property. If necessary, absorbent booms or pads should be installed to prevent oil discharge to the outfall. **If water shows signs of oil it is not considered a “minor” discharge.**

**If the spill threatens or causes a release to off-site areas it is not considered a “minor” discharge. Respond as detailed below.**

If the discharge involves a quantity of oil that is not readily manageable it is considered a “major” discharge and the response procedures in Section 5.2 will be required.

## **5.2 Response to a Major Discharge**

A “major” discharge is defined as one that cannot be safely controlled or cleaned up by facility personnel, such as when:

- ☐ The discharge is large enough to spread beyond the immediate discharge area;
- ☐ The discharged material enters a storm drain or extends off the pavement surface;
- ☐ The discharge requires special equipment or training to clean up;
- ☐ The discharged material poses a hazard to human health or safety; or
- ☐ There is a danger of fire or explosion.

In the event of a major discharge, the following guidelines apply:

- If the Fleet Maintenance Manager is not present at the facility, notify the senior on-site personnel of the discharge. If the Fleet Maintenance Manager is not available at the time of the discharge, then the next highest person in seniority assumes responsibility for coordinating notification and response activities.
- All workers who are not designated responders must immediately evacuate the discharge site via the designated exit routes and move to the designated staging areas at a safe distance from the discharge. Exit routes are posted in the maintenance building, in the office, and in the terminal building.
- The Fleet Maintenance Manager (or senior on-site person) must call for medical assistance if workers are injured and notify the York Area United Fire & Rescue emergency responders by calling 911.
- If it can be done safely, drain covers should be installed to prevent spills from entering catchbasins. If possible, contain spill to pavement.
- The Fleet Maintenance Manager (or senior on-site person) must immediately call Chemtrec (1-800-424-9300 (Option 1)). A record of the call should be prepared on the Discharge Notification form in Appendix 8 and a copy of the record is to be attached to this SPCC Plan. Chemtrec will assist in responding to the release and will notify FedEx Chemical Management Division. Chemtrec or FedEx Chemical Management Division will assign a cleanup contractor, if necessary. Any State or Federal notifications will be made by FedEx Chemical Management Division.
- The stormwater catch basins and outfall area should be inspected for floating oil, sheen or discoloration to determine if any oil reached the stormwater system. If the spill reached a catch basin, containment booms and absorbents should be deployed in downstream manholes. Any contaminated soil should be excavated and managed as spill debris.
- The Fleet Maintenance Manager (or senior on-site person) coordinates cleanup, if necessary, with assistance from a cleanup contractor or other response organization.

### **5.3 Waste Disposal**

Wastes resulting from a minor discharge response will be containerized in impervious spill containment drums. The Fleet Maintenance Manager will characterize the waste for proper disposal and ensure that it is removed from the facility by a licensed waste hauler promptly.

Wastes resulting from a major discharge response will be removed and disposed of by a cleanup contractor.

## **5.4 Notification Requirements for Major Discharges**

In addition to the above reporting, 40 CFR 112.4 requires that information be submitted to the United States Environmental Protection Agency (EPA) Regional Administrator (see contact information in Appendix 7) whenever the facility discharges (as defined in 40 CFR 112.1(b)) *more than 1,000 gallons of oil in a single event*, or discharges (as defined in 40 CFR 112.1(b)) *more than 42 gallons of oil in each of two discharge incidents within a 12-month period*. The following information must be submitted to the EPA Regional Administrator within 60 days:

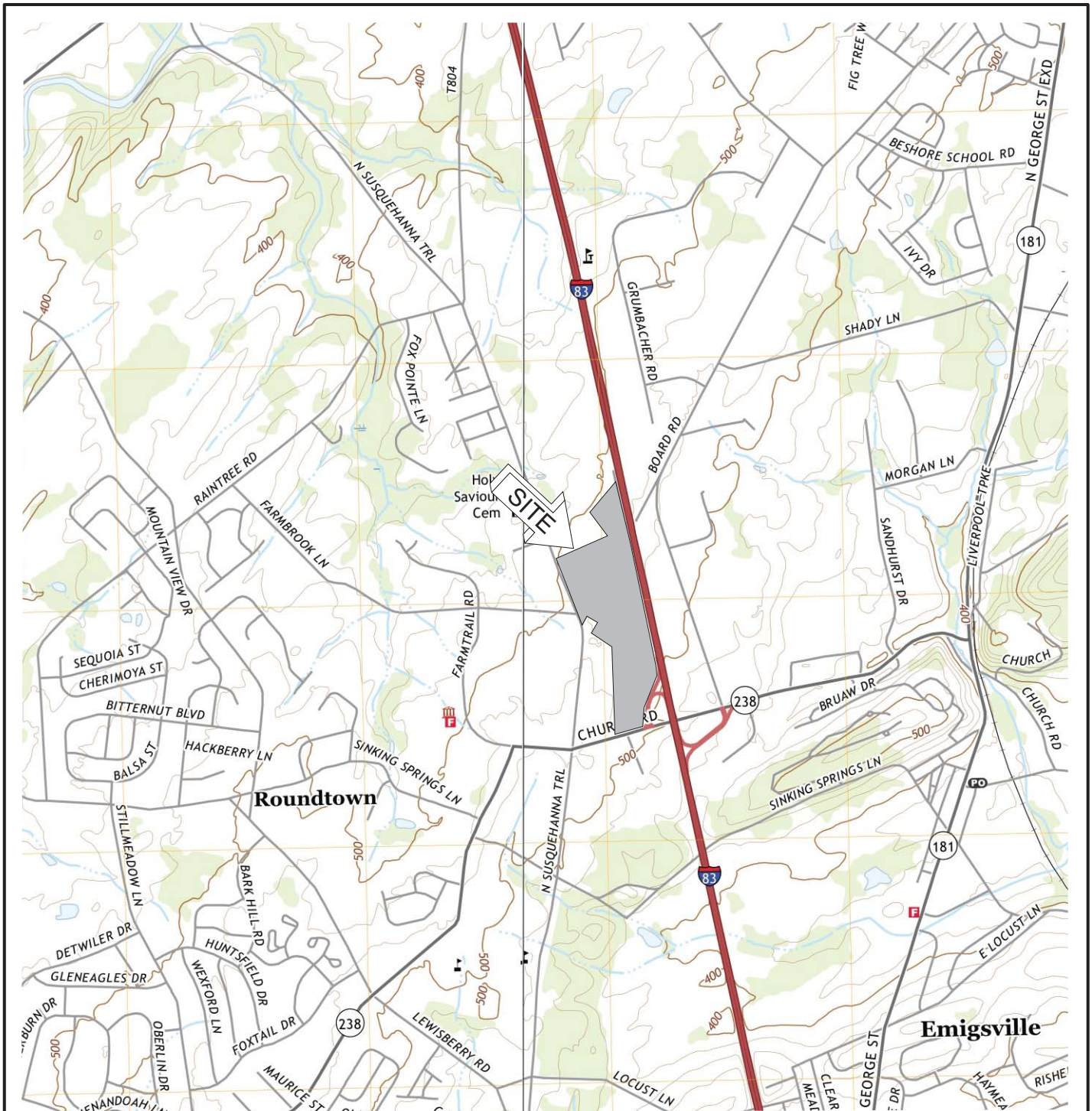
- ☐ Name of the owner/operator;
- ☐ Name of the facility;
- ☐ Location of the facility;
- ☐ Maximum storage or handling capacity and normal daily throughput;
- ☐ Corrective action and countermeasures taken, including a description of equipment repairs and replacements;
- ☐ Description of facility, including maps, flow diagrams, and topographical maps;
- ☐ Cause of the discharge(s) to navigable waters and adjoining shorelines, including a failure analysis of the system and subsystem in which the failure occurred;
- ☐ Additional preventive measures taken or contemplated to minimize possibility of recurrence; and
- ☐ Other pertinent information requested by the Regional Administrator.

A standard report for submitting the information to the EPA Regional Administrator and State Department of Environmental Protection is included in Appendix 10 of this Plan.



## **APPENDIX 1**

### **Site Plan and Facility Diagram**



From U.S.G.S.

North

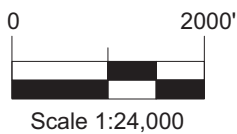


Figure 1 - Site Map

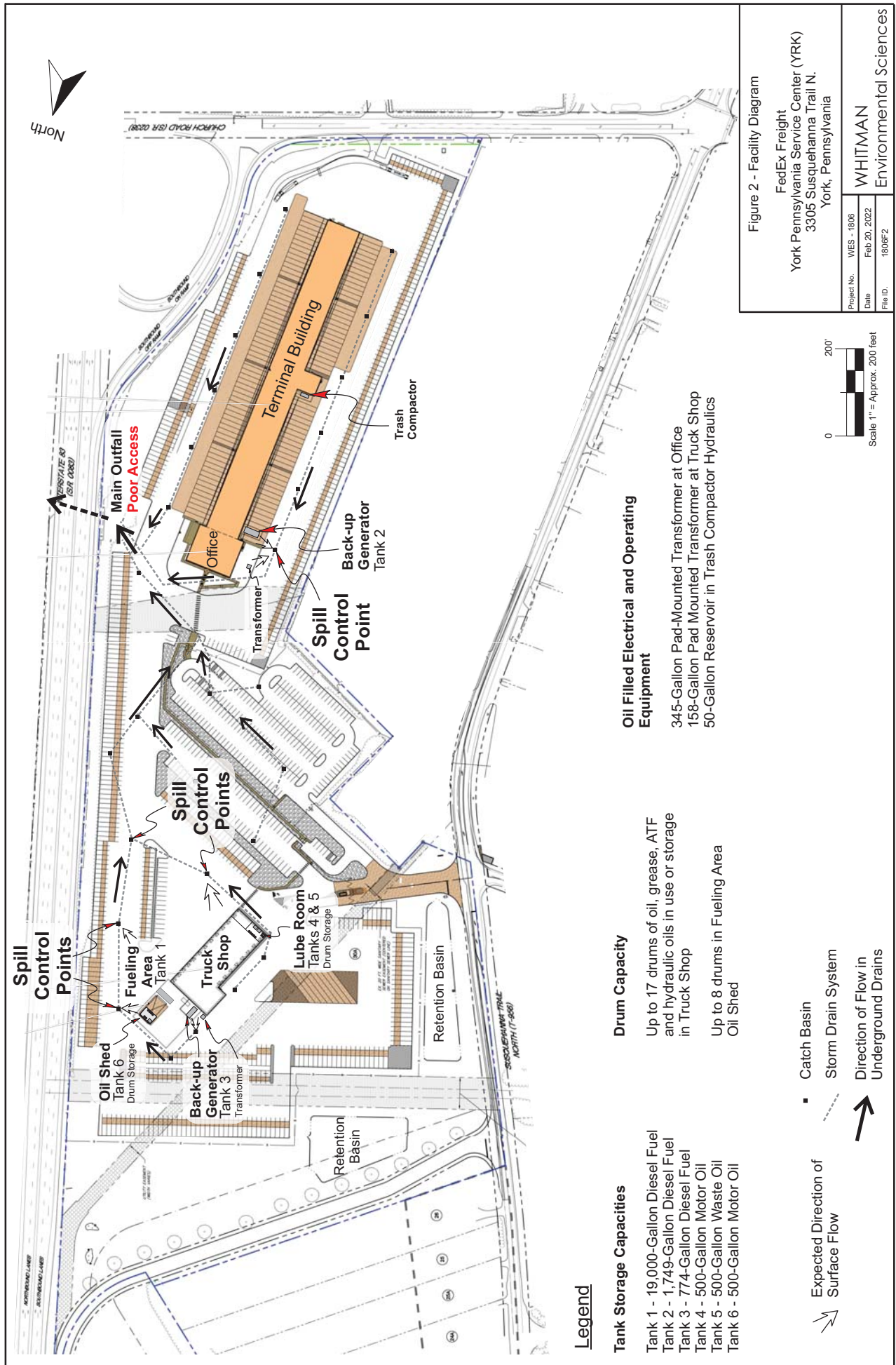
FedEx Freight, Inc.  
York, Pennsylvania Service Center (YRK)  
3305 Susquehanna Trail N.  
York, Pennsylvania

Project No. WES - 1806

Date Jan 24, 2022

File ID. 1806F1

**WHITMAN**  
Environmental Sciences



## **APPENDIX 2**

### **Substantial Harm Determination**



## APPENDIX 2

### Substantial Harm Determination

Facility Name: FedEx Freight Inc, York Service Center (YRK)  
Facility Address: 3305 Susquehanna Trail N.  
York, PA 17406

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons? **NO**
2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground storage tank area? **NO**
3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR part 112 Appendix C, Attachment C-III or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments? **NO**
4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR part 112 Appendix C, Attachment C-III or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake? **NO**
5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years? **NO**

#### Certification

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Signature: \_\_\_\_\_ Title: Fleet Maintenance Manager

Name (type or print): \_\_\_\_\_ Date: \_\_\_\_\_  
Mr. Gary Hoff



## **APPENDIX 3**

### **Facility Inspection Checklists**

The following checklists are to be used for monthly and annual facility-conducted inspections. Completed checklists must be signed by the inspector and maintained at the facility, with this SPCC Plan, for at least three years.

# Monthly Inspection Checklist

This inspection record must be completed *each month* and annually. Provide further description and comments, if necessary, on a separate sheet of paper and attach to this sheet. \*Any item that receives “yes” as an answer must be described and addressed immediately.

Check One:

Monthly Inspection or: \_\_\_\_\_ Annual Inspection      Date: \_\_\_\_\_ Signature: \_\_\_\_\_

Aboveground Storage Tanks	Y or N	Fueling Area			Truck Shop			Terminal	Notes:
		Fuel Tank	New Oil Tank	New Oil Tank	Used Oil Tank	Generator Tank	Generator Tank		
Tank surfaces show signs of leakage									
Tank is damaged, rusted or deteriorated									
Bolts, rivets, or seams are damaged									
Tank supports are deteriorated or buckled									
Tank foundations have eroded or settled									
Level gauges or alarms are inoperative									
Vents are obstructed									
Secondary containment is damaged or stained									
Water/product in interstice of double-walled tank									
<b>Piping</b>	<b>Y or N</b>								
Valve seals, gaskets, or other appurtenances are leaking									
Pipelines or supports are damaged or deteriorated									
Joints, valves and other appurtenances are leaking									
<b>Drummed Products</b>	<b>Y or N</b>	<b>Description &amp; Comments</b>							
Drum surfaces show signs of leakage or overfill									
Drums are damaged, rusted or deteriorated									
Spill pallets contain oil or water									
Drums in use are improperly stored or handled									
Floor is stained around drums in use									
<b>Loading/unloading and transfer equipment</b>									
Loading/unloading equipment is damaged or deteriorated									
Connections are not capped or blank-flanged									
Secondary containment is damaged or stained									
<b>Security</b>									
Fencing, gates, or lighting is non-functional									
Pumps and valves are unlocked but not in use									
<b>Response Equipment</b>									
Response equipment inventory is incomplete									
Additional Remarks:									

## **APPENDIX 4**

### **Record of Annual Discharge Prevention Briefings and Training**

## **APPENDIX 4**

### **Record of Annual Discharge Prevention Briefings and Training**

Briefings will be scheduled and conducted by the facility owner or operator for operating personnel at regular intervals to ensure adequate understanding of this SPCC Plan. The briefings will also highlight and describe known discharge events or failures, malfunctioning components, and recently implemented precautionary measures and best practices. Personnel will also be instructed in operation and maintenance of equipment to prevent the discharge of oil, and in applicable pollution laws, rules, and regulations. Facility operators and other personnel will have an opportunity during the briefings to share recommendations concerning health, safety, and environmental issues encountered during facility operations.

<b>Date</b>	<b>Subjects Covered</b>	<b>Employees in Attendance</b>	<b>Instructor(s)</b>

Training notification is handled through the Learning and Development Department (L&D) via Computer Based Education (CBE). Training records can be obtained by contacting L&D or through the Environmental Services SharePoint :

<http://spfreight.web.fedex.com/sites/ESS/default.aspx>

## **APPENDIX 5**

### **Calculation of Secondary Containment Capacity**



## **APPENDIX 5**

### **Calculation of Secondary Containment Capacity**

All tanks are equipped with built-in secondary containment properly sized by the manufacturer.

## **APPENDIX 6**

### **Records of Tank Integrity and Pressure Tests**

Attach copies of manufacturer's tank certifications and any records of initial tank integrity or pressure tests. Attach copies of any tank repair records, future tank testing or recertifications once completed.

## **APPENDIX 7**

### **Emergency Contacts**

## APPENDIX 7

### Emergency Contacts

Follow the following Notification procedures for ANY oil spill:	
<b>1. – Notify Key Facility Personnel</b>	
Designated Person Accountable for Discharge Prevention:  Gary Hoff, Fleet Maintenance Manager Mark Smith, Service Center Manager	Facility Office: (919) 575-6269  Gary Cell: (336) 870-9082 Mark Cell: (919) 762-0722
If no other local contacts are available: Brenden Rose, Environmental Operations, Harrison, AR: Chong Lee, Environmental Operations, Santa Clara, CA:  Security: Central Linehaul:	(870) 365-4087 (408) 654-3112  (800) 874-4723 (870) 741-9000
<b>2. - Notify Chemtrec - 24 Hour Emergency Call:</b> Chemtrec will give cleanup and safety information in coordination with FedEx Chemical Management Division	1-800-424-9300
<b>3. - If conditions warrant immediate assistance:</b>	
Local Fire Department - York Area United Fire & Rescue <b>Station 89-5 Manchester Township</b>	<b>911</b> (717) 718-2383 - non-emergency only
Local Police - Northern York County Regional Police	<b>911</b> (717) 292-3647 - non-emergency only
Local Hospital - UPMC 1701 Innovation Dr., York, PA 17408	800-436-4326 717-843-8623

<b>ONLY Chemtrec or FedEx Chemical Management Division will make the following calls:</b>	
National Response Center (NRC)	1-800-424-8802 (24 hours)
State Oil Pollution Control Agency:  Pennsylvania Department of Environmental Protection: <b>For this facility, ANY spill that leave the property would trigger State and Federal reporting requirements.</b>	(412) 442-4000

<b>Environmental Cleanup Contractors</b>	Assigned by Chemtrec or FedEx Chemical Management
ACV Enviro Lewisberry Service Center 621 B Lowther Road Lewisberry PA 17339	717-938-5297
Elk Environmental, Inc. 1440 Carbon Street Reading, PA 19601 610-372-4760	800-851-7156 610-372-4760
Lewis Environmental 155 Railroad Plaza PO Box 639 Royersford, PA 19468	800-258-5585
<b>Additional Cleanup Contractors/Suppliers</b>	
Clean Harbors Environmental Services, Inc. 2858 Route 322 Bridgeport, NJ 8014	1-800-OIL-TANK (645-8265) 856-467-3102



## **APPENDIX 8**

### **Discharge Notification Forms**

**NOTIFICATION OF REPORTABLE RELEASE (Owners and Operators)**☐ Initial  
☐ Follow-Up**NOTIFICATION OF CONTAMINATION (Certified Installers and Inspectors)****NOTIFICATION OF REPORTABLE RELEASE (Owners and Operators)**

The Storage Tank Program's Corrective Action Process (CAP) regulations establish release reporting requirements for owners and operators of storage tanks and storage tank facilities.

Subsection 245.305(a) of the regulations requires owners or operators to notify the appropriate regional office of the Department as soon as practicable, but no later than 24 hours after the confirmation of a reportable release.

Subsection 245.305(d) requires owners or operators to provide an initial written notification to the Department, each municipality in which the reportable release occurred, and each municipality where that release has impacted environmental media or water supplies, buildings, or sewer or other utility lines, within 15 days of the notice required by subsection 245.305(a).

Subsection 245.305(e) requires owners or operators to provide follow-up written notification to the Department and to each impacted municipality of new impacts to environmental media or water supplies, buildings, or sewer or other utility lines discovered after the initial written notification required by subsection 245.305(d). Written notification is to be made within 15 days of the discovery of the new impact.

This form may be used to comply with subsections 245.305(d) and (e).

**OWNERS AND OPERATORS (O/O)**

**INDICATE IF THIS IS AN INITIAL OR FOLLOW-UP NOTIFICATION BY MARKING THE APPROPRIATE BOX FOUND IN THE TOP RIGHT-HAND CORNER OF THIS FORM. PLEASE COMPLETE ALL INFORMATION IN SECTIONS I, II, IIIA, IIIB, IV, V, VII and VIII.**

**NOTIFICATION OF CONTAMINATION (Certified Installers and Inspectors)**

The Storage Tank Program's Certification regulations establish standards of performance for certified installers and inspectors of storage tanks and storage tank facilities.

Subsection 245.132(a)(4) of the regulations requires certified installers and inspectors to report to the Department a release of a regulated substance or confirmed or suspected contamination of soil, surface or groundwater from regulated substances observed while performing services as a certified installer or inspector.

This form may be used to comply with subsection 245.132(a)(4). Subsection 245.132(a)(4) requires submission of the form within 48 hours of observing suspected or confirmed contamination. Where there is a reportable release, the form may be submitted jointly by the owner, operator, certified installer and certified inspector. In this instance, the form must be received by the appropriate regional office within 15 days of the notice required by subsection 245.305(a).

**CERTIFIED INSTALLERS AND INSPECTORS (I/I)  
PLEASE COMPLETE ALL INFORMATION IN SECTIONS I, II, IIIA, IIIC, VI, VII and VIII.**

**INSTRUCTIONS**

- I. FACILITY INFORMATION** - Record the name, I.D. number and physical location (not P.O. Box) of the facility at which a reportable release has been confirmed or at which suspected or confirmed contamination has been observed. Include the name and phone number of a person to contact at the facility.
- II. OWNER/OPERATOR INFORMATION** - Record the name, business address and telephone number of the owner of the facility identified in Section I. Also, record the name and telephone number of the operator of the facility.
- III. REGULATED SUBSTANCE INFORMATION** - Indicate to the best of your knowledge: A) the type of product or products involved; B) the quantity of product or products released; and C) whether the contamination is suspected or confirmed.
- IV. REPORTABLE RELEASE INFORMATION** - Record the date of confirmation of the reportable release, e.g., "9/18/01"; the date and regional office notified; and the date the local municipality(ies) [provide name of municipality(ies)] was/were sent a copy of this form. Indicate to the best of your knowledge the source/cause of the release, how the release was discovered and the environmental media affected and impacts.
- V. INTERIM REMEDIAL ACTIONS** - Indicate the interim remedial actions planned, initiated or completed.
- VI. SUSPECTED/CONFIRMED CONTAMINATION INFORMATION** - Record the date of observation of the suspected or confirmed contamination, e.g., "11/24/01". Indicate to the best of your knowledge the indications of a suspected release or extent of confirmed contamination resulting from the release of the regulated substance.
- VII. ADDITIONAL INFORMATION** - Provide any additional, relevant, available information concerning the reportable release or suspected or confirmed contamination. Include in this section specific details or problems about the release. For example, if the piping was the source of the release and the cause was corrosion of a metal connector or flexible connector, it is important to include that information here. Use additional 8½" x 11" sheets of paper, if necessary.
- VIII. CERTIFICATION** - Please print your name, and provide your signature and date of signature. If a certified installer/inspector, provide certification number and company certification number.
- IX. ATTACHMENT** - If a certified installer/inspector, provide a copy of failed valid tightness test(s), if applicable.

**PLEASE SEND COMPLETED ORIGINAL FORM TO:**

PA Department of Environmental Protection  
Environmental Cleanup and Brownfields Program  
Storage Tank Section  
(and the appropriate address below,  
depending on where the FACILITY is located)

Southeast Region  
2 East Main Street  
Norristown, PA 19401  
PHONE: 484-250-5900  
FAX: 484-250-5961

**Counties**  
Bucks, Chester, Delaware,  
Montgomery, Philadelphia

Northeast Region  
2 Public Square  
Wilkes-Barre, PA 18711-1915  
PHONE: 570-826-2511  
FAX: 570-820-4907

**Counties**  
Carbon, Lackawanna, Lehigh,  
Luzerne, Monroe, Northampton,  
Pike, Schuylkill, Susquehanna,  
Wayne, Wyoming

South-central Region  
909 Elmerton Avenue  
Harrisburg, PA 17110  
PHONE: 866-825-0208  
FAX: 717-705-4830

**Counties**  
Adams, Bedford, Berks, Blair, Cum-  
berland, Dauphin, Franklin, Fulton,  
Huntingdon, Juniata, Lancaster,  
Lebanon, Mifflin, Perry, York

North-central Region  
208 W. Third Street, Suite 101  
Williamsport, PA 17701  
PHONE: 570-321-6525/327-3636  
FAX: 570-327-3420

**Counties**  
Bradford, Cameron, Centre,  
Clinton, Clearfield, Columbia,  
Lycoming, Montour,  
Northumberland, Potter, Snyder,  
Sullivan, Tioga, Union

Southwest Region  
400 Waterfront Drive  
Pittsburgh, PA 15222  
PHONE: 412-442-4091/4000  
FAX: 412-442-4328

**Counties**  
Allegheny, Armstrong,  
Beaver, Cambria, Fayette,  
Greene, Indiana, Somerset,  
Washington, Westmoreland

Northwest Region  
230 Chestnut Street  
Meadville, PA 16335-3481  
PHONE: 814-332-6945  
800-373-3398  
FAX: 814-332-6121

**Counties**  
Butler, Clarion, Crawford, Elk,  
Erie, Forest, Jefferson,  
Lawrence, McKean, Mercer,  
Venango, Warren

- 2 -  
151

**(Mark All That Apply ☒):**

	Planned	Initiated	Completed	Not Applicable
Regulated Substance Removed from Storage Tanks .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire, Explosion and Safety Hazards Mitigated .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Contaminated Soil Excavated .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Free Product Recovered .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Supplies Identified and Sampled .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Temporary Water Supplies Provided .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (Specify) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[illegible]

Indication of Suspected Contamination (Mark All That Apply <input type="checkbox"/> ):	Extent of Confirmed Contamination (Mark All That Apply <input type="checkbox"/> ):
Unusual Level of Vapors .....	Product Stained or Product Saturated Soil or Backfill .....
Erratic Behavior of Product Dispensing Equipment .....	Ponded Product .....
Release Detection Results Indicate a Release .....	Free Product or Sheen on Ponded Water .....
Discovery of Holes in the Storage Tank .....	Free Product or Sheen on the Ground Water Surface .....
Other (Specify) .....	Free Product or Sheen on Surface Water .....
	Other (Specify) .....

Provide any additional, relevant, available information concerning the reportable release or suspected or confirmed contamination. Include specific details or problems about the release. For example, if the piping was the source of the release and the cause was corrosion of a metal connector or flexible connector, it is important to include that information here. Provide DEP-assigned and owner/operator-assigned tank number(s), where applicable. Use additional 8½" x 11" sheets of paper, if necessary.

**VIII. CERTIFICATION (Both O/O and I/I)**

I, \_\_\_\_\_, hereby certify, under penalty of law as provided in 18 Pa.  
(Print Name)

**C.S.A.** §4904 (relating to unsworn falsification to authorities) that I am the owner or operator of the above referenced storage tank facility and that the information provided by me in this notification is true, accurate and complete to the best of my knowledge and belief.

\_\_\_\_\_  
Signature of Owner or Operator

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Date

I, \_\_\_\_\_, hereby certify, under penalty of law as provided in 18 Pa.  
(Print Name)

**C.S.A.** §4904 (relating to unsworn falsification to authorities) that I am the certified installer who performed tank handling activities at the above referenced storage tank facility and that the information provided by me in this notification is true, accurate and complete to the best of my knowledge and belief.

\_\_\_\_\_  
Signature of Certified Installer

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Date

\_\_\_\_\_  
Installer Certification Number

\_\_\_\_\_  
Company Certification Number

I, \_\_\_\_\_, hereby certify, under penalty of law as provided in 18 Pa.  
(Print Name)

**C.S.A.** §4904 (relating to unsworn falsification to authorities) that I am the certified inspector who performed inspection activities at the above referenced storage tank facility and that the information provided by me in this notification is true, accurate and complete to the best of my knowledge and belief.

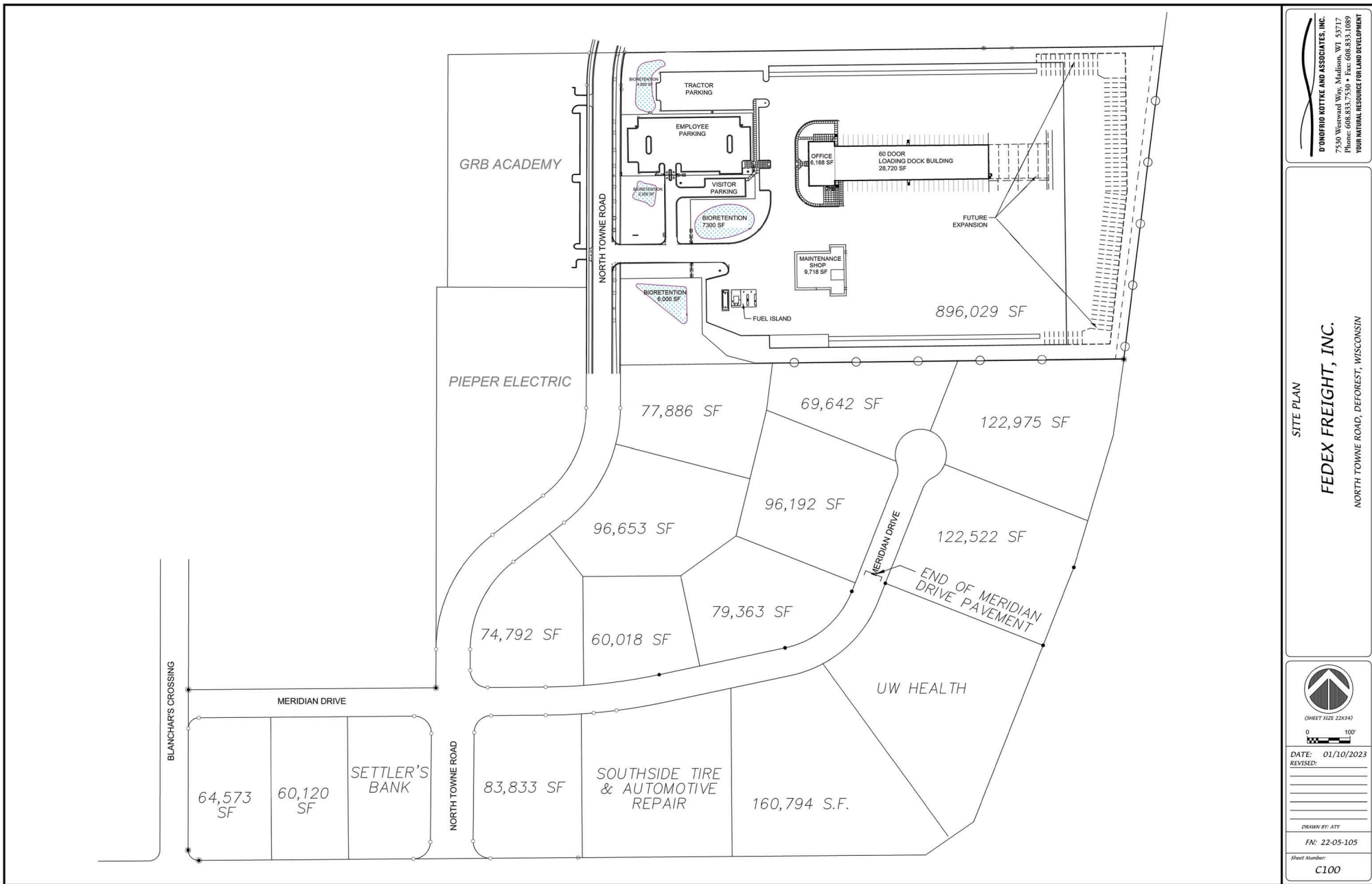
\_\_\_\_\_  
Signature of Certified Inspector

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Date

\_\_\_\_\_  
Inspector Certification Number

\_\_\_\_\_  
Company Certification Number





File: U:\User\2205105\Drawings\To Others\2023\01-10 to BT\Prelim Grading Perimeter Berms.dwg 22x34 Plotted: Jan 10, 2023 - 4:44pm

**D'ONOFRIO KOTKE AND ASSOCIATES, INC.**  
 7530 Watwood Way, Madison, WI 53717  
 Phone: 608.833.7530 • Fax: 608.833.1089  
 YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

**SITE PLAN**  
**FEDEX FREIGHT, INC.**  
 NORTH TOWNE ROAD, DEFOREST, WISCONSIN

**Scale:** 0' 100'

**DATE:** 01/10/2023  
**REVISED:**

**DRAWN BY:** ATT  
**FN:** 22-05-105  
**Sheet Number:** C100

## PLANNING AND ZONING COMMISSION RESOLUTION 2023-903

### **A RESOLUTION AUTHORIZING A CONDITIONAL USE PERMIT TO ALLOW A MOTOR FREIGHT OPERATION LAND USE ON 20.59 ACRES LOCATED BETWEEN NORTH TOWNE ROAD AND HIGHWAY 51, NORTH OF HIGHWAY 19, VILLAGE OF DEFOREST, DANE COUNTY, WI.**

**WHEREAS**, Livesey Corporation. (“Developer”) is proposing to construct a motor freight operation on a 20.59 acre lot resulting from the consolidation of Lots 29, 30, 31, 32, 37 and 38 and parts of Lots 28, 33, 39 and 40 of the North Towne Corporate Park First Addition plat, as delineated in Exhibit A (“Subject Property”), with such operation including approximately 34,888 square foot office/loading facility, a 9,718 square foot maintenance shop, on-site fueling station, and other elements as indicated in Exhibit B; and

**WHEREAS**, Table 15.12A of the Village of DeForest zoning ordinance (“Ordinance”) enables, within the M-2 General Industrial district, “Motor freight operations, including truck terminals, transfer facilities, vehicle maintenance, cleaning and repair as a component of trucking operations” uses by conditional use permit; and

**WHEREAS**, pursuant to said Ordinance provisions, the Developer has applied for a conditional use permit in conjunction with a petition to rezone the Subject Property to M-2; and

**WHEREAS**, the DeForest Planning and Zoning Commission (“Commission”) held a public hearing on February 28, 2023 to consider the conditional use permit application; and

**WHEREAS**, the Commission finds that the issuance of the requested conditional use permit, subject to conditions, will be consistent with applicable standards in the Ordinance, the Village’s Comprehensive Plan, and the orderly development of the Village.

**NOW, THEREFORE, BE IT RESOLVED**, that a conditional use permit is authorized to allow a “Motor freight operations, including truck terminals, transfer facilities, vehicle maintenance, cleaning and repair as a component of trucking operations” use on the Subject Property, subject to the following conditions:

1. The conditional use permit shall take effect only upon the rezoning of the Subject Property to the M-2 General Industrial zoning district, pursuant to a rezoning ordinance approved by the Village Board.
2. The conditional use shall be conducted in accordance with the following:
  - a. The Developer’s January 30, 2023 Letter of Intent attached as Exhibit B and conceptual development layout attached as Exhibit C, except as may be modified by the Commission as part of its site plan approval.
  - b. Outdoor storage limited to trash and recyclables behind screened enclosures. No other outdoor storage is permitted except by new or amended conditional use permit.
  - c. A final Spill Prevention, Control and Countermeasure Plan that is customized for the Subject Property and conditional use thereon, submitted with the site plan approval application.
  - d. All environmental performance standards in §15.04(12) of the Ordinance.
  - e. Lease agreements that include or reference the above provisions.

3. The future site plan submittal and development of the Subject Property shall include the following components:
  - a. All materials required §15.05 of the DeForest Code of Ordinances for the use proposed.
  - b. A roof plan including rooftop mechanical placement and screening to minimize visibility from Highway 51 and adjacent properties.
  - c. Materials to address requirements in the Village Board approval ordinance associated with the rezoning of the Subject Property.

Adopted this 28<sup>th</sup> day of February, 2023.

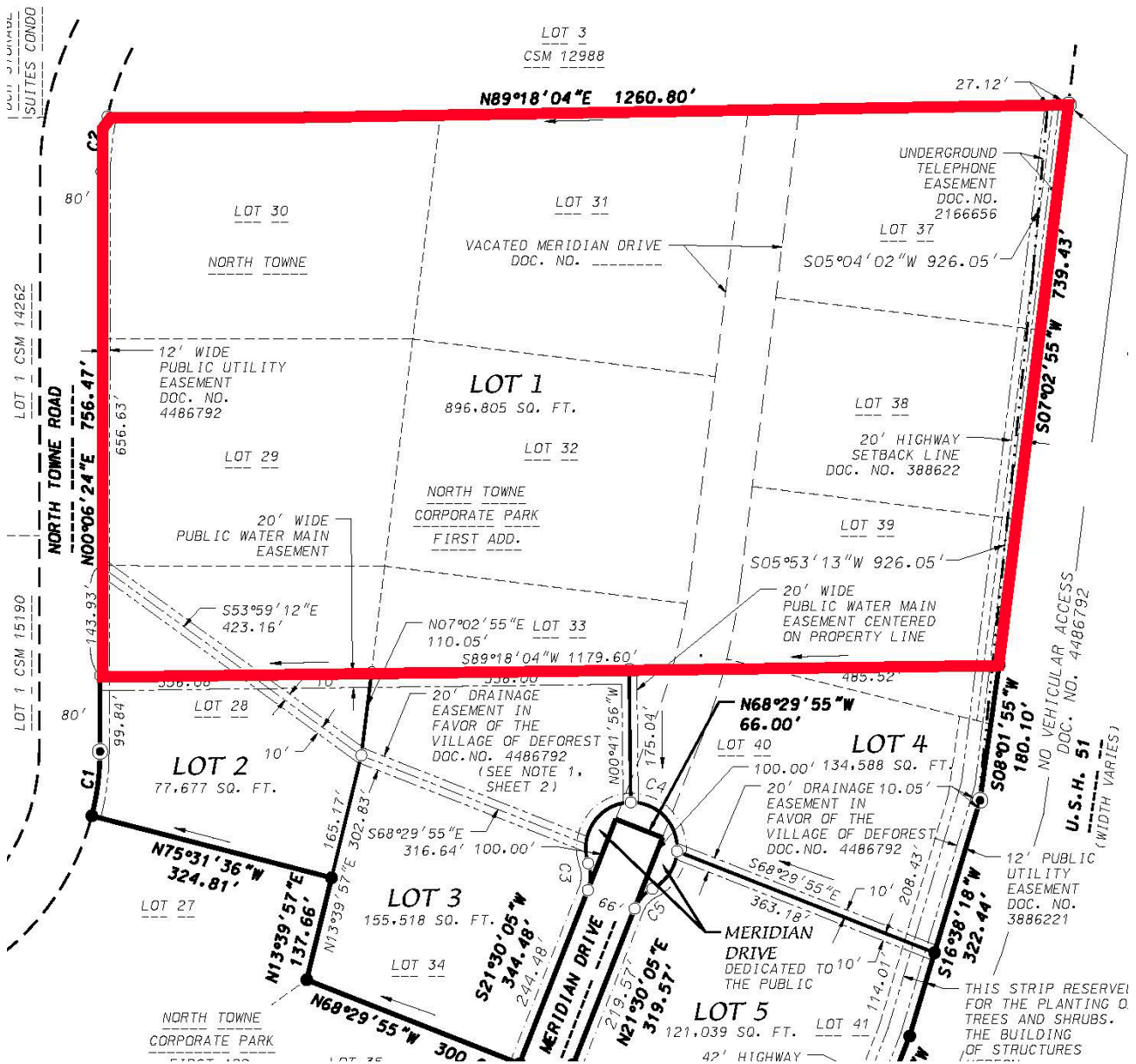
---

Jim Simpson, Planning and Zoning Commission Chair

Attest: \_\_\_\_\_  
Brandi Cooper, Zoning Administrator

Vote: \_\_\_\_\_

EXHIBIT A: AREA SUBJECT TO CONDITIONAL USE PERMIT (OUTLINED IN RED)





**PO Box 23755  
Stanley, KS 66283**

January 30, 2023

Village of DeForest, WI

Re: Conditional Use Permit Application Supplement

Project: FedEx Freight

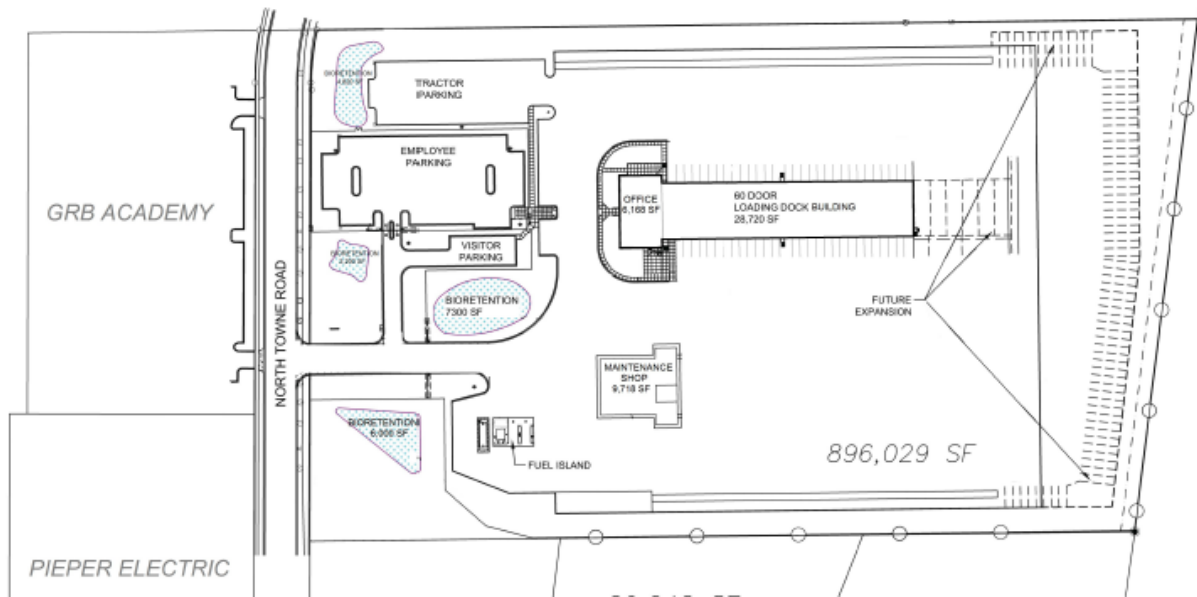
The supplemental information below is in response to The Village of DeForest as it relates to FedEx Freight's intent to construct a new cross dock facility on a parcel of land in DeForest. The Village request for supplemental information relating to the conditional use permit applications, is in *light blue italics* text and responses are provided in normal black text.

1. *Precise description of current and proposed operation, including rationale. What is the full extent of what the business will be doing on the property?* Currently, the parcel is not developed so there is no current operation on the site. FedEx Freight intends to construct a new cross dock terminal facility, a shop building and fueling canopy. The cross dock facility is being constructed to facilitate freight movement from trucks inbound at the site at one side of the cross dock terminal, unloading freight and moving across the dock to the opposite side onto outbound trailers. The shop building and fueling canopy are being constructed as ancillary to the cross dock terminal. The site was chosen due to location and is necessary to aid FedEx Freight in moving freight through the Village of DeForest and neighboring cities.
2. *Proposed hours and days of operation.* The facility will operate 24 hours a day, 7 days a week, 365 days a year less any holidays.
3. *Proposed employment, broken down by full-time and part-time.* Full-time employee count will be 51 and part-time employee count will be 15.
4. *Volume, amount and weight of proposed trucking activity on a daily basis.* Each trailer may or may not be full and weights will vary depending on shipment sizes. Trailer weights will not exceed local or federal/DOT weight restrictions. The amount of trucks traffic entering or leaving the site on any given day will be approximately 104.
5. *Description of an operations that will involve the on-site holding of hazardous materials. Hazardous Materials associated with the fleet maintenance operation (shop building) will be stored at the shop building (oil, Lubricants, etc).* FedEx Freight will also utilize electric forklifts and associated batteries in the dock area. FedEx Freight transports certain hazardous material, which may result in episodic generation and require short-term storage in compliance with applicable local, state and federal law. The fueling canopy will store and dispense diesel fuel in a federally approved above ground storage tank for dispensing thru federally approved fuel dispensers.

6. *Techniques that will be used to keep fuel and other solid or liquid waste materials from entering the storm sewer or sanitary sewer system, or otherwise leaching into the ground or offsite (e.g., spill prevention and mitigation plan).* FedEx Freight has spill prevention and mitigation processes in place and will timely apply for applicable permits and/or plans. FedEx Freight will maintain spill containment equipment onsite for use as needed. A copy of the Company's safety manual for spill mitigation is attached for review. Underground leaching is being further controlled and monitored by utilizing an above ground diesel fuel storage making it easier to detect leakage of diesel fuel onto the site.
7. *Proposed extent, location, type, and screening of any outdoor storage of vehicles/trailers. Also, how long will trailers be stored on site (if any)?* FedEx Freight does not store vehicles or trailers on site for extended periods of time. Any individual trailer stored on site is a loss of revenue and counter-productive to operations and revenue management. Any vehicle or trailer on site will be screened by landscaping placed around the exterior of the site to minimize visibility from adjacent properties or right of ways.
8. *Expected or possible noise, odors, emissions, lighting, or other off-site impacts, and proposed techniques, practices, etc. to eliminate or mitigate impacts. (See attached performance standards).* FedEx Freight has reviewed the performance standards in section 15.04 (12) and our operation is consistent with neighboring property uses and the surrounding area.
9. *List of County, state, and/or federal permits obtained or required.* Below is a list of permits that will be required and obtained.
  - a. State NR 216 stormwater permit.
  - b. State SDPS general plumbing permit for exterior site utilities.
  - c. Village permit for erosion control and stormwater management.
  - d. State building permits for Architectural, Structural and Mechanical, Plumbing and Electrical Engineering.
  - e. State permit for above ground diesel storage tank.



EXHIBIT C: CONCEPTUAL DEVELOPMENT LAYOUT



## **RESOLUTION 2023-003**

### **A RESOLUTION TO VACATE AND DISCONTINUE A PORTION OF MERIDIAN DRIVE IN THE VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN.**

**WHEREAS**, the Village Board previously approved the plat of North Towne Corporate Park First Addition (the "First Addition Plat"), which included the dedication of Meridian Drive extending north from the terminus of the previously platted North Towne Road and between lots 31-34 and 37-41 of the First Addition plat; and

**WHEREAS**, the owner of Lots 31-33 and 37-40 of the First Addition Plat has proposed a certified survey map to combine all or portions of those lots into a single parcel for development and has requested that the Village vacate that portion of Meridian Drive running through the parcels to be combined; and

**WHEREAS**, the Village Board has determined that the proposed development of Lots 31-33 and 37-40 as a single development site will promote the public interest, and that the public interest requires that the identified segment of Meridian Drive be vacated and discontinued; and

**WHEREAS**, the Village Board held a public hearing on March 7, 2023 as provided in §66.1003(4)(b), Wis. Stats. and has considered all comments made at the public hearing;

**NOW, THEREFORE, BE IT RESOLVED** by the Village Board of DeForest, Wisconsin, that it is in the public interest that the segment of public road legally described below and depicted in Exhibit A hereto be, and it hereby is, vacated and discontinued:

A portion of Meridian Drive, within North Towne Corporate Park First Addition, recorded in Volume 59-065A of Plats on pages 299-301 as Document Number 4486792 in the Dane County Register of Deeds Office, located in the Village of DeForest, Dane County, Wisconsin to wit:

Beginning at the Northwest corner of Lot 37, North Towne Corporate Park First Addition; thence S07°02'55"W, 631.08 feet to a point of curve;  
thence Southerly along a curve to the right which has a radius of 833.00 feet and a chord which bears S14°16'30"W, 209.57 feet;  
thence S21°30'05"W, 136.80 feet;  
thence N68°29'55"W, 66.00 feet;  
thence N21°30'05"E, 136.80 feet to a point of curve;  
thence Northerly along a curve to the left which has a radius of 767.00 feet and a chord which bears N14°16'30"E, 192.96 feet;  
thence N07°02'55"E, 622.10 feet;  
thence N89°18'04"E, 66.61 feet to the point of beginning.  
Containing 63,704 square feet (1.462 acres).

**BE IT FURTHER RESOLVED**, that this Resolution shall take effect immediately upon the recording of a certified survey map which combines Lots 31-32 and 37-39, North Towne Corporate Park First Addition into a single lot.

**BE IT FURTHER RESOLVED**, that the Village of DeForest consents to the discontinuance of all easement rights and rights incidental to the easements as part of these proceedings.

**BE IT FURTHER RESOLVED**, that the Village Clerk shall file a certified copy of this Resolution with the Register of Deeds for Dane County.

Adopted by the Village Board this 7<sup>th</sup> day of March, 2022.

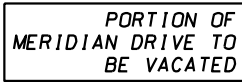
Attest: \_\_\_\_\_  
Callista Lundgren  
Village Clerk

\_\_\_\_\_  
Jane Cahill Wolfram  
Village President

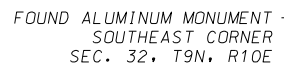
Date: \_\_\_\_\_ Vote: \_\_\_\_\_

N89°18'04"E  
66.61'

POB



LOTS 28-34, 37-41, NORTH TOWNE CORPORATE PARK FIRST ADDITION AND A PORTION OF MERIDIAN DRIVE VACATED BY THE VILLAGE OF DEFOREST, RESOLUTION 2023-\_\_\_, RECORDED AS DOCUMENT NUMBER\_\_\_\_\_, LOCATED IN THE NW1/4 OF THE SE1/4, NE1/4 OF THE SE1/4, SE1/4 OF THE SE1/4 AND THE SW1/4 OF THE SE1/4 OF SECTION 32, T9N, R10E, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN



VOL. SHEET

CERTIFIED SURVEY MAP

LOTS 28-34, 37-41, NORTH TOWNE CORPORATE PARK FIRST ADDITION AND A PORTION OF MERIDIAN DRIVE VACATED BY THE VILLAGE OF DEFOREST, RESOLUTION 2023-\_\_, RECORDED AS DOCUMENT NUMBER\_\_\_\_\_, LOCATED IN THE NW1/4 OF THE SE1/4, NE1/4 OF THE SE1/4, SE1/4 OF THE SE1/4 AND THE SW1/4 OF THE SE1/4 OF SECTION 32, T9N, R10E, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN

SURVEYOR’S CERTIFICATE

I, Brett T. Stoffregan, Professional Land Surveyor, S-2742, do hereby certify that this survey is in full compliance with Chapter 236.34 of the Wisconsin Statutes and Chapter 13, the Village of DeForest Subdivision Ordinance and under the direction of the Owners listed below, I have surveyed, divided and mapped the land described herein and that said map is a correct representation of the exterior boundaries of the land surveyed and the division thereof. Said land is described as follows:

Lots 28-34, 37-41, North Towne Corporate Park First Addition, recorded in Volume 59-065A of Plats on pages 299-301 as Document Number 4486792 and a portion of Meridian Drive, vacated by the Village of DeForest, RES-2023-\_\_\_\_\_, recorded as Document Number \_\_\_\_\_ in the Dane County Register of Deeds Office, located in the NW1/4 of the SE1/4, NE1/4 of the SE1/4, SE1/4 of the SE1/4 and the SW1/4 of the SE1/4 of Section 32, T9N, R10E, Village of DeForest, Dane County, Wisconsin. Containing 1,391,437 square feet (31.943 acres).

Dated this 25th day of January, 2023.

Brett T. Stoffregan, Professional Land Surveyor, S-2742

NOTES

- 1. Notes from North Towne Corporate Park First Addition
  - The lots of this land division may experience noise at levels exceeding the levels in s.Trans 405.04, Table 1. These levels are based on federal standards. The Department of Transportation is not responsible for abating noise from existing state trunk highways or connecting highways, in the absence of any increase by the department to the highway’s through capacity.
  - Distances, lengths and widths are measured to the nearest hundredth of a foot.
  - Drainage arrows are shown along lot lines. Each lot owner is responsible for maintaining lot line drainage patterns consistent with the grading plan approved for this plat. Changes to drainage patterns may be made only as approved by the Village of DeForest.
  - The 20 foot wide drainage easements in favor of the Village of DeForest shown on Lots 28, 29, 33 and 34 are intended to be temporary and may be altered and/or revised by construction of storm sewers to convey runoff as approved by the Village of DeForest.
- 2. This Certified Survey Map is subject to the following recorded instruments.
  - Declaration of Development Standards and Protective Covenants recorded as Doc. No. 3462411.
  - Declaration of Use Restrictions recorded as Doc. No. 3132260; amended as Doc. No. 3226222.
  - Declaration of Infiltration Restrictions recorded as Doc. No. 4670208.
  - Declaration of Restrictive Covenant recorded as Doc. No. 4685733.
- 3. Public Utility Easements as herein set forth are for the use of Public bodies and Private Public Utilities having the right to serve the area.

CURVE TABLE

CURVE NUMBER	LOT	RADIUS (FEET)	CHORD (FEET)	ARC (FEET)	CHORD BEARING	CENTRAL ANGLE	TANGENT BEARING
1		340.00	85.03	85.25	N07°17’23”E	14°21’58”	IN-N14°28’22”E
						(14°22’00”)	
2		360.00	76.67	76.82	N06°13’10”E	12°13’32”	OUT-N12°19’57”E
3		50.00	35.03	35.79	N00°59’39”E	41°00’52”	OUT-N19°30’47”W
4		60.00	90.55	274.40	S68°29’55”E	262°01’44”	OUT-S62°30’57”W
	3	60.00	97.58	113.95	N34°53’39”E	108°48’52”	
	4	60.00	88.12	98.96	S43°26’48”E	94°30’14”	
	5	60.00	58.83	61.48	S33°09’38”W	58°42’38”	
5		50.00	35.03	35.79	S42°00’52”W	41°00’52”	



**D'ONOFRIO KOTTKE AND ASSOCIATES, INC.**  
7530 Westward Way, Madison, WI 53717  
Phone: 608.833.7530 • Fax: 608.833.1089  
YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

DATE: January 25, 2023  
F.N.: 22-05-105  
C.S.M. NO. \_\_\_\_\_  
DOC. NO. \_\_\_\_\_  
VOL. \_\_\_\_\_ SHEET \_\_\_\_\_



CERTIFIED SURVEY MAP

LOTS 28-34, 37-41, NORTH TOWNE CORPORATE PARK FIRST ADDITION AND A PORTION OF MERIDIAN DRIVE VACATED BY THE VILLAGE OF DEFOREST, RESOLUTION 2023-\_\_, RECORDED AS DOCUMENT NUMBER\_\_\_\_\_, LOCATED IN THE NW1/4 OF THE SE1/4, NE1/4 OF THE SE1/4, SE1/4 OF THE SE1/4 AND THE SW1/4 OF THE SE1/4 OF SECTION 32, T9N, R10E, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN

OWNER’S CERTIFICATE

NorthTowne, LLC, a Wisconsin limited liability corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said limited liability company caused the land described on this map to be surveyed, divided, mapped, and dedicated as represented on this map.

NorthTowne, LLC, does further certify that this map is required by s.236.34 to be submitted to the Village of DeForest for approval.

IN WITNESS WHEREOF, the said NorthTowne, LLC has caused these presents to be signed by said corporate officer(s), this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

NorthTowne, LLC

STATE OF WISCONSIN)  
COUNTY OF DANE )S.S.

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 2023, the above named person(s) to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

Notary Public, Dane County, Wisconsin  
My commission expires:\_\_\_\_\_

MORTGAGEE CERTIFICATE

The Park Bank, a corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, mortgagee of lands contained in this Certified Survey Map does hereby consent to the above Owner’s Certificate and to the surveying, dividing, mapping and dedicating of the lands described on this Certified Survey Map.

In witness whereof, said Park Bank, has caused these presents to be signed by its corporate officer(s) listed below, and its corporate seal to be hereunto affixed on this\_\_\_\_\_day of \_\_\_\_\_, 2023.


THE PARK BANK

Michael J. Lawrence

STATE OF WISCONSIN)  
COUNTY OF DANE ) S.S.

Personally came before me this\_\_\_\_\_day of \_\_\_\_\_, 2023, the above named corporate officer(s) to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

Notary Public, Dane County, Wisconsin  
My commission expires:\_\_\_\_\_



**D'ONOFRIO KOTTKE AND ASSOCIATES, INC.**  
7530 Westward Way, Madison, WI 53717  
Phone: 608.833.7530 • Fax: 608.833.1089  
YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

CERTIFIED SURVEY MAP

LOTS 28-34, 37-41, NORTH TOWNE CORPORATE PARK FIRST ADDITION AND A PORTION OF MERIDIAN DRIVE VACATED BY THE VILLAGE OF DEFOREST, RESOLUTION 2023-\_\_, RECORDED AS DOCUMENT NUMBER\_\_\_\_\_, LOCATED IN THE NW1/4 OF THE SE1/4, NE1/4 OF THE SE1/4, SE1/4 OF THE SE1/4 AND THE SW1/4 OF THE SE1/4 OF SECTION 32, T9N, R10E, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN

VILLAGE OF DEFOREST APPROVAL

Resolved that this Certified Survey Map is hereby approved by Resolution \_\_\_\_\_ and that said Resolution further provided acceptance of those lands and rights dedicated on said Certified Survey Map to the Village of DeForest for public use.

I, Calli Lundgren, do hereby certify that I am the duly appointed, qualified and acting Village Clerk of the Village of DeForest, Dane County, Wisconsin and do further certify that the foregoing is a true copy of the Resolution to that effect adopted by said Village Board on \_\_\_\_\_ day of \_\_\_\_\_, 2023

Calli Lundgren, Village Clerk, Village of DeForest

REGISTER OF DEEDS CERTIFICATE

Received for recording this \_\_\_\_\_ day of \_\_\_\_\_, 2023 at \_\_\_\_ o'clock \_\_\_\_ M. and recorded in Volume \_\_\_\_\_ of Certified Survey Maps on Pages \_\_\_\_\_ as Document Number \_\_\_\_\_.

Kristi Chlebowski, Dane County Register of Deeds



**D'ONOFRIO KOTTKE AND ASSOCIATES, INC.**  
7530 Westward Way, Madison, WI 53717  
Phone: 608.833.7530 • Fax: 608.833.1089  
YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

## **NOTICE OF PUBLIC HEARING**

### **VILLAGE OF DEFOREST PLANNING AND ZONING COMMISSION**

**February 28, 2023 at 6:00 PM**

**DeForest Municipal Building**

**120 South Stevenson Street, DeForest, WI 53532**

**Join Zoom Meeting**

<https://us06web.zoom.us/j/84327941883?pwd=OEIwQi8xbVRUYzc2RG14d3BLRFRwUT09>

**Meeting ID: 843 2794 1883**

**Passcode: 270180**

**Phone: 1-312-626-6799**

**A Public Hearing will be held at the above time and place to consider public input on the following request:**

1. A petition for a rezoning, from the C-1, Conservancy district to the O-R Office and Research district, for the northern approximately 80 feet of Parcel #0910-333-0025-1, located along Pederson Crossing approximately 1,500 feet north of Highway 19, Village of DeForest.

Copies of the specific proposal to be considered at the public hearing are available for review at the office of the Village of DeForest Zoning Administrator, 120 South Stevenson Street, DeForest, Wisconsin. If you have any questions regarding this public hearing, please contact the DeForest Municipal Office at 846-6751.

**Class 2 Notice Published February 10<sup>th</sup> and February 17<sup>th</sup>, 2023 in the DeForest Times-Tribune.**

**POSTED AT: DeForest Municipal Center**

**[www.vi.deforest.wi.us](http://www.vi.deforest.wi.us)**

Posted: February 10<sup>th</sup>, 2023

**TO:** Planning and Zoning Commission

**FROM:** Mark Roffers, Village Planning and Zoning Consultant

**DATE:** February 17, 2023

**RE:** Hooper Corporation Proposed Lot 81 Expansion



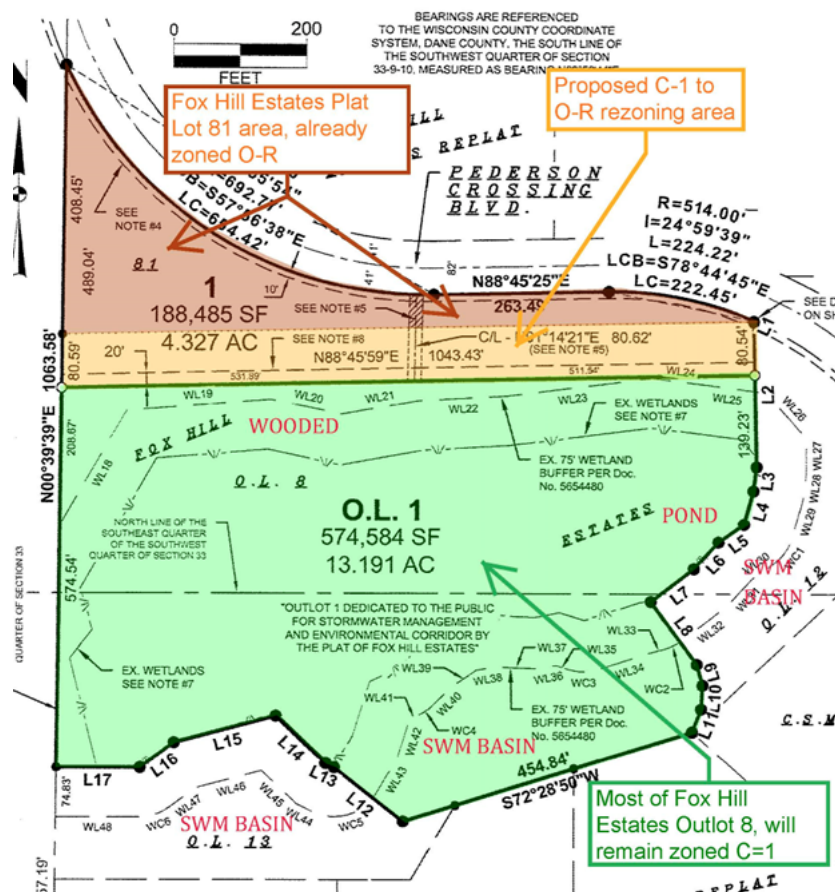
**Recommendations:** I recommend that P&Z adopt motions recommending Board approval of:

- A. Rezoning from the C-1 Conservancy district to the O-R Office and Research district the northern approximately 80 feet of Parcel #0910-333-0025-1, located along Pederson Crossing approximately 1,500 feet north of Highway 19, subject to a condition that the rezoning shall take effect upon the recording of the associated certified survey map (CSM) and be configured in a manner such that all of CSM Lot 1 is zoned O-R.
- B. Transfer of the northern approximately 80 feet of Parcel #0910-333-0025-1 to CAH Co DeForest LLC (Hooper Corporation).
- C. A CSM adjusting the line between Lot 81 of the Fox Hill Estates Replat and Outlot 8 of the Fox Hill Estates plat, subject to conditions that the Board first approve the associated rezoning and that the CSM be recorded within 180 days of Village Board approval.

**Requests:** Rezoning and CSM approvals, both of which require Village Board actions following P&Z recommendations.

**Location and Site Area:** Near center of Hooper Business Park, south of Hooper's headquarters building. CSM area is 17.5 acres, and strip proposed for rezoning is 1.93 acres within that 17.5 acres.

**Current Land Use:** Proposed CSM Outlot 1 contains a naturally occurring pond on its east edge, a wetland and 75' wetland buffer that is generally wooded, and a stormwater management basin in its southern lobe that extends into Fox Hill Estates Replat Outlots 12 and 13. Proposed CSM Lot 1 is presently vacant, unwooded land that is outside of the 75' wetland buffer, meaning that none of this Lot 1 are meets Capital Area Regional Planning Commission (CARPC) standards as an environmental corridor.



**Proposed Land Use/Proposal Explanation:** Proposed CSM Outlot 1 would remain as environmental corridor with the stormwater basin at its south end. CSM Lot 1 would be formed by the joining of an 80 foot wide strip—the proposed rezoning area—to what is now Fox Hill Estates Replat Lot 81, which is owned by Hooper. The 1.93 acre rezoning area is currently the northern 80 feet of Fox Hill Estates Outlot 8, which is owned by the Village. Once the 80 foot strip is conveyed from the Village to Hooper Corporation and the CSM is recorded, CSM Lot 1 would be marketed for office, research, and compatible development as allowed under the O-R zoning district. The original Fox Hill Estates plat, which dedicated Outlot 8, was recorded in 2015 before Hooper Corporation took control of the development. At the time, the northern 80 feet of Outlot 8 was envisioned for stormwater management, which was reconsidered when Hooper Corporation replatted and reengineered the land in 2020. Outlot 8 was not, however, reconfigured at the time because it was not high on the list of priorities then.

**Current and Proposed Zoning:** As shown on map on previous page.

**Village of DeForest Comprehensive Plan’s Future Land Use Designation:** Current version of Future Land Use map reflects current zoning, but also includes a note that “actual boundaries between different land use types and associated zoning districts may vary somewhat from representations on this map.” Future Land Use map from pending Comprehensive Plan update shows proposed CSM Lot 1 area for future “Office and Research” land use and CSM Outlot 1 area for “Environmental Corridor.”

**Surrounding Zoning (and Land Use):**

North—O-R (Pederson Crossing Boulevard, then Hooper headquarters site)

East—C-1 and O-R (mix of stormwater management outlots and vacant development sites)

West—A-1 Agriculture (farmland owned by Prestigiacomo Joint Trust)

South—C-1 and B-2 General Business (mix of stormwater outlots and vacant development sites)

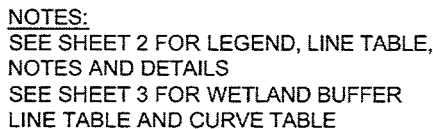
**Analysis of Proposed Rezoning and CSM Against Village Standards:**

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
<b>REZONING CRITERIA (SECTION 15.03(7)(E) OF ZONING ORDINANCE)</b>		
1. Consistency with the Village’s Comprehensive Plan as required by §66.1001, Stats., including but not limited to the Future Land Use map and associated policies and the Growth Phasing map and/or policy.	Met, especially with pending update to Comprehensive Plan	Ideally this proposal will be considered by the Village Board after it adopts the new Comprehensive Plan, but the flexibility language in the current Comprehensive Plan is probably also sufficient.
2. The extent to which the proposed amendment will alleviate a condition in the zoning code which is not conducive to proper community planning.	Met	The area proposed for rezoning to O-R was, eight years ago, intended for stormwater management and was therefore at the time zoned C-1 Conservancy. It is no longer intended for stormwater management, does not maintain any environmental corridor characteristics, and is imminently buildable. Zoning this land O-R will be consistent with zoning to the north, expand a lot to make it more marketable and buildable, and avoid the split-zoning of proposed CSM Lot 1, which is not allowed by zoning ordinance.

APPLICABLE REVIEW STANDARD	EVALUATION	COMMENTS
3. Degree to which all owners of property in area or same zoning classification would be affected by the proposed amendment.	Met	Only lands in parks, recreation, stormwater management, and environmental corridor are intended for C-1 zoning. No land without these characteristics would be subject to C-1 zoning.
4. The suitability of any property subject to a proposed district change for the currently zoned uses and for proposed uses.	Met	Rezoning area is suitable for office, research, and related uses allowed under O-R zoning district.
5. Any hardships created by the current text or district designation sought to be amended.	Met	The eastern $\frac{3}{4}$ of Fox Hill Estates Lot 81 is extremely narrow and likely unbuildable with its current depth. Addition of 80 feet in depth would alleviate this situation.
6. Whether adequate public school facilities and other public services exist or can be provided to serve the need likely to be created by any additional dwelling units authorized to be constructed.	NA	No additional dwelling units would result.
7. Whether the proposed change is in accord with any existing or proposed plans for providing public water supply and sanitary sewers in the vicinity.	Met	Area is already served by public roads and utilities designed to accommodate the proposed zoning district and uses. Associated CSM reserves easements through parts of the Lot 1 area for possible future public utility routing.
8. Recent rate at which land is being developed in the Village and the anticipated effects of the proposed amendment on rate.	Met	Rezoning and CSM would make it easier to develop lands in an area that the Village has planned, and sized roads, utilities, and stormwater facilities for development.
<b>REVIEW AGAINST OTHER VILLAGE ORDINANCES</b>		
Subdivision (Chp. 13)	Met, subject to recommended CSM conditions	Because the Village owns much of the CSM area, and would continue to under these proposals, the CSM was prepared in close collaboration with Village staff and consultants. All of our technical comments have been addressed and subdivision ordinance requirements are met.
Floodplain (Chp. 21)	NA	No floodplain in rezoning area
Erosion Control/Stormwater Mgmt (Chp. 24)	More planning required	An erosion control and stormwater permit will be required, preceded by plan development, once rezoning area and current Lot 81 area to its north are actually proposed for building development.
Shoreland-Wetland Zoning (Chp. 25)	NA	No wetland in rezoning area.
Shoreland Zoning	Met	Rezoning area beyond minimum required setback from navigable waterway.



LOT 81, FOX HILL ESTATES REPLAT, AS RECORDED IN VOLUME 61-036B OF PLATS, ON PAGES 203-206, AS DOCUMENT NUMBER 5654480, DANE COUNTY REGISTRY, ALSO OUTLOT 8, FOX HILL ESTATES, AS RECORDED IN VOLUME 60-047A OF PLATS, ON PAGES 252-253, AS DOCUMENT NUMBER 5208438, DANE COUNTY REGISTRY, AND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 10 EAST, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN.



TOTAL PLATTED AREA = 763,069 SQ. FT.  
(17.518 ACRES)

C.S.M. NO. \_\_\_\_\_  
DOC. NO. \_\_\_\_\_  
VOL.      PAGE



**SURVEYED FOR:**  
CAH CO DEFOREST, LLC  
2030 Pennsylvania Ave.  
Madison, WI 53704

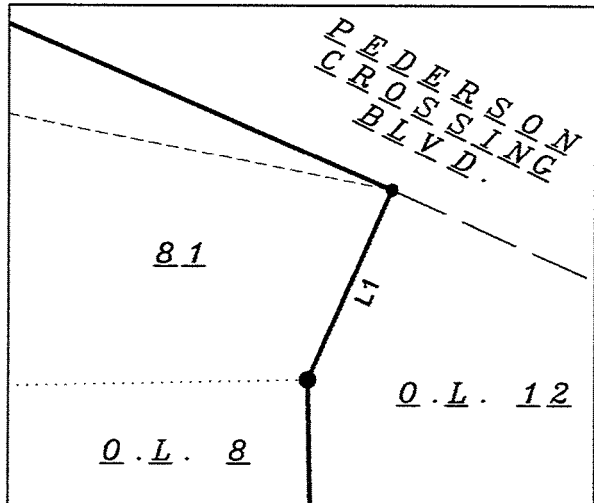
**SURVEYED BY:**  
Snyder & Associates, Inc.  
5010 Voges Road  
Madison, WI 53718  
(608) 838-0444  
[www.snyder-associates.com](http://www.snyder-associates.com)

FN: 119.0550.30
DATE: 08-01-22
REVISIONS:
REV3: 11-07-22
REV4: 12-06-22
REV4: 12-20-22

SHEET 1 OF 5

CERTIFIED SURVEY MAP No.

LOT 81, FOX HILL ESTATES REPLAT, AS RECORDED IN VOLUME 61-036B OF PLATS, ON PAGES 203-206, AS DOCUMENT NUMBER 5654480, DANE COUNTY REGISTRY, ALSO OUTLOT 8, FOX HILL ESTATES, AS RECORDED IN VOLUME 60-047A OF PLATS, ON PAGES 252-253, AS DOCUMENT NUMBER 5208438, DANE COUNTY REGISTRY, AND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 9 NORTH, RANGE 10 EAST, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN.



DETAIL  
SCALE: 1"=1'

LINE TABLE		
LINE #	DIRECTION	LENGTH (FT)
L1	S23° 45' 05"W	1.08
L2	S01° 14' 01"E	219.77
L3	S07° 15' 35"W	37.12
L4	S15° 15' 58"W	52.73
L5	S54° 19' 04"W	47.42
L6	S42° 24' 44"W	54.91
L7	S52° 22' 10"W	81.22
L8	S36° 05' 13"E	117.78
L9	S15° 44' 00"E	32.65
L10	S03° 32' 36"W	35.92
L11	S21° 02' 18"W	37.01
L12	N51° 46' 06"W	132.37
L13	N63° 22' 38"W	14.81
L14	N46° 33' 51"W	103.63
L15	S75° 14' 51"W	158.43
L16	S53° 31' 05"W	63.90
L17	N89° 55' 37"W	126.29

LEGEND

- 3/4" SOLID IRON REBAR FOUND  
 ● 1-1/4" SOLID IRON REBAR FOUND  
 ○ 3/4" x 18" SOLID IRON RE-ROD SET. WT. 1.50 lbs./ft.  
 - - - - PREVIOUSLY PLATTED LINE  
 ) INDICATES RECORDED AS

DISTANCES ARE MEASURED TO THE  
NEAREST HUNDREDTH OF A FOOT

NOTES:

- 1) No existing structures on surveyed area.
- 2) Date of field survey: 07-25-2022
- 3) Each lot owner is individually responsible for compliance with the Village of DeForest Chapter 24 Erosion Control and Stormwater Management ordinance and CARPC Urban Service Area approval resolution 2010-17 at the time the lot develops.
- 4) 10' Wide Public Utility Easement dedicated to the Village of DeForest and its assigns. No utility facilities are to be placed such that the installation would disturb any survey monument. All utilities shall be buried below ground. No overhead utility lines are permitted.
- 5) Existing Sanitary Sewer Easement to the Village of DeForest and its assigns per Document Number 5654480. A 20' Wide Public Utility Easement (Water and Sanitary Sewer), granted to the Village of DeForest and its assigns, an extension from the southerly end of the centerline of the Existing Sanitary Sewer Easement Document Number 5654480, extending to the southerly line of Lot 1 of this Certified Survey Map as shown.
- 6) Existing Delineated Wetland Per Stantec Report #193705687 Dated December 21, 2017, also shown on Fox Hill Estates Replat.
- 7) No Structures are allowed within the wetland or wetland buffer, which is designated as environmental corridor per Document No. 5654480.
- 8) 20' Wide Public Utility Easement (Water and Sanitary Sewer), granted to the Village of DeForest and its assigns. No public utilities, landscaping, or other improvements (except for pavement/curb and gutter) may be placed within the easement without permission from the Village.

C.S.M. NO. \_\_\_\_\_

DOC. NO. \_\_\_\_\_

VOL. \_\_\_\_\_ PAGE \_\_\_\_\_



SURVEYED FOR:  
CAH CO DEFOREST, LLC  
2030 Pennsylvania Ave.  
Madison WI 53704

**SURVEYED BY:**  
Snyder & Associates, Inc.  
5010 Voges Road  
Madison, WI 53718  
(608) 838-0444  
[www.snyder-associates.com](http://www.snyder-associates.com)

FN: 119.0550.30
DATE: 08-01-22
REVISIONS:
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REV4: 12-06-22
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SHEET 2 OF 5

CERTIFIED SURVEY MAP No. \_\_\_\_\_

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WETLAND BUFFER LINE TABLE		
LINE #	DIRECTION	LENGTH (FT)
WL18	N30° 03' 26"E	201.06
WL19	N85° 20' 32"E	218.24
WL20	S78° 16' 30"E	109.64
WL21	N79° 46' 14"E	119.11
WL22	N86° 52' 04"E	127.74
WL23	S82° 46' 01"W	224.18
WL24	S82° 49' 45"E	79.44
WL25	S82° 43' 50"E	91.39
WL26	S41° 35' 00"E	91.37
WL27	S00° 19' 25"E	53.20
WL28	S07° 15' 01"W	42.37
WL29	S15° 15' 24"W	57.98
WL30	S54° 18' 30"W	39.60
WL31	S42° 24' 10"W	53.62
WL32	S52° 21' 36"W	87.76
WL33	S75° 06' 53"W	14.35

WETLAND BUFFER LINE TABLE		
LINE #	DIRECTION	LENGTH (FT)
WL34	S72° 05' 43"W	87.88
WL35	N72° 52' 49"W	20.51
WL36	S79° 12' 18"W	27.82
WL37	N87° 36' 59"W	62.15
WL38	S80° 27' 52"W	30.36
WL39	S55° 49' 12"W	45.67
WL40	S45° 04' 57"W	39.77
WL41	S64° 52' 37"W	13.72
WL42	S17° 27' 41"W	61.10
WL43	S29° 56' 20"W	59.72
WL44	N63° 23' 12"W	25.89
WL45	N46° 34' 25"W	72.98
WL46	S75° 14' 17"W	102.31
WL47	S53° 30' 31"W	49.50
WL48	N89° 56' 11"W	127.24

WETLAND BUFFER CURVE TABLE					
CURVE NO.	Δ	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING/LENGTH
WC1	39°03'06"	75.00'	51.12'	26.60'	S34°46'57"W 50.13'
WC2	22°45'17"	75.00'	29.79'	15.09'	S63°44'14"W 29.59'
WC3	35°01'28"	75.00'	45.85'	23.66'	S89°36'27"W 45.14'
WC4	19°47'40"	75.00'	25.91'	13.09'	S54°58'47"W 25.78'
WC5	86°40'28"	75.00'	113.46'	70.77'	S73°16'34"W 102.94'
WC6	36°33'18"	75.00'	47.85'	24.77'	S71°47'10"W 47.04'

C.S.M. NO. \_\_\_\_\_  
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Madison, WI 53704

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SHEET 3 OF 5

CERTIFIED SURVEY MAP No. \_\_\_\_\_

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OWNER'S CERTIFICATE

CAH CO DEFOREST, LLC, as owner(s), do hereby certify that we caused the land described on this Certified Survey Map to be surveyed, divided, mapped and dedicated as represented on the map hereon. I further certify that this Certified Survey map is required by s. 236.34 to be submitted to the Village of DeForest for approval. Witness the hand and seal of said owner this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

CAH CO DEFOREST, LLC  
By: Hooper Corporation, its sole member

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
Robert Schaller, Secretary and Treasurer

State of Wisconsin )  
                                  )ss.  
County of Dane        )

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 2023, the above named \_\_\_\_\_, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

\_\_\_\_\_  
Notary Public, State of Wisconsin                      My Commission expires: \_\_\_\_\_

OWNER'S CERTIFICATE

VILLAGE OF DEFOREST, as owner(s), do hereby certify that we caused the land described on this Certified Survey Map to be surveyed, divided, mapped and dedicated as represented on the map hereon. I further certify that this Certified Survey map is required by s. 236.34 to be submitted to the Village of DeForest for approval. Witness the hand and seal of said owner this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

VILLAGE OF DEFOREST

By: \_\_\_\_\_ Dated: \_\_\_\_\_  
(authorized representative)

State of Wisconsin )  
                                  )ss.  
County of Dane        )

Personally came before me this \_\_\_\_\_ day of \_\_\_\_\_, 2023, the above named \_\_\_\_\_, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

\_\_\_\_\_  
Notary Public, State of Wisconsin                      My Commission expires: \_\_\_\_\_

C.S.M. NO. \_\_\_\_\_  
DOC. NO. \_\_\_\_\_  
VOL. \_\_\_\_\_ PAGE \_\_\_\_\_

 <b>SNYDER &amp; ASSOCIATES</b>	SURVEYED FOR: CAH CO DEFOREST, LLC 2030 Pennsylvania Ave. Madison, WI 53704	SURVEYED BY: Snyder & Associates, Inc. 5010 Voges Road Madison, WI 53718 (608) 838-0444 www.snyder-associates.com	FN: 119.0550.30
			DATE: 08-01-22
			REVISIONS:
			REV3: 11-07-22
			REV4: 12-06-22
			REV4: 12-20-22
			<b>SHEET 4 OF 5</b>

CERTIFIED SURVEY MAP No. \_\_\_\_\_

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SURVEYOR'S CERTIFICATE

I, Adam R. Gross, Professional Land Surveyor, hereby certify that in full compliance with the provisions of Chapter 236.34 of the Wisconsin Statutes and the subdivision ordinance of the Village of DeForest and under the direction of CAH CO DEFOREST, LLC owner(s) of said land. I have surveyed, divided and mapped this Certified Survey Map; that such Certified Survey Map correctly represents all exterior boundaries and the subdivision of the land surveyed; and that this land is more fully described as follows:

Lot 81, FOX HILL ESTATES REPLAT, as recorded in Volume 61-036B of Plats, on pages 203-206, as Document Number 5654480, Dane County Registry, also Outlot 8, FOX HILL ESTATES, as recorded in Volume 60-047A of Plats, on pages 252-253, as Document Number 5208438, Dane County Registry, and located in the Southeast Quarter of the Northwest Quarter of Section 33, Township 9 North, Range 10 East, Village of DeForest, Dane County, Wisconsin.

This description contains 763,069 square feet or 17.518 acres more or less.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Signed: \_\_\_\_\_  
Adam R. Gross, P.L.S. No. 3017  
Snyder & Associates, Inc.  
5010 Voges Road  
Madison, WI 53718  
608-838-0444  
agross@snyder-associates.com

VILLAGE OF DEFOREST CERTIFICATE:

Resolved that this Certified Survey Map, including the public outlot dedicated herein, is approved by the Village of DeForest.

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Callista Lundgren, Village Clerk, Village of DeForest

REGISTER OF DEEDS CERTIFICATE

Received for recording this \_\_\_\_\_ day of \_\_\_\_\_, 2023, at \_\_\_\_\_ o'clock \_\_\_\_m. and recorded in Volume \_\_\_\_\_ of Certified Survey Maps on pages \_\_\_\_\_, as Doc. No. \_\_\_\_\_

\_\_\_\_\_  
Kristi Chlebowski, Dane County Register of Deeds

C.S.M. NO. \_\_\_\_\_  
DOC. NO. \_\_\_\_\_  
VOL. \_\_\_\_\_ PAGE \_\_\_\_\_



SURVEYED FOR:  
CAH CO DEFOREST, LLC  
2030 Pennsylvania Ave.  
Madison, WI 53704

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FN: 119.0550.30  
DATE: 08-01-22  
REVISIONS:  
REV3: 11-07-22  
REV4: 12-06-22  
REV4: 12-20-22

SHEET 5 OF 5



RIDER TO VILLAGE OF DEFOREST  
DEVELOPMENT REVIEW APPLICATION FOR  
PUBLIC HEARING REQUEST

This Rider to Village of DeForest Development Review Application for Public Hearing Request, dated February 9, 2023, is incorporated into and made part of that certain Village of DeForest Development Review Application for Public Hearing Request of even date herewith by CAH CO DeForest, LLC (the “Applicant”) (the “Form”) to which this Rider is attached. The Section numbers herein correspond to the Village of DeForest’s Criteria section of the Form.

1. The proposed rezoning would promote the Village of DeForest’s (the “Village”) comprehensive planning in the community and the proposed rezoning would remain consistent with planning objectives. This application is submitted in conjunction with Applicant’s submittal of a CSM application dated of even date herewith (“CSM Application”) whereby the “subject property” (as that term is used in the Form) is being combined with Lot 81 of Fox Hill Estates Replat, which is currently zoned O-R. This lot combination is a continuation of development of Lot 81 and as originally contemplated as part of the development commonly referred to as the development of Hooper Corporation’s headquarters. The proposed rezoning is being done to avoid split zoning on a single lot as Lot 81, to which the subject property is being combined, is already zoned O-R. In addition, currently, several neighboring properties and properties in the proximity of the subject property are zoned O-R, the zoning district that the Applicant is requesting. Therefore, the rezoning request continues the Village’s desire to continue to promote an orderly and systematic development of commercial property in the community.

2. The proposed zoning will alleviate a condition in the zoning code which is not conducive to proper community planning by preventing split zoning on a single lot.

3. The proposed rezoning would have a minimal effect on all owners of property in the area or same zoning classification. As stated above, this application is submitted in conjunction with Applicant’s submittal of a CSM Application whereby the “subject property” (as that term is used in the Form) is being combined with Lot 81 of Fox Hill Estates Replat, which is currently zoned O-R. In addition, also as stated above, currently, several neighboring properties and properties in the proximity of the subject property are zoned O-R, the zoning district that the Applicant is requesting. Therefore, the proposed rezoning would continue to promote and adhere to the development expectations of neighboring owners.

4. The subject property would be suitable for currently (or proposed) zoned uses under the proposed zoning district. As stated above, this application is submitted in conjunction with Applicant’s submittal of a CSM Application whereby the “subject property” (as that term is used in the Form) is being combined with Lot 81 of Fox Hill Estates Replat, which is currently zoned O-R.



5. As stated above, this application is submitted in conjunction with Applicant's submittal of a CSM Application whereby the "subject property" (as that term is used in the Form) is being combined with Lot 81 of Fox Hill Estates Replat, which is currently zoned O-R. The current zoning designation would not allow for such lots to be combined as the combined lot would then be split zoned.

6. This statement is not applicable to the proposed rezoning.

7. From Applicant's understanding and conversations with the Village related to the CSM Application, the proposed rezoning is in accord with any existing or proposed plans for providing public water supply and sanitary sewers in the vicinity.

8. The Applicant does not anticipate that the proposed rezoning will affect the current development rates of the Village.

## **NOTICE OF PUBLIC HEARINGS**

### **Village of DeForest Comprehensive Plan and Official Map Updates**

Notice is hereby given that the Planning and Zoning Commission of the Village of DeForest will hold a public hearing on February 28, 2023 and the Board of the Village will hold a public hearing on March 7, 2023. Both hearings will be held at 6:00 p.m. in the DeForest Village Hall – DeForest Commons, 120 S. Stevenson Street, DeForest, WI.

The public hearings will be held to gather public input on proposed updates to the Village of DeForest's Comprehensive Plan and Official Map. The Comprehensive Plan sets a vision and implementation program for the future growth, development, and preservation of the Village. The proposed Plan update replaces all chapters of the Village 2015 Comprehensive Plan's Vision and Directions volume. The Official Map guides locations of new and expanded roads and other community facilities. The Official Map is the same as the Future Transportation and Community Facilities map in the Comprehensive Plan.

The proposed updates are available on the Village's Web page at [www.vi.deforest.wi.us](http://www.vi.deforest.wi.us) or by contacting Brandi Cooper, Zoning Administrator, at 846-6751, at [cooperb@vi.deforest.wi.us](mailto:cooperb@vi.deforest.wi.us), or at 120 South Stevenson Street during normal Village business hours. Questions and written comments should be submitted to Ms. Cooper before the hearing dates, who will forward such comments to the Commission and Board.

**Class 2 Notice Published February 3<sup>rd</sup> and 10<sup>th</sup>, 2023 in the DeForest Times-Tribune.**

**POSTED AT:        DeForest Village Hall**

**[www.vi.deforest.wi.us](http://www.vi.deforest.wi.us)**

Posted: January 26, 2023

**TO:** Planning & Zoning Commission  
**FROM:** Mark Roffers, Village Planning Consultant  
**DATE:** February 24, 2023  
**RE:** Comprehensive Plan Public Hearing Draft

---



We are pleased to share the attached revised/public hearing draft of the updated Vision and Directions volume of the Comprehensive Plan. (The 2015 Conditions and Issues volume is not proposed to change.) This revised draft uses the “track changes” function to show differences from the January 2023 version of this volume, except for a handful of changes offered to Maps 5-1: Future Land Use and Map 6-1: Future Transportation and Community Facilities/Official Map. I will point map changes out at Tuesday’s meeting. There will also be minor changes to the Northern Interstate Corridor and Highway 19/51 District maps currently in the draft, which I will provide and describe by Tuesday’s public hearing.

This updated Plan volume has been prepared under a public process that began in fall 2020, which has included a community survey, in-person and on-line workshops, numerous P&Z and COW meetings, and interaction with the related redevelopment planning process. The remaining schedule for review and action on this updated Plan volume is as follows:

- February 28: P&Z public hearing, and potential recommendation of Plan volume.
- March 7: Village Board hearing, and potential adoption of Plan volume.

Via the attached resolution, P&Z is also being asked to recommend an updated “Official Map.” Since 2015, the Plan’s Future Transportation and Community Facilities map and the Official Map have been the same map.

In brief review, each chapter of the Plan volume has a cover page that explains its purpose, provides an overall vision or goal for the categorical area covered by that chapter, and summarizes the initiatives described in greater detail later in that chapter. The chapters include:

1. Introduction & Vision
2. Economic Development
3. Natural & Cultural Resources
4. Housing & Neighborhoods
5. Land Use
6. Transportation
7. Community Facilities & Utilities
8. Intergovernmental Cooperation
9. Implementation

Finally, thank you for completing your homework! We received responses from every Board and P&Z member. The results on the 2<sup>nd</sup> to last page of the Plan volume. I am also attaching the low-tech worksheet I used to tally all of the responses, FYI.

# BOARD & P3Z RESPONSES — COMPLETE

① = TOP H = HIGH M = MODERATE

Figure 9.1: Prioritization of Comprehensive Plan Initiatives

2/22/23  
PRELIM.  
RATING

Chapter	Initiative	Priority Rating	TOTALS			
			T	H	M	#
2	Attract new businesses in diverse industries	H H M M T M M H	3	3	3	9
2	Promote and assist existing DeForest Businesses	T H H H T H H H	2	7	0	9
2	Brand and market DeForest for economic opportunity	M H H H H	1	3	1	5
2	Advance revitalization of Downtown DeForest and other redevelopment areas	T T T M H H T T T H	7	3	1	11
3	Protect and evaluate environmental corridors	H T H M H H T H M H H	3	7	2	12
3	Help protect and improve water quality in the Yahara Watershed	H T H H H T H H H H	2	9	0	11
3	Preserve, enhance, celebrate, and create memorable places	H T M T M T H H	3	2	2	7
3	Mitigate effects of natural hazards	H H M H T H M M H	1	7	2	10
4	Achieve a housing mix that preserves DeForest's character while accommodating choice	H M M T M M M H H T	2	3	5	10
4	Promote thoughtful siting and design of higher density housing	H H M H H M M M H	0	5	5	10
4	Support more housing for DeForest's seniors and workforce	T H T M H M M H T T	4	3	3	10
4	Advance neighborhood development planning	H H M M M H H M	0	3	4	7
5	Use the Future Land Use map and policies to guide land use decisions	M H T H T M M H H H	2	5	3	10
5	Phase new development in a way that advances Village objectives	H M H T M M H T M	2	3	4	9
5	Advance development within the Northern Interstate Corridor	H M H M H H M M M H	0	5	5	10
5	Encourage economic and mixed use development in the Highway 19/51 District	H M H H M M M M T	2	4	4	10
6	Maintain the function and condition of existing roadways	T M T H T H T H M T H	5	4	3	12
6	Upgrade arterial and collector roads to meet modern needs	H T M H M T H M	2	3	4	9
6	Develop a network of new and interconnected streets	H M M M M	0	1	4	5
6	Expand bicycle, pedestrian, and transit options	T M M T H M T H T T	5	2	3	10
7	Advance park and recreational projects with community development impacts	T M H M M T T H	3	2	3	8
7	Make the Village more energy smart	M H M M H T T	2	3	3	8
7	Apply Village priorities to large-scale alternative energy development proposals	M M M	0	0	3	3
8	Manage existing intergovernmental boundary and land use agreements	M H T M M M M M H	1	2	6	9
8	Consider a new boundary and land use agreement with Westport	M H H M H M M M M	0	4	5	9
8	Consider an updated boundary and utility agreement with Vienna	M M T M H M H M M	1	2	5	8
8	Collaborate with the School District, Windsor, and Dane County	M H H H M M H T	1	4	3	8

STILL RULES: NO MORE THAN 5 "TOP" & 10 "HIGH" PRIORITIES.

IF INITIATE IN PLAN, IT IS AT LEAST A "MODERATE"



**PLANNING AND ZONING COMMISSION RESOLUTION 2023-902**

**A RESOLUTION TO RECOMMEND UPDATES TO THE 2015 VILLAGE OF DEFOREST COMPREHENSIVE PLAN AND OFFICIAL MAP.**

**WHEREAS**, pursuant to §§61.35 and 62.23(2) and (3) of Wisconsin Statutes, the Village of DeForest is authorized to prepare and adopt a comprehensive plan as defined in §§66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes; and

**WHEREAS**, the Village Board last adopted an update to the Village of DeForest Comprehensive Plan (“Plan”) in 2015, with such Plan adopted in two volumes titled Conditions & Issues and Vision & Directions, and said Plan has since been in effect, as amended and supplemented from time to time; and

**WHEREAS**, Section 66.1001(4), Wisconsin Statutes, establishes the required procedure for the Village to update its Plan, with such update required at least once every ten years; and

**WHEREAS**, in 2020, the Village began a public process to update the Vision & Directions volume of the Plan, finding that the 2015 Conditions & Issues volume was sufficiently up-to-date to not require update provided that key condition changes were included in the updated Vision & Directions volume; and

**WHEREAS**, pursuant to §§61.35 and 62.23(6) of Wisconsin Statutes, the Village is also authorized to prepare and adopt an official map to guide the location of future streets and other public facilities; and

**WHEREAS**, the Village Board last adopted an update to the Village’s Official Map in 2015, with such map doubling as the Future Transportation and Community Facilities map of the Plan, and said Official Map has since been in effect, as amended from time to time; and

**WHEREAS**, the latest version of the updated Vision & Directions volume is attached hereto as Exhibit A, with the latest version of the updated Official Map included therein as Map 6-1; and

**WHEREAS**, on February 28, 2023, the Commission conducted a public hearing on the Vision & Directions volume of the Plan and the Official Map, and then considered public comments provided made and recommendations of staff.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning and Zoning Commission hereby recommends that, following its own public hearing, the Village Board adopt updates to the:

1. The Vision & Directions volume of the Plan as indicated in Exhibit A, except to advise that the DeForest municipal and extraterritorial boundaries shall be amended on all maps to reflect the actual boundaries as of the date of adoption of this Ordinance and the Village Planner is authorized to complete final formatting and correct any remaining typographical errors.
2. The Official Map in the manner represented in Map 6-1 in Exhibit A.

Adopted this 28<sup>th</sup> day of February, 2023.

---

Jim Simpson, Planning and Zoning Commission Chair

Attested By:

---

Brandi Cooper, Zoning Administrator

Vote: \_\_\_\_\_

**Exhibit A: Updated Vision and Directions Volume, Village of DeForest Comprehensive Plan**



# Village of DeForest Comprehensive Plan



## Volume 2: Vision and Directions

[REVIEW PUBLIC HEARING DRAFT: FEBRUARY 24, JANUARY 2023](#)

Recommended by the Planning & Zoning Commission: PENDING

Adopted by the Village Board: PENDING



# Acknowledgements

## Village Board

Jane Cahill Wolfgram, President  
Abigail Lowery, Trustee  
Brian Taylor, Trustee  
William Landgraf, Trustee  
Colleen Little, Trustee  
Rebecca Witherspoon, Trustee  
Jim Simpson, Trustee

## Village Planning and Zoning Commission

Jim Simpson, Trustee  
Brian Taylor, Trustee  
Jean Mancheski  
Shannon Kellogg  
Scott Hoerth  
Justin Nagel  
Doug Wierzba

## Village Staff

Bill Chang, Village Administrator  
Alex Allon, Community Development Director  
Brandi Cooper, Zoning Administrator  
Judd Blau, Director of Public Services/Deputy Administrator  
Greg Hall, Public Services Operation Manager  
Corie Hoffman, Director of Administrative Services  
Stacey Harmon, Community Ambassador

Steve Fahlgren, Former Village Administrator  
Michelle Lawrie, Former Community Development Director

## Consultant Support

MDRoffers Consulting  
*Project Management and Planning*  
[www.mdoffers.com](http://www.mdoffers.com)

Vierbicher Associates  
*Mapping and Engineering*  
[www.vierbicher.com](http://www.vierbicher.com)

DRXNL Studios  
*Mapping and Graphics*  
[www.drxml.com](http://www.drxml.com)

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# 1

## Introduction & Vision

- DeForest’s Comprehensive Plan guides growth and change in the Village over the next 10 to 20+ years
- First chapter lays out the context, trends, assets, and future vision for the Village—providing a starting point for the detailed directions in later chapters

### Our Vision: Growing the Good Life

DeForest is a part of the greater Madison area, yet a place apart, offering village charm, quiet and walkable neighborhoods, top schools, abundant parks and trails, soothing natural resources featuring the upper Yahara River, and attractive opportunities for business growth driven by exceptional transportation access and a supportive community



Chapter (click on link to go to chapter)	Goal
<a href="#">2: Economic Development</a>	Enhance DeForest as a place where people want to run a business, work, visit, and live to increase business opportunities and choice, jobs, and tax base
<a href="#">3: Natural &amp; Cultural Resources</a>	Continue to be a steward of land, water, and natural resources; enhance and celebrate special places and events; and protect residents against natural hazards like flooding
<a href="#">4: Housing &amp; Neighborhoods</a>	Support opportunities for residents and workers to have decent, safe, affordable housing in attractive neighborhoods
<a href="#">5: Land Use</a>	Promote a land use pattern that builds on community strengths; contains a mix of land uses; grows the local economy; and enhances quality of life by providing places for retail, restaurant, employment, and housing uses
<a href="#">6: Transportation</a>	Enable residents, workers, and employers should be able to get around safely, efficiently, and by their mode of choice consistent with a suburban environment
<a href="#">7: Community Facilities &amp; Utilities</a>	Meet resident and business expectations for providing quality public services, while maintaining affordable rates, fees, and taxes and reducing energy consumption from traditional sources
<a href="#">8: Intergovernmental Cooperation</a>	Maintain and build strong relationships with other governments for mutual and regional benefit

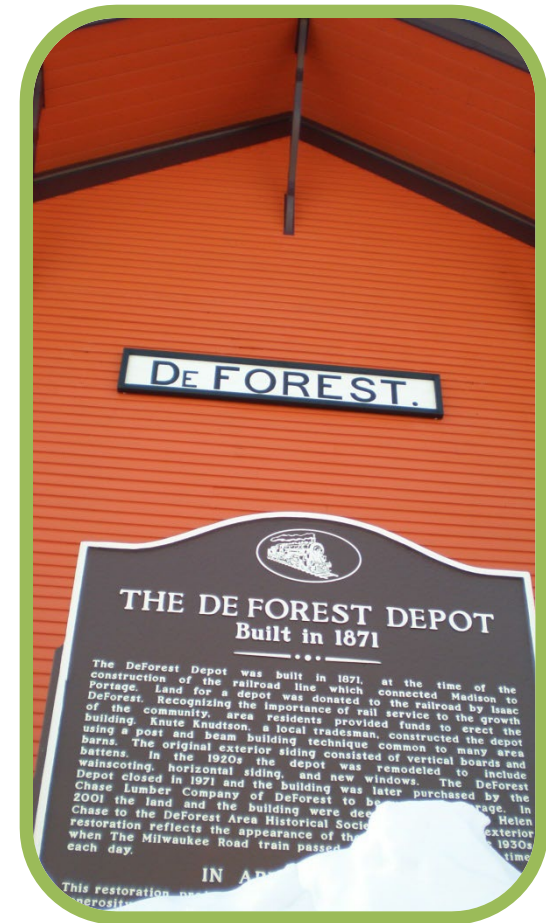
## OVERVIEW OF THE VILLAGE OF DEFOREST

The Village of DeForest is located along Interstate 39/90/94, U.S. Highway 51, and State Highway 19, and two miles north of the Dane County Regional Airport. The Village is 80 miles west of Milwaukee, 150 miles northwest of Chicago, and 260 miles southeast of the Twin Cities. DeForest's southern extent is just over a mile north of Madison and west of Sun Prairie; ~~by the 2030s the three municipalities will be contiguous~~. DeForest and the neighboring Village of Windsor share a number of relationships, including being the primary municipalities in the DeForest Area School District.

DeForest is located in the Yahara River Valley on ground moraine created during the last Ice Age. Glacial deposits dammed large pre-glacial valleys, forming a chain of large lakes and wetlands, including Cherokee Marsh. The retreat of the glacier helped form the natural resources the Village enjoys today, including the Yahara River. The fertile soils deposited in the river valley contributed to the establishment of agricultural activities in the DeForest-Windsor area during the mid-1800s. James Stevenson and Isaac DeForest helped to plat the woodlands that became DeForest in the 1850s.

DeForest's population and geographic expansion has paralleled the development of the Interstate highway system. The Village grew from 1,911 residents in 1970, most living within a comfortable walk from the historic downtown near the intersection of Main and Holum Streets, to ~~well over 10,000~~ 11,388 residents ~~today in 2022~~ spread over 8.5 square miles.

Significant non-residential growth has also occurred. DeForest has been a destination for distribution, warehousing, manufacturing, and commercial services oriented to travelers. Today, DeForest is home to nearly 6,000 jobs.





## OVERVIEW OF THE COMPREHENSIVE PLAN

This Comprehensive Plan is the primary tool to manage the Village's future growth in a manner that preserves characteristics that attracted existing residents and businesses in the first place. This Plan is a complete update and replacement to the 2015 Plan. The decision to update the Plan was driven by the factors listed in Figure 1.1. The Plan must also be updated at least once every ten years by law.

This Plan guides growth, development, and preservation by:

- Identifying areas for development and preservation over the next 20+ years;
- Recommending different types of land use for specific areas, including the downtown;
- Identifying transportation, community facilities, and utilities to serve future land uses;
- Directing housing, neighborhood, industrial, and commercial investment; and
- Collaborating with other governments and private groups.

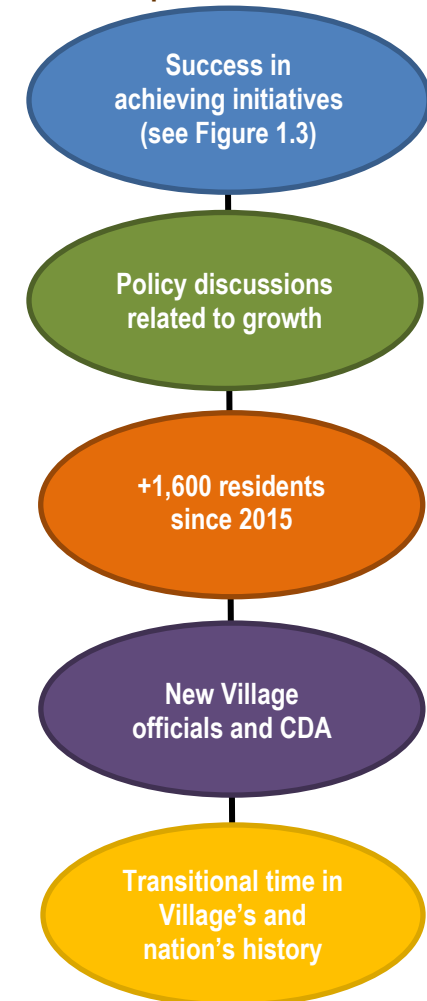
This Plan offers:

- A long-range vision for the type of community where people want to live;
- A framework for future zoning decisions;
- A tool to attract and retain quality businesses and people;
- A means to save money by growing efficiently and organizing limited resources;
- A platform for securing grants.

This Comprehensive Plan is organized into two volumes. The Conditions and Issues volume—which was not updated from its 2015 version—contains data, trends, and projections. This updated Vision and Directions volume provides the Village's policy direction. Figure 1.2 summarizes the remaining chapters, except for the last chapter (Implementation). The Village's Parks and Open Space Plan is another, detailed component of the Village's Comprehensive Plan, last updated in 2019. The Village has other plans—notably tax incremental district (TID) project plans [and a General Plan for Redevelopment](#)—that guide its economic development and other activities.

The Village has enjoyed success in achieving a number of goals and performance metrics from its 2015 Comprehensive Plan, as summarized in Figure 1.2.

**Figure 1.1: Why update the Comprehensive Plan?**



**Figure 1.2: DeForest's Comprehensive Plan and Implementation Performance Overview**

<b>Title of Comprehensive Plan Chapter</b>	<b>Chapter 2: Economic Development</b>	<b>Chapter 3: Natural &amp; Cultural Resources</b>	<b>Chapter 4: Housing &amp; Neighborhoods</b>	<b>Chapter 5: Land Use</b>	<b>Chapter 6: Transportation</b>	<b>Chapter 7: Community Facilities &amp; Utilities</b>	<b>Chapter 8: Intergovernmental Cooperation</b>
<b>General Purpose of Chapter</b>	Attract and retain a desired range of businesses and industries, in support of job and tax base growth	Conserve natural features, farmland, and historic sites; improve community image and design	Support decent, safe, and affordable housing and neighborhood settings	Advise future locations of residential, commercial, industrial, and other land uses	Advise new and expanded roads, bikeways, other transportation facilities and services	Improve community facilities, parks and trails, and sewer and water utilities	Set framework for planning, services, and development with neighboring and overlapping agencies
<b>Successes in Achieving 2015 Plan Metrics, as of Summer 2022 (and unmet metrics)</b>	Non-residential value increases of 8-23% per year (goal was 5%) Approximately 900 new private sector jobs since 2015 Average of 5 new and expanded businesses per year (goal was 3) Average of 1.6 new downtown businesses per year (goal was 1) North Main, Village campus, Firemen's Pk redevelopment; 402 North Main remodeled but no site redevelopment since 2015	New community entryway, water trail, business park, and Athletic Complex Interstate signs installed Stormwater quality improvements through public education and best management practice implementation Environmental corridors refined and protected during development Fruit orchard established at community garden	Average of 62 new single-family homes per year (goal was 60) Single family housing as % of total housing stock decreased from 62% to 60% (goal was steady or increase) Neighborhood plans for Conservancy Place, Fox Hills, & Hwy 19 areas Community Development Authority formed to address housing goals	Average of 280 new residents per year (goal was 120) Range of new residential densities from 2 to 24 units per acre (goal was new density higher than historic) Average of 2 new retail, commercial service, or restaurant use opened per year (goal was 1)	Innovation Drive bridge opened Highway 19 reconstructed 11 local roads resurfaced or reconstructed Five roads with PASER (condition) rating of 3, down from 7 in 2018 (goal was all roads at 4 or higher) Trail extended along River Road and paved in Western Green Park, near existing developed areas; grant for school-area paths in 2020	DeForest Athletic Complex and Firemen's Park Municipal campus/DeForest Street redeveloped Major sewer and water projects Stormwater/flood mitigation Jefferson Street extension to North Towne Road <a href="#">Pool Advisory Committee formed</a> Maintain capital improvement program	Maintained boundary agreements with Windsor, Burke, Madison, Sun Prairie Maintained extraterritorial zoning arrangements with Burke and Vienna Vienna boundary agreement expired in 2019

## DEFOREST'S REGIONAL CONTEXT AND PLANNING AREA

It is impossible to prepare a meaningful plan for DeForest without understanding the context in which DeForest operates. The Village is ideally located along the “triple” Interstate of I-39/90/94 in the heart of southcentral Wisconsin. A market of over 20 million people live within four hours. Closer to home, DeForest is five minutes north of the Dane County Regional Airport and the City of Madison—home to the world-renown University of Wisconsin and consistently rated among the best places to live in the U.S. The Wisconsin Dells/Lake Delton area—one of the nation’s top family vacation destinations—is 30 minutes to the north, and Lake Wisconsin is even closer. The Village is also near the headwaters of the Yahara River, which is critical to the health of the County’s chain of lakes, and surrounded by productive farmland.

The 2050 Regional Development Framework (Framework), prepared by the Capital Area Regional Planning Commission (CARPC), is the region’s new advisory land use guide. The Framework draws on public priorities, local government input, and growth projections to establish goals, objectives, and strategies for accommodating future growth in the Dane County region. ~~The Framework outline three main strategies to promote growth in Dane County that:~~  
~~Increases access to jobs, housing, and services for all people.~~  
~~Conserves farmland, water resources, natural areas, and fiscal resources.~~  
~~Reduces greenhouse gas emissions and fosters resilience to climate change.~~

DeForest’s immediate planning area includes all lands within the Village and the Village’s extraterritorial jurisdiction, or ETJ. The Village of DeForest must approve all land divisions (subdivision plats and certified survey maps) within its extraterritorial jurisdiction or “ETJ.” The ETJ extends up to 1½ miles from the current Village limits, but only within areas under town government. Within all of the Village’s ETJ that are in the Towns of Vienna and Burke ~~and much of the ETJ in the Town of Vienna~~, the Village also exercises extraterritorial zoning in cooperation with those Towns. The geographic limit of the Village’s ETJ, including areas where extraterritorial zoning is in effect, is shown on Map 1-1. Map 1-1 also shows other important jurisdictional boundaries, including the expansive DeForest Area School District boundary and the Urban Service Area boundaries. Urban Service Area boundaries show where the Village may legally extend sanitary sewers—a key ingredient for urban development.

Geographically speaking, DeForest requires some explanation. At the time of Plan writing, the Village has an irregular shape and two non-contiguous parts. This is the result of “cooperative plans” (intergovernmental agreements) between the Village and adjacent municipalities.

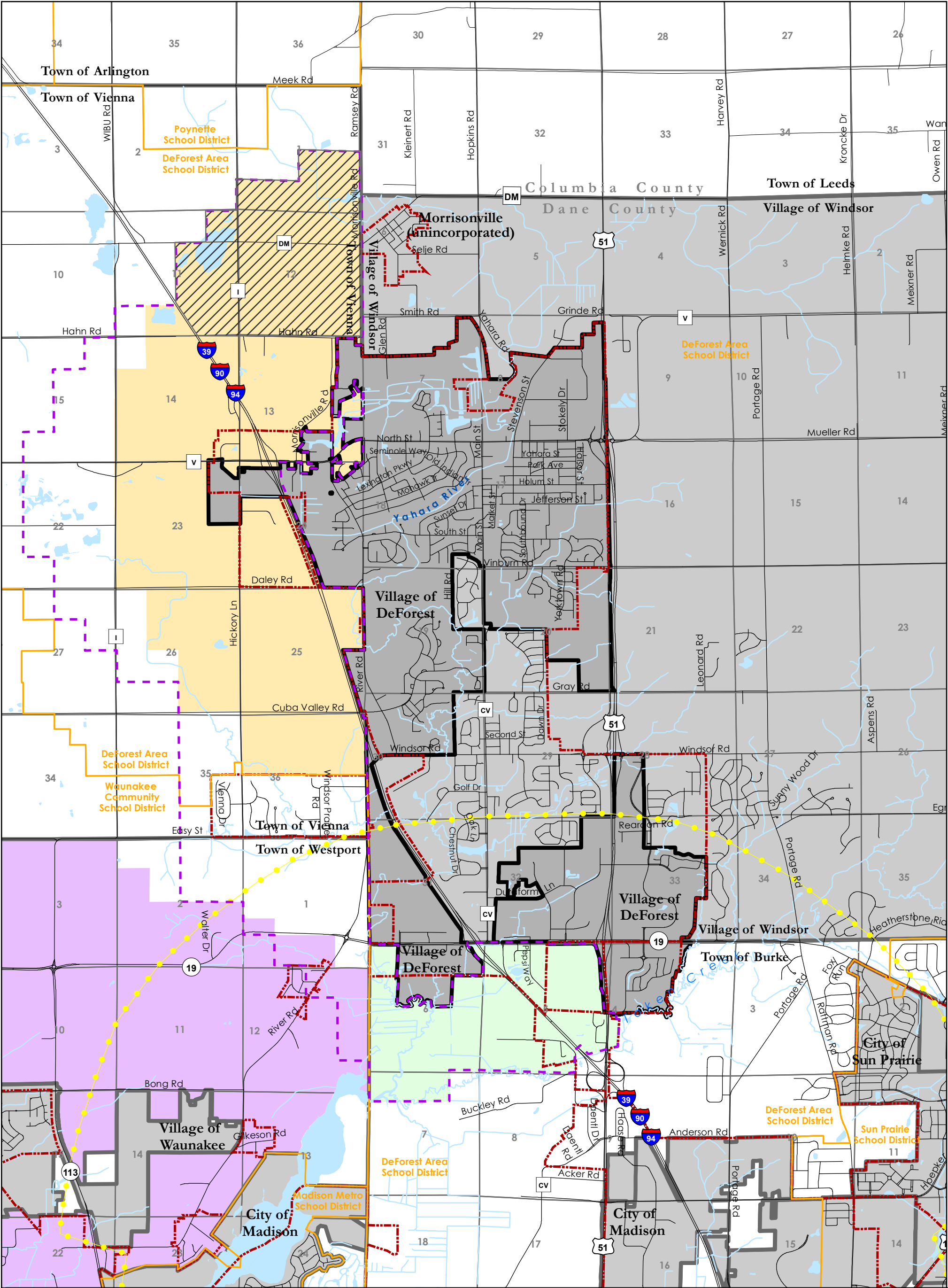
### DeForest’s Exceptional Transportation and Market Access


DeForest’s location at the crossroads of Interstates 39-90-94, and Highways 19 and 51; along a Class 1 railroad; and a five-minute drive from the Dane County Regional Airport is an essential asset for both personal and business transportation needs. Five interchanges provide easy access to the business and industrial parks within the Village.

According to Open Street Map and the U.S. Census Bureau, the transportation system provides DeForest with access to workforce, places, and jobs, including:

- 200,000 people within 10 miles.
- 580,000 people within 30 miles.
- 1.5 million people within 60 miles.
- Over 20 million people within 200 miles.

Per WisDOT, through DeForest, Interstate 39-90-94 carries up to 74,400 vehicles per day (VPD), while Highways 51 and 19 top out at 20,000 and 15,700 VPD respectively





Comprehensive Plan

1-1

Jurisdictional Boundaries

015003000

Feet

January 16, 2023

Source: Dane County LIO, Capital Area RPC, Vierbicher, MDRoffers

Cities and Villages

DeForest Village Limits (December 2022)

Other Municipal Boundaries

School District Boundaries

#

Sections with Section Numbers

Roads

Surface Water

Windsor Review Area (per 2016 Windsor - Vienna Agreement)

Urban Service Area Boundaries

Airport Height Overlay Zone

DeForest Extraterritorial Jurisdiction Boundary

DeForest-Burke Extraterritorial Zoning Area

DeForest-Vienna Extraterritorial Zoning Area

Waunakee-Westport Extraterritorial Zoning Area

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## RECENT GROWTH AND CHANGE

The Village of DeForest experienced significant growth and change over the past decade, experiencing high growth rates in population, median home sale price, and household income, as shown in Figure 1.3.

As suggested by the results of a 2020 community survey conducted for this Plan update, DeForest's population growth has been driven in large part by the Village's character, quiet neighborhoods, good schools, and proximity to Madison (see Figure 1.4). Approximately 80 new housing units have been built per year since 2010 in the Village. This means that one out of every five housing units in the Village has been built in the last ten years. Approximately 58% of new housing units permitted between 2010 and 2020 were single-family homes, 13% were duplex units, and 29% were multiple-family units.

**Figure 1.3: DeForest Demographic Changes**



**10,642,113,888 residents in 2020-2022**  
(+2,315,569 since 2015)

**37.9**

**Median age of Village resident in 2020**  
(+5 years since 2010)



**\$359,900 median home sale price in 2022**  
(91% increase since 2012—DeForest-Windsor market)

**2.69**

**Average Village household size in 2020**  
(little changed since 2010)



**\$88,664 median household income in 2021**  
(4633% increase since 2012-2011)

Sources: U.S. Census Bureau; South Central Wisconsin Multiple Listing Service

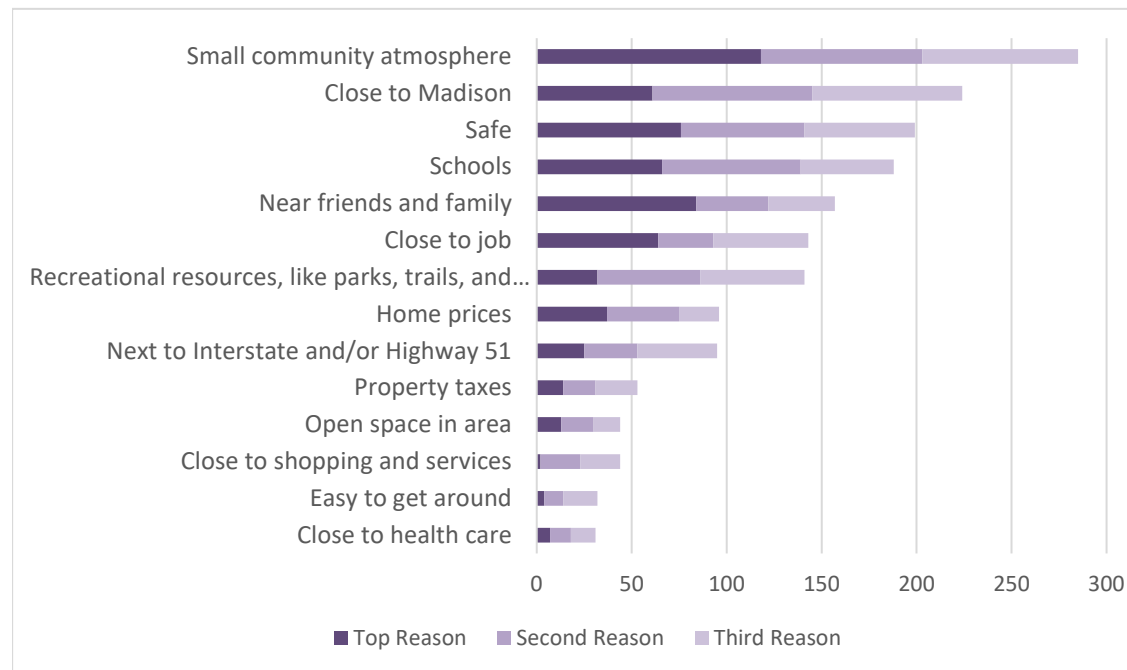


DeForest's job growth has been driven by DeForest's superior access to a local workforce and an upper Midwest market of 20 million people, its available land base, and its business-friendly attitude and incentives.

Non-residential growth in DeForest has allowed its tax base to grow and diversify. The Village's total property value increased by 74% from 2015 to 2020—an increase of over \$600 million. This is the greatest percentage increase in Dane County, and significantly greater than the 25% Statewide increase. In 2020, 33% of the Village's tax base is from non-residential uses in 2020—up from 29% as recently as 2016.

A significant number of residents leave DeForest each day to work, while a significant number of non-DeForest residents come to DeForest each day to work. Only 11% of Village residents work in the Village of DeForest, with most residents (39%) commuting to the City of Madison. The Village has been attempting to diversify its resident and job bases to close the gaps and achieve benefits like less travel and greater connectiveness.

**Figure 1.4: Why Residents Choose to Live in DeForest**



Source: On-line community survey of DeForest residents, October 2020



## DEFOREST'S ASSETS

A good comprehensive plan should have a firm grasp on the community's assets (or strengths). Among DeForest's particular assets are the following:

- **Accessibility.** DeForest is at the epicenter of transportation access in Wisconsin, with direct access to two major highways and the “triple interstate”, close proximity to the Dane County Regional Airport, and rail. This supports continued industrial, distribution, and even travel-oriented development.
- **Proximity.** DeForest has easy access to Madison and Lake Wisconsin via Highway 51 and the Interstate. This supports continued residential growth, along with locations for satellite offices and businesses with a connection to the larger city.
- **Education.** The DeForest Area School District boasts higher-than-average placement test scores and graduation rates, plus offers internship and apprenticeship programs with area businesses and industries. Nearby institutions provide opportunities for continuing education to grow skills and maintain career links. UW-Madison, Madison College (MATC), and other institutions are within a 20-minute drive.
- **Safety.** In the community, in the schools, and on the streets, DeForest is a safe place to live. This is a critical asset in attracting and retaining families, particularly in a tumultuous time. The Village is committed to public safety as a community pillar.
- **Character.** DeForest has a small-town charm and family-friendly aesthetic, maintaining the feel of a close-knit community even as the Village continues to grow. The Village has grown its community events and expanded community-identifying places and markers, like the DeForest Athletic Complex and prominent entryway signage.
- **Recreation.** DeForest has become a recreational center. As of 2022, the Village boasted 20 miles of off-street recreational trails—up from just two miles in 2010 [and now including the destination Upper Yahara River Trail](#). The DeForest Athletic Complex and a completely-updated Fireman's Park have also emerged over this period. Private recreational facilities for baseball, gymnastics, martial arts, and golf have also recently developed.

### 2020 Community Survey Response

*“I love how the Village involves the community with events, updates, chances to participate, and give feedback on decisions that are made. I grew up here, I went to school here, and I just recently moved back after 25 years away. I always loved DeForest but I think it is even better now.”*

### 2020 Community Survey Response

*“Keep the village small community atmosphere, keep residential safe, keep the schools safe.”*

### 2020 Community Survey Response

*“I love the updates to the Firemen's Park and I'm so excited about the Splash Pad. We have two young boys and they are going to LOVE growing up here.”*

- **Resources.** Most of the Village’s neighborhoods are near parks, a rapidly expanding trail network, and nature conservancies. DeForest’s recreational and conservancy areas feature the Upper Yahara River Corridor—a jewel in northern Dane County. The community boasts one of the most progressive water management approaches in Wisconsin.
- **Shovel-ready Development Sites.** Regional residents and businesses view the area as place for growth, and the Village has a ready supply of improved land for all types of development. DeForest’s eight active tax incremental districts (TIDs) provide funding for infrastructure and development incentives.
- **Industrial and Corporate Growth.** The Village has a dynamic mix of businesses and a commitment to growing its business parks, which are well-located and contain established infrastructure, including water, sewer, and other urban services. The Village has also recently become home to new corporate headquarters and major production facilities.

## NEW CHALLENGES

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The Village confronts several challenges that are common to growing, suburban communities. These focus on supporting growth and change, which expands opportunities and fiscal health, while maintaining a fundamental character that appeals to current residents and businesses. This Comprehensive Plan attempts to address these challenges in a thoughtful and compelling way, so that the Village’s essential character is maintained and “gains” outnumber “losses” when change does occur.

One of the challenges includes addressing the perceived unmet demand for additional places to shop and dine in DeForest. There remain a range of retail, food, and beverage establishments unavailable or in short supply in DeForest—at least based on the preferences of many DeForest residents. Nearly 9 of every 10 respondents to the 2020 online survey agreed that “DeForest should encourage more retail and commercial service businesses to locate here.” The causes are several, including major commercial development centers in nearby Sun Prairie and East Towne, continued expansion of on-line retailing, and the devastating effects of the COVID-19 pandemic on many local businesses. Beyond this, retail and restaurant growth generally follows residential, daytime job, and tourism growth—suggesting that a broad program and housing and economic development may be necessary to expand retail and restaurants in DeForest.

### 2020 Community Survey Response

*“As the Village has grown, I feel like we still need to go to Madison or Sun Prairie for groceries, shopping, coffee, entertainment, and dining. It would be nice to have some of those options here in DeForest.”*

Another challenge is addressing evolving housing demands while maintaining the Village’s predominately low-density, single-family residential character. Housing prices in DeForest have been increasing significantly faster than household earnings. Further, the large Baby Boom population is now between the ages of 55 and 75 and DeForest’s mainly moderate income workforce continues to grow. These factors point to a demand for more affordable and diverse housing options. Indeed, 2020 survey respondents broadly supported affordable single-family housing, apartments with

average rents, and senior housing with lower-than-average costs. The challenge grows when figuring out the desired extent and location of these different housing choices, when balancing sometimes competing desires to limit change in and around neighborhoods.

## A CLEAR AND INSPIRING VISION FOR DEFOREST'S FUTURE

The author Lewis Carroll wrote: "If you don't know where you are going, any road will take you there." By extension, if a community does not have a sense of which direction it wants to take, the plan-making and implementation process is at best difficult and at worst meaningless and highly inefficient. Therefore, as an early part of this major update to the Plan, the Village refreshed its vision statement, which should be understood as:

- A presentation of how the Village wishes to look, feel, and be perceived.
- An inspirational and positive view of DeForest and its future that allows the community to "stretch" and explore its opportunities.
- A platform for the Village to take advantage of its assets and opportunities.
- A broad framework around which to build more detailed strategies and initiatives, including those in this Comprehensive Plan.

### 2020 Community Survey Response

*"DeForest has been a wonderful place to raise a family. I hope the Village continues to prioritize parks and trails, our lovely library, and community events as we grow. Thanks to the Village employees and officials for all the work you do to make this a great place to live!"*

DeForest's vision statement is presented and illustrated on the first page of this chapter, and repeated as follows:

## Growing the Good Life

DeForest is a part of the greater Madison area, yet a place apart, offering village charm, quiet and walkable neighborhoods, top schools, abundant parks and trails, soothing natural resources featuring the upper Yahara River, and attractive opportunities for business growth driven by exceptional transportation access and a supportive community

This vision statement is elaborated through a set of goals, which form the basis for the organization of the remainder of this Plan and a tool for evaluation of community performance in Chapter 9: Implementation. The goals are also presented on the cover page of this first chapter.

2

# Economic Development

- Identifies strategies for retaining and growing existing businesses and attracting targeted business sectors
- Presents a framework for mixed-use development, redevelopment, and placemaking

Goal

The Village will enhance DeForest as a place where people want to run a business, work, visit, live, and play to increase business opportunities and choice, jobs, and tax base. Such enhancement will occur through marketing and branding, collaboration and partnerships, targeted outreach, placemaking, continuing a favorable regulatory climate, and targeting incentives.



Economic Development Initiatives Summary			
Initiative <small>(click on link to learn more)</small>	Description	Funding	Responsibility
<a href="#">Attract New Businesses in Diverse Industries</a>	Strategically working within each tax increment district (TID), and leveraging DeForest's strengths and assets, DeForest will pursue new commercial, industrial, and mixed use (re)development opportunities to support a diverse range of business opportunities and an environment that leads to new business development.	Tax incremental financing (TIF); grants from the Wisconsin Economic Development Corporation (WEDC), State of Wisconsin Departments of Administration (DOA) and Transportation (DOT), and other organizations and private sources; pandemic- and/or infrastructure-related economic stimulus funds from State or feds	Community Development Director, working with other Village staff, real estate brokers and developers, landowners, WEDC, and the Madison Region Economic Partnership (MadRep)
<a href="#">Promote and Assist Existing DeForest Businesses</a>	DeForest is fortunate to have many thriving businesses, varying in size and industry, employing over 5,500 workers, and providing places for residents, visitors, and workers to patronize. The Village will continue to be a partner in their success by assisting with their promotions, aiding their growth, and collaborating on solutions to their challenges.	Tax incremental financing (TIF), grant opportunities from the WEDC, DOA, and other organizations and private sources; special economic stimulus funds	Community Development Director, working with other staff, property owners, and the DeForest Windsor Chamber of Commerce (DWCC) regarding business retention and expansion activities and programs
<a href="#">Brand and Market DeForest for Economic Opportunity</a>	Branding and marketing is critical to distinguish DeForest in an increasingly crowded, confusing, and competitive marketplace. Enhancing and supporting DeForest's current brand as "a part of Greater Madison . . . but a place apart" will attract people and economic activity.	Many of the same sources as above, plus the DWCC	Community Development Director, working in a team with Community Ambassador and other staff members, and alongside Madison Area Sports Commission, Destination Madison, DWCC, and other partners
<a href="#">Advance Revitalization in the Downtown and Other Redevelopment Areas</a>	With its library, enhanced Fireman's Park, and small restaurants and shops, Downtown DeForest is a central community gathering spot, but has untapped potential. DeForest residents and policymakers have a strong interest for further revitalization in Downtown and other redevelopment areas identified and planned through open, public processes.	Many of the same sources as above, plus unique lending potential through statutory redevelopment planning authorization. See the Village's separate General Plan for Redevelopment for a more extensive list of funding opportunities.	Community Development Director, working with other Village staff, under the guidance of the Community Development Authority (CDA), in in collaboration with real estate brokers and developers, property and business owners, and various State and federal organizations



## OBJECTIVES

- a. Maintain a positive, business-friendly environment including streamlined development services.
- b. Strategically market development and business opportunities to encourage tax base growth and diversify the local economy.
- c. Utilize placemaking as a key component to the Village's economic development strategy.
- d. Promote balanced development among residential, commercial, and industrial types.
- e. Promote redevelopment and unique commercial opportunities to grow Downtown DeForest as a mixed-use activity center.

## POLICIES

1. Partner with existing DeForest businesses to capitalize on opportunities and to help solve community and economic challenges.
2. Welcome new business prospects with timely, effective, and flexible services.
3. Continue transitioning development review and permit applications to an online platform for ease of use.
4. Market DeForest internally and externally through the Village's Community Ambassador.
5. Foster residential growth, which leads to new commercial opportunities and enables existing businesses to thrive (see Figure 2.1).
6. Beautify and brand major corridors and gateways, such as Highways 51 and 19, North Street/Highway V, Downtown DeForest, and the Interstate.
7. Leverage the Village's unique recreational amenities and extensive multi-use trail system as economic development assets.
8. Market Downtown DeForest as the Village's primary activity center, capitalizing on Fireman's Park events as part of a placemaking economic development strategy.
9. Focus Downtown business and development attraction efforts on increasing housing, entertainment, dining, and events.
10. Proactively plan and implement infrastructure investments in strategic locations to attract and facilitate (re)development.
11. Leverage tax incremental and other financing tools to promote new development and redevelopment of underutilized buildings and sites.
12. Partner with local, regional, and state economic development organizations, making use of financing programs up to the federal level.

**Figure 2.1: The Gears of Economic Growth**





## INITIATIVES

The following pages further describe the economic development initiatives summarized on the cover page of this chapter.

### Attract New Businesses in Diverse Industries

DeForest bases its business attraction strategy on several factors:

- Focusing on DeForest's assets and strengths, summarized in the sidebar to the right.
- Leveraging the strategies and networks of state and regional economic development agencies.
- Collaborating with regional and local assets, businesses, and real estate professionals.
- Implementing tax incremental district (TID) project plans, which describe desired types of development, planned infrastructure investment, and possible development incentives within each TID (see Map 2-1).
- Researching market updates and relationship development.
- Responding to local community member desires and interests.
- Achieving balance among residential, commercial, and industrial (manufacturing) development to maintain a diverse economy and fiscal outlook. Figure 2.2 displays the percentage of DeForest's property value in each of these three categories between 2000 and 2020, and shows that the Village has become less reliant on its residential tax base.

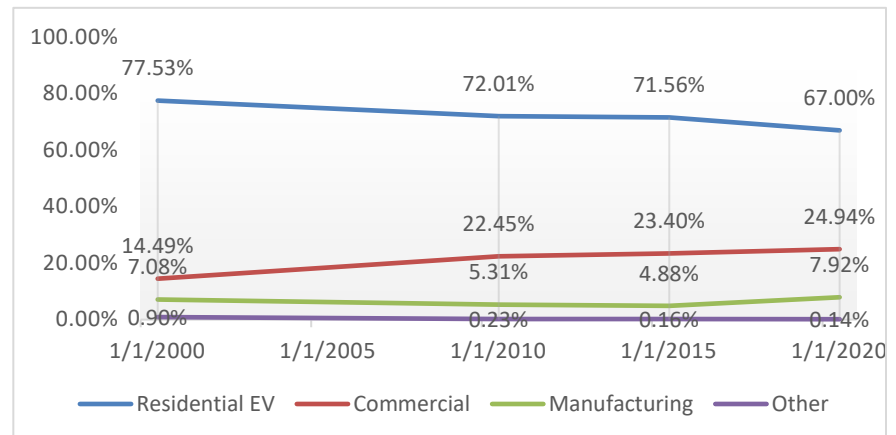
#### 2020 Community Survey Response

*"I would like to shop and support our community instead of driving to Madison. Wish there were more options."*

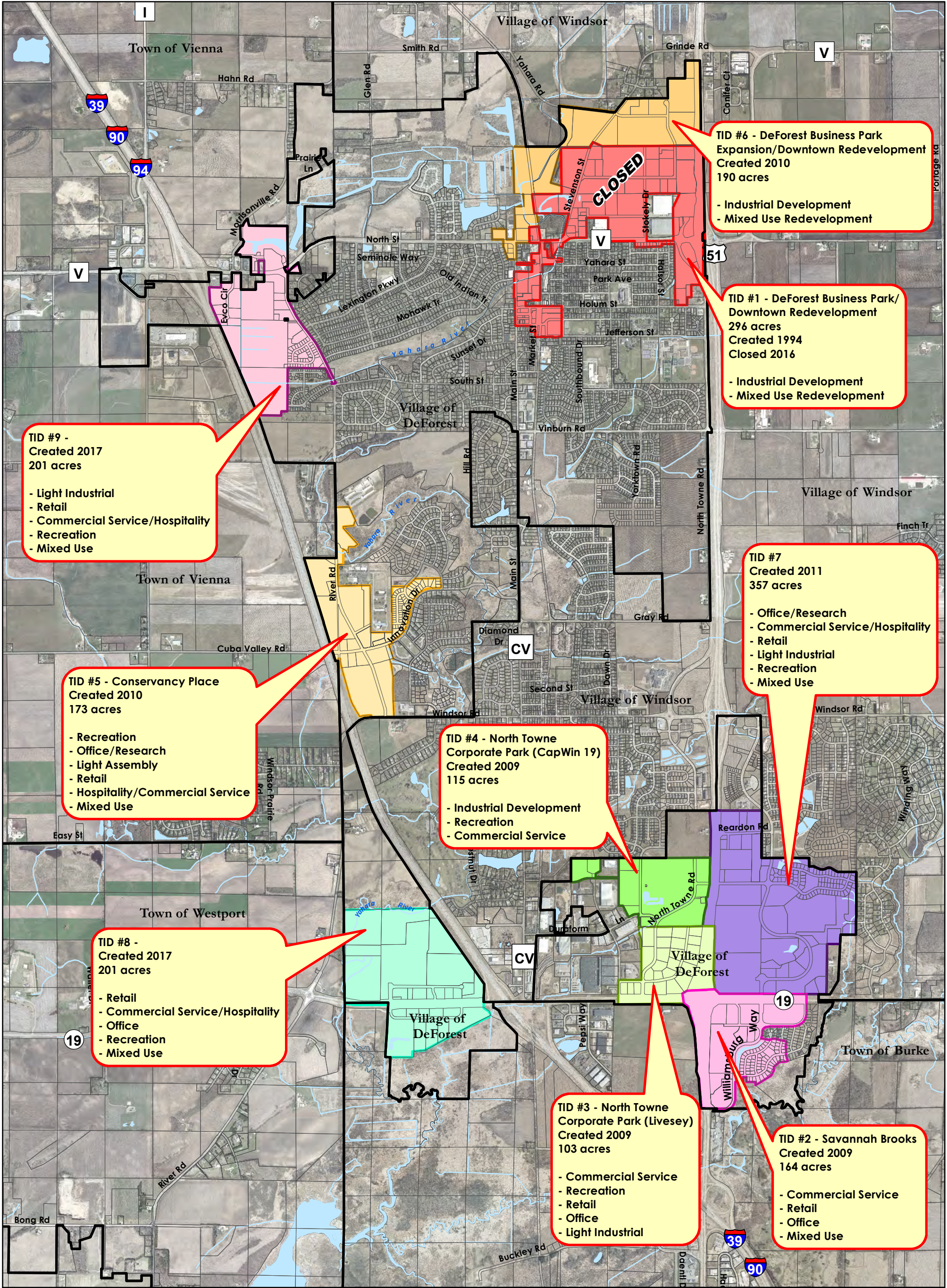
#### DeForest's Strengths and Opportunities


- Proximity and connectivity to Greater Madison [and region](#)
- Close access to other states and regions by air, road, rail, water
- Location along major Interstate corridor and state highways
- Available shovel-ready land in tax incremental districts
- Streamlined approval process and business-friendly policymakers
- Continued growth in residential and commercial sectors
- Recent investments in roads, utilities, and amenities like parks and trails

**Figure 2.2: Valuation Categories and Change in DeForest**









# Comprehensive Plan

## 2-1

### Tax Incremental Districts


0

1,400

2,800

Feet

N



January 16, 2023

Sources: Dane County IJO, CARPC, MDROffers, Ayres Associates, JJR, Vierbicher, WI DNR, WI DOT

TID #1

TID #2

TID #3

TID #4

TID #5

TID #6

TID #7

TID #8

TID #9

Village of DeForest Corporate Limits (December 2022)

Surface Water

Parcels (December 2022)

Document Path: R:\DeFo Mapping\ArcGIS\Comprehensive Plan Mapping\Map 2-1 TIF Districts.mxd

202

Date: 1/19/2023



How does DeForest pursue new business opportunities? Figure 2.3 summarizes the primary decisionmakers in business siting, partners for delivering messages, and the methods to reach out to decisionmakers.



**Figure 2.3: Business Recruitment Decisionmakers, Partners, and Methods**

Decisionmakers (Audience)	Partners	Methods
Site Selection Consultants	Wisconsin Economic Development Corp (WEDC)	Marketing and Advertising (digital, social, etc.)
Specific Businesses Leaders	Madison Regional Economic Partnership (MadREP)	Events / Industry Trade Shows
Real Estate Representatives	Educational Institutions	Relationship Development
Industry Associations	Existing Businesses	Direct Outreach to Decisionmakers
Human Resource Directors	Landowners	Familiarization Tours

Which types of businesses are the Village particularly trying to attract? DeForest's industries of focus for business attraction are the following:



#### **Advanced Business Services**

With a growing, well-educated population and easy access to Madison, Milwaukee, and Chicago, DeForest is on the map for businesses [in this sector](#).



#### **Bioscience**

With proximity to centers of excellence like the University of Wisconsin-Madison—and offering room to grow—DeForest helps grow bioscience companies like American Breeders Service.



#### **Distribution and Logistics**

Strategically located with direct access to Interstate 39/90/94 and Highways 51 and 19, and midway between Chicago and The Twin Cities, DeForest is a prime spot for distribution and logistics.



#### **Food and Beverage Processing**

Some of your favorite foods are made, packaged, or developed right here in DeForest! DeForest has helped food and beverage businesses be successful in this industry.



#### **Healthcare**

As one of the fastest growing areas of the Greater Madison region, healthcare providers are choosing DeForest for its regional proximity and growing population.



#### **Information Communications Technology (ICT)**

With access to major markets and world-class talent, DeForest has the infrastructure to accelerate technology firms looking to grow.



#### **Manufacturing**

DeForest is the home of many manufacturers of household and business products. Many familiar products useful for daily living and other industries are developed in DeForest.



#### **Retail and Restaurants**

Whether in Downtown DeForest or near one of its highways, DeForest provides access to customers from the Madison region and from a growing resident and employee base.

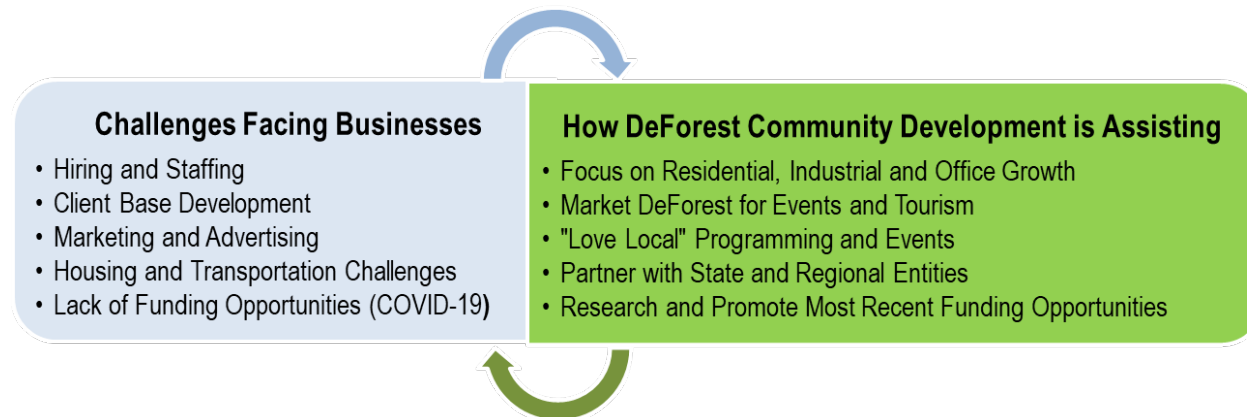
## Promote and Assist Existing DeForest Businesses

Business retention is perhaps the most fundamental part of economic development. Having a thriving business community is vital to DeForest residents for everyday needs, as well as for future attraction of new businesses. Further, most new economic activity—addition of new jobs and increased tax base—is directly attributable to an existing business. This is either through actual expansion of an existing business, a new business providing a supply-chain source for an existing business, or a business from a related industry convinced they can succeed because an existing business is succeeding. There are limited ways in which a municipality can, or should, involve itself directly in a businesses' success. However, there are certainly ways in which a municipality can be a partner toward success for its business community.

In late 2020, DeForest conducted a virtual business walk event that garnered responses from 84 businesses in DeForest. The responses were from a diverse group of industries, ranging from businesses with one employee to those with more than 400 employees. In the survey and in subsequent roundtable discussion, businesses were asked what challenges they were facing, and how DeForest could assist. Figure 2.4 summarizes the results. Based on that feedback, DeForest will continue to enhance policies and begin new programs to do the following:

- Pursue growth and tourism to bring more workers and customers to DeForest
- Promote shopping, eating, and “loving local” to keep customers in DeForest
- Partner with state and regional entities, such as workforce and transportation agencies, for job fairs and ride share programs
- Provide information and resources for current funding opportunities
- Address lack of available housing and transportation options for employees (see Housing & Neighborhoods and Transportation chapters)

**Figure 2.4: Existing Business Challenges and Responses**





More broadly, the Village intends to establish a formal business retention and expansion program to support DeForest businesses and create partnerships to address challenges in the local economy. Coordination with the DeForest-Windsor Chamber of Commerce and Village of Windsor will be sought. There are many different business retention and expansion models to consider. Regardless of model, as part of its business retention and expansion program, the Village intends to establish and maintain contact with existing local businesses in a format and frequency desired by each local business. This may include regular contact and assistance for one business, and simply staying out of the way for another. The Village intends to stay in front of existing businesses with value-added propositions to show its commitment to their success, and subsequently use those relationships to aid in attracting new businesses.

### Brand and Market DeForest for Economic Opportunity

The future of economic development is contingent on attracting people, which comes first when attracting business and development. The Community Development Director will work as part of a team to focus on what will enhance DeForest as part of a larger region, but what sets us apart. Further, the Community Development Director will work to ensure that this brand is communicated to a larger audience through traditional and social media, advertising toward targeted audiences and directed toward the economic development website: <https://developdeforest.com/>

Three related focus areas toward enhancing and communicating DeForest's brand toward economic opportunity are placemaking, sports and leisure tourism, and community signage, described as follows:

- **Placemaking.** Placemaking is an important facet to economic development. Enhancing a community to attract people is an essential first step toward attracting businesses and ensuring their success. Businesses need people to shop, eat, and work at them. Making investments in creating a place for people has been an important principle in DeForest for many years. DeForest's investment in its parks, trails, and community events are popular examples of these efforts. DeForest staff has also engaged the community to tell its story about choosing DeForest through the "Love Local" campaign. There are many ways communities can make themselves a place to be: conducting a public art contest, facilitating events featuring local businesses, pursuing redevelopment, and partnering with developers. DeForest will pursue these ideas and more.



- **Sports and Leisure Tourism.** Leveraging natural and man-made assets toward bringing people to DeForest is a great opportunity for economic development. DeForest has a growing number of assets that attract people, and the Community Development Director will leverage those assets toward attracting compatible economic activity. The DeForest community development team has been working with organizations like Destination Madison and the Madison Area Sports Commission to ensure that DeForest is on the map for tournaments and large events. In 2021, the DeForest area hosted the BMX National Championships and more than 20 baseball/softball tournaments in the DeForest Athletic Complex's first year of operation. [The Upper Yahara River Trail is also a destination for residents and visitors.](#)
- **Community Signage.** DeForest has begun to brand itself with new community signage at gateways to the community, business parks, and other important locations. This will continue as funding is available through TIDs and other opportunities. In future years signage is expected to be placed at the southern entryway to DeForest on Highway 51 (see Map 5-3 in Land Use chapter), three locations along Highway 19 and near the entryway to DeForest on County Highway V from the east. Community wayfinding (directional) and new park signage is also part of this effort, which contributes to DeForest's brand and sense of place.



## Advance Revitalization in the Downtown and Other Redevelopment Areas

In Spring 2021, the Village Board and Community Development Authority (CDA) authorized a process to update a Village Redevelopment Plan. The updated General Plan for Redevelopment, [scheduled to be](#) adopted in early 2023, [will](#) allows the Village and CDA to engage in land acquisition, borrowing, and other redevelopment activities within designated “redevelopment project areas.” Within such areas, the Village and CDA prioritize the renovation or reuse of existing buildings and sites, new buildings and uses replacing vacant or vacated existing buildings, or some combination. Redevelopment planning was done via an open process involving property owners and the interested public (25+ public meetings were held), and is most directly guided by the CDA. The CDA’s functions are summarized in Figure 2.5.

### 2020 Community Survey Response

*“Good progress lately; would like to see more focus on rebuilding a real downtown area with amenities like retail/restaurant/housing/activities that are made.”*

**Figure 2.5: DeForest Community Development Authority Functions**

In March ~~2021~~[2022](#), after extensive stakeholder input, technical analysis, and policy considerations, the CDA and Village Board designated the boundaries of Redevelopment Project Areas A, B, and C. ~~In February and March 2022, the CDA and Village Board adopted t~~[The General Plan for Redevelopment including project area plans](#) for these three geographic areas near the center of DeForest. Each [project area](#) plan identifies future redevelopment opportunities and steps to achieve them. A summary of the three Redevelopment Project Areas follows on the next page. See the General Plan for Redevelopment for significantly greater detail.



Creates coordinated approach to community goals of housing and redevelopment opportunities



Offers new tactics for planning and financing housing and mixed-use developments



Provides mechanism for private-sector engagement in community development



Leverages landowner interest in redevelopment areas to accomplish goals



→ **Downtown Redevelopment Area A.** The focus of the Area A plan is for continued revitalization of the Village's downtown area, extending from Holum Street north to North Street, while maintaining the downtown as a comfortable place to live for many DeForest residents. Within the 101 acres of Area A, eleven different suggested "priority redevelopment sites" are shown on the map crop to the right. Efficient and meaningful redevelopment of some of these sites will require assembly of two or more tax parcels. The Area A plan also features different redevelopment options for the Holum Center site—a 3.8 acre site that has become DeForest Area School District surplus land.

→ **Northern DeForest Plaza Redevelopment Area B.** The focus of the Area B plan is to upgrade aging commercial properties and enhance and modernize business activity in the current commercial area east of the intersection of Main and South Streets. Here and elsewhere, it will be important to remember that the market for "bricks and mortar" commercial uses is not what it used to be, and perhaps never will be. So, more opportunities for drive-through commercial and for residential conversation should be considered. This also brings more customers.

→ **Eastern/Karow Farm Redevelopment Area C.** The focus of the Area C plan is to provide housing at various densities, ideally focused on the local workforce, seniors, or both, and to effectively manage stormwater and provide flood storage during rare events such as what occurred in March 2019. With new development projects, the Village will also ensure safe and redundant ingress/egress during flood events.



Wisconsin's Comprehensive Planning law requires that communities identify "Smart Growth Areas" in their comprehensive plans. Smart Growth Areas are defined as "areas that will enable the development and redevelopment of lands with existing infrastructure and municipal state, and utility services, where practical, or that will encourage efficient development patterns that are contiguous to existing development and at densities which will have relatively low municipal, state governmental, and utility costs." These three redevelopment areas are DeForest's Smart Growth Areas.

# 3

## Natural & Cultural Resources

- Describes environmental protection and community building efforts
- Links these efforts to quality of life and land use planning

### Goal

DeForest's natural resources, memorable places, and community activities define the Village's image. The Village will continue to be a steward of its land, water, and natural resources; enhance and celebrate its special places and events; and protect residents against natural hazards like flooding.



### Natural & Cultural Resources Initiatives Summary

Initiative (click on link to learn more)	Description	Funding	Responsibility
<a href="#"><u>Protect and Evaluate Environmental Corridors</u></a>	Environmental corridors are a layering of floodplains, wetlands, and other key elements of the natural resource base. The Village will work with CARPC and landowners to assure accurate and consistent environmental corridor boundaries, and to explore changes in criteria for determining environmental corridors. The Village will also enhance the quality and protection of environmental corridors.	Wisconsin Stewardship and Federal LAWCON programs; Partnerships with CARPC, Dane County, WisDNR, USFWS, nonprofits, and developers; General fund	Village Zoning Administrator, in collaboration with CARPC staff, and with assistance from Village planning and engineering consultants. Ordinance and corridor changes would require Village Board action.
<a href="#"><u>Help Protect and Improve Water Quality in the Yahara Watershed</u></a>	Because DeForest is located near the headwaters of the Yahara River, local actions can have a significant impact on water quality in and downstream from the Village. The Village intends to lead and participate local and regional efforts to improve water quality, including continuing to manage winter salt use, emphasizing leaf collection, street sweeping/cleaning, keeping storm drains clean; promoting stormwater infiltration; and installing and promoting green infrastructure.	Partnerships with regional watershed groups and Friends of the Yahara River Headwaters, with potential funding from Madison Metropolitan Sewerage District (MMSD), County, WisDNR, General fund	Village Public Services Director, with assistance from Village engineering consultant, and in coordination with watershed organizations.
<a href="#"><u>Preserve, Enhance Celebrate, and Create Memorable Places</u></a>	Memorable places in DeForest include the Upper Yahara River Corridor and Western Green Park, Fireman's Park, DeForest Athletic Complex, the Library, and other spaces and places. These define the Village's image and quality of life. The Village will work to enhance these places, guide residents and visitors to them, and collaborate on creating new memorable places as opportunities present.	Wisconsin Stewardship and Federal LAWCON programs; Madison Community Foundation; National Endowment for Arts; Tax incremental financing; General fund	Village Recreation & Community Enrichment Director with assistance from various staff and consultants the Chamber, the DeForest Area Historical Commission, and other groups.
<a href="#"><u>Mitigate Effects of Natural Hazards</u></a>	In conjunction with Dane County, the Village updated its Natural Hazard Mitigation Plan in 2022. As identified in that plan, the Village will pursue mitigation strategies to help lessen impacts of natural hazards on property and life in the Village. These particularly relate to flooding, and including site-specific efforts and broader strategies like increasing the tree canopy to increases water absorption.	Various State and Federal grants available through WisDNR and the Wisconsin Emergency Management Agency	Village Police Chief and Public Services Director, with assistance from Village engineering consultant, and with direction from the Emergency Preparedness Committee.



## OBJECTIVES

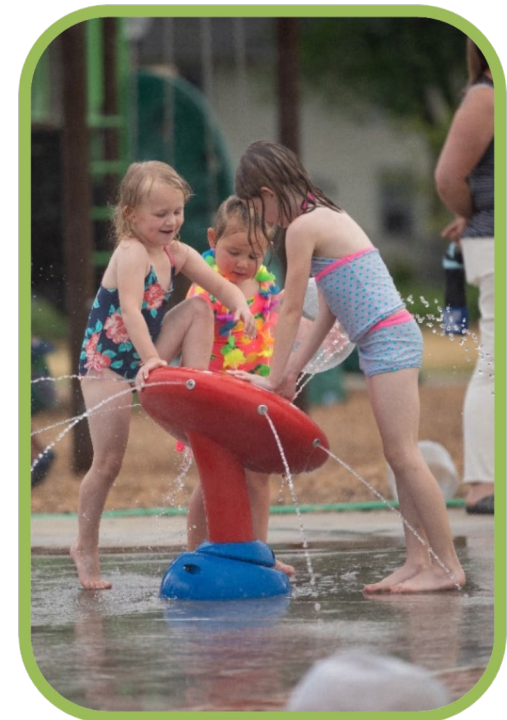
- a. Protect and preserve environmental corridors given their multiple benefits to flood control, scenic beauty, recreation, public health, and wildlife habitat.
- b. Manage the quality, quantity, and temperature of water entering area waterways, and promote infiltration wherever practical.
- c. Enhance the cultural integrity and activity in the Village through preservation of historic and cultural resources and memorable places.

### 2020 Community Survey Response

*"The Village should expand maintenance of green space and better preserve the Yahara River corridor (i.e., including native plantings, environmental buffers, invasive plant management)."*

## POLICIES

1. Limit impervious surfaces in stormwater infiltration areas, hydric soils (soils formed under wet conditions), and non-metallic mineral resource concentrations.
2. Encourage landowners and developers to preserve scenic views when preparing private development proposals.
3. Maintain, expand, and diversify the urban tree inventory on public lands, and serve as a resource for landowners to manage other mature trees and woodlands.
4. Cooperate on the protection of regional natural resources and systems, such as the Yahara River, Token Creek, Cherokee Marsh, and Northern Corridor. See Chapter 6: Land Use for further information.
5. Enforce Village-administered environmental regulations such as erosion control and stormwater management, floodplain, shoreland, shoreland-wetland, wellhead protection, and relevant regulations in the zoning and subdivision ordinances designed to preserve different elements of the environment.
6. Assist nearby municipalities in their efforts to protect large tracts of farmland for long-term agricultural production, in mutually agreed areas, such as Agricultural Preservation Areas on Map 5-1 and other areas so identified in the Dane County Farmland Preservation Plan, [and to manage stormwater and sediment from such tracts](#).
7. Encourage agricultural-related industry, such as bio-based products and biotechnology development, in the DeForest-Windsor-Vienna Area.
8. Work with the School District, Chamber of Commerce, DeForest Historical Society, DeForest Area Community and Senior Center, DeForest Area Public Library, and other community organizations to promote cultural facilities and community and family-based places, events, and programs.



## INITIATIVES

The following pages further describe the Village's initiatives included on the cover page of this chapter.

### Protect and Evaluate Environmental Corridors

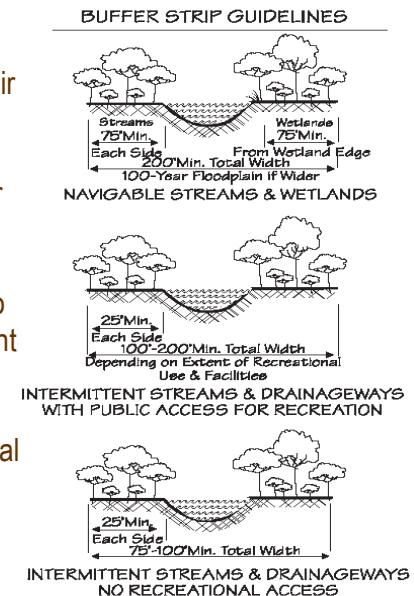
Environmental corridors are continuous systems of open space, based mainly on waterways, which include environmentally sensitive lands and natural resources. They have environmental, ecological, passive recreational, stormwater management, groundwater protection and recharge, erosion control, wildlife, and scenic value. Environmental corridors also have severe limitations for development; therefore, minimizing development in these areas also protects private property. In total, environmental corridors provide a construct for natural area preservation and for land use planning, guidance, and regulation.

As they are presently configured, environmental corridors are depicted on Map 5-1: Future Land [use-Use](#) in the Land Use chapter and on [CARPC on-line maps](#). At time of writing, there are minor inconsistencies between these two sources that the Village will work with the Capital Area Regional Planning Commission (CARPC) staff to reconcile. The Village of DeForest has defined and mapped environmental corridors according to criteria in the current Dane County Water Quality Plan as managed by CARPC and described in the graphic to the right. Many of these features are otherwise protected by government regulation.

The Village intends to allow farming and existing development to continue within mapped environmental corridors. The Village does not intend to allow within environmental corridors new buildings that do not replace old buildings and significant expansions to existing building footprints, unless the environmental protection laws are otherwise followed or an environmental corridor boundary is determined to be in error. If an error or discrepancy in environmental corridor boundaries is discovered, or the feature that led to an area's mapping as an environmental corridor no longer exists or has shifted, the Village will work with CARPC staff to assure correct corridor boundaries. Aside from addressing obvious errors,

### What features are included in environmental corridors?

CARPC staff works with local units of government to delineate environmental corridors, usually as part of the process to expand an urban service area. Environmental corridors typically include water bodies, drainageways, and their buffers (see graphic to the right); 100-year floodplain; wetlands and their buffers, slopes greater than 12 percent adjacent to a floodplain, wetland, or water body; areas of unique vegetation or geology especially where adjacent to a water body; and permanent public lands like parks, natural areas, and stormwater basins. In general corridors should contain sufficient width and ground cover to provide movement of wildlife clear of maintained lawns and landscaping.



CARPC has two procedures to change environmental corridor boundaries once mapped. Major changes require CARPC and Wisconsin Department of Natural Resources (WisDNR) approval. Minor changes may be approved by the Village Board.

In 2023, CARPC intends to reevaluate the criteria and methodology for determining environmental corridors in Dane County. This may involve adding, subtracting, or changing the features included in environmental corridors, including whether CARPC-designated “stewardship areas” should be included. “Stewardship areas” include the 500-year floodplain (also known as areas with a 0.2% annual risk of flooding) and potentially restorable wetlands and hydric soils. The Village intends to participate in this process, and following will evaluate how to respond locally to the result. This may or may not involve adjustments to the environmental corridor boundary in Map 5-1, which would first require amendment to this *Comprehensive Plan*. Regardless, the Village encourages preservation of stewardship areas where practical.

The Village maintains environmental regulations—such as floodplain, shoreland, wetland, and mature woodland protection standards—that address environmental corridor protection. Still, these regulations do not fully protect environmental corridors. Further, the Village frequently addresses questions as to whether certain types of structures and surfaces (e.g., fences, play structures, multi-use paths) are allowed within environmental corridors. Therefore, and ideally following the CARPC environmental corridor reevaluation process described above, the Village will revisit local zoning procedures to address these matters. These may include minor adjustments up to an environmental corridor overlay zoning district.

### **Help Protect and Improve Water Quality in the Yahara Watershed**

The Village is located near the headwaters of the Yahara River. Environmental impacts of the Yahara River that occur in the Village affect local water quality and can persist and be magnified further downstream in the Yahara chain of lakes. Lakes Mendota, Monona, Wingra, Waubesa, and Kegonsa provide roughly 29 square miles of interconnected waters which is equivalent to about 193 billion gallons of water. The path to protection and recovery begins with the adoption of conservation practices in agricultural and in urban and suburban areas. Thawing farm fields in winter and early spring are particularly high contributors to algae-producing phosphorous. In suburban areas like DeForest the autumn leaf-fall period also contributes to phosphorus pollution, particularly when coupled with heavy rains.

The Village intends to participate in local and regional efforts to improve water quality in the Yahara River and Yahara chain of lakes. These efforts include collaboration with several entities, including the following organizations and collaborations:





- Friends of the Yahara River Headwaters, a local organization which has a mission to enhance and protect the quality of the Yahara River headwaters while educating the community and providing sustainable recreational opportunities.
- Yahara CLEAN (Capital Lakes Environmental Assessments & Needs) Compact, a coalition of 19 partners and collaborators who are working to improve the condition and usability of Dane County's lakes and beaches.
- Yahara WINS (Watershed Improvement Network), an initiative to reduce phosphorus loads in the Yahara Watershed.
- MAMSWaP (Madison Area Municipal Stormwater Partnership), a partnership of 22 municipalities in Dane County to reduce adverse impacts to water quality from urban sources of stormwater runoff.
- Wisconsin Salt Wise, a coalition of organizations working to reduce salt pollution in local lakes, streams, and drinking water.

In recent years, the Village has had several successes in improving local and regional water quality under the umbrella these partnerships provide. For example, through Wisconsin Salt Wise, DeForest reduced annual salt use by 200 tons, which has both improved water quality and saved money without compromising traffic safety.

Looking forward, other priorities of the above partnerships most relevant to the Village are listed below:

- **Encouraging leaf collections, street sweeping/cleaning, keeping storm drains clean, and composting—particularly during fall.** Regularly removing leaf litter from streets and storm sewer inlets helps prevent rainwater-leached phosphorus from entering storm sewer systems. Educating the public on how to properly store yard waste for pick-up (i.e., out of streets and gutters) and how to dispose of yard waste if not set out for collection (i.e., not near adjacent waterways) are also important.
- **Emphasizing stormwater infiltration over movement.** Infiltration helps keep phosphorus and other pollutants out of waterways, in addition to helping maintain clean water for local wells. Using areas with sub-surface glacial till deposits for enhanced infiltration will be prioritized, as will protecting internally drained lands and wetlands (i.e., closed depressions) to naturally retain and absorb runoff.



- **Increasing green infrastructure installations in parks, new developments, and existing residential and commercial properties.** Incorporating and encouraging nature-based solutions such as rain gardens, bioswales, infiltration trenches, and permeable pavement helps capture, absorb, and filter runoff. Tools such as stormwater utility credits, rate adjustments, and recognitions to reward action will also be considered.
- **Implementing Recommendations from Recent Streambank Erosion Control and Habitat Studies.** These include the Upper Yahara Riverside Habitat Assessment from Quercus Land Stewardship Services and the Yahara River Streambank Erosion Assessment and Five-Year Plan from Stantec. Recommendations include techniques to manage and reverse streambank erosion and restore lands along the River. The Village intends to budget for recommended work over the next five years, particularly if WisDNR matching grants can be secured.

### Preserve, Enhance, Celebrate, and Create Memorable Places

The Village has redoubled efforts in recent years to create and encourage memorable places—with new and improved entrants including the Fireman's Park/Village Campus area and DeForest Athletic Complex. Memorable places like these and reliable stand-bys like the Upper Yahara River Corridor, Western Green Park, and the DeForest Area Public Library define the Village's image and enhance quality of life.

The Village will work to enhance these memorable places, guide residents and visitors to them, and collaborate on new memorable places as opportunities present. Specific approaches may include:

- **Continued Community Celebrations.** Events like the Yahara Riverfest, Friday Flicks, Brews and Bites, Fri-Yay! Eve, Dragon Arts Fair, and Candlelight Hike celebrate and educate around key assets like the River and Norwegian heritage. Events will be continued and expanded, where possible. Though challenging, winter events can help build community through “dark (and colder) times.”
- **Continued Park and Trail Network Enhancements.** See the [Advance Park and Recreational Projects with Community Development Impacts](#) initiative within the Community Facilities & Utilities chapter.
- **Continued Education and Interpretative Opportunities.** The Yahara River and other natural areas serve as natural laboratories and classrooms for lifelong education. The Village will continue to use these memorable places as education opportunities, such as through interpretive signage, maps, and partnerships with youth and community organizations on restoration and clean-up activities. The Village also encourages the





DeForest Area School District to incorporate the river and habitat protection issues into school curriculum.

- **Continue to Mark Key Community Gateways.** DeForest’s northwestern community edge—along North Street near the Interstate—is particularly well marked with a dramatic gateway sign. The Village will continue to advance marking other gateways, including along North Street at the Village’s east edge, Highway 51 at its south edge, and along Highway 19 as opportunities present. Expansion and modernization of the Village’s wayfinding signage system will also be considered.
- **Support Private Development of More Memorable Places.** “Memorable places” are not always public spaces. They often include privately-developed sites like coffee shops, brewpubs, wineries, hotels, waterparks, exercise and activity centers, and other places. They may also include collections of these places—like via redevelopment of DeForest’s downtown as laid out in its *General Plan for Redevelopment*. The Village encourages such private efforts.

### Mitigate Effects of Natural Hazards

The Village of DeForest participated in an update to the *Dane County Natural Hazard Mitigation Plan* in 2022. Such participation provided the Village with an opportunity to assess natural hazards like flooding, make decisions on how to best limit the loss of life and property when they occur, and secure mitigation project grants from the state and federal governments.

With direction from the Village’s Emergency Preparedness Committee and the interested public, the Village identified several mitigation strategies and actionable steps to mitigate impacts from natural hazards, particularly flooding in the following areas:

- Along Scott Drive, North Halsor Street, East Holum Street, Dahl Park, and the Karow property near the Village’s east edge.
- In and near Liberty Land Park.
- Near Shooting Star Circle in the Heritage Gardens neighborhood.
- Within currently vacant land east of South/Main Street intersection.

Specific action steps for each of these and other mitigation strategies are listed in the DeForest annex to the [Natural Hazard Mitigation Plan](#). These include supporting retrofitted urban stormwater best management practices, which may include land acquisition for development of more or better regional stormwater areas. Funding support may come from federal and state hazard mitigation, water quality, open space preservation, and infrastructure resiliency grants.

#### 2020 Community Survey Response

*“Creating community resiliency should be a priority. This includes managing stormwater, implementing green infrastructure (preventing the flooding we saw a couple years ago), improving the density and quality of our urban forest, and continuing to grow and improve our parks and recreation system.”*

In addition, a healthy and abundant tree canopy has multiple benefits, which include absorbing large quantities of water to minimize flooding. Other benefits complement other natural and cultural resource initiatives within this chapter and increase property values. The Village will therefore regularly maintain, increase where possible, and replace where necessary street terrace trees and park trees, aiming for a diverse urban forest. This may include following the WisDNR's 20-10-5 recommendation: plant no more than twenty percent from one family, no more than ten percent from one genus, and no more than five percent from one species (including cultivars). DeForest also intends to maintain regulations that encourage the maintenance of mature trees and woodlands, and require landscape plantings within development projects to .



4

# Housing & Neighborhoods

- Establishes Village direction for housing development, enhancement, and maintenance
- Includes principles for developing livable neighborhoods

Goal

DeForest will support opportunities for residents and workers to have decent, safe, affordable housing in attractive neighborhoods. The Village’s housing mix should continue to include single-family housing as a staple, while allowing different choices to meet current lifestyles and market demand.



Housing & Neighborhoods Initiatives Summary			
Initiative <small>(click on link to learn more)</small>	Description	Funding	Responsibility
<a href="#">Achieve a Housing Mix that Preserves DeForest’s Character While Accommodating Choice</a>	The Village will strive for a future housing mix that generally reflects the Village’s historic housing mix of predominantly single-family homes. The Village will also facilitate different living options to accommodate shifting household desires and affordability concerns. These include twin homes and townhomes, senior living, apartments of different densities and configurations to reflect their setting, and mixed residential/commercial use projects.	General fund and development fees and reimbursements will be used to monitor and implement	Zoning Administrator and Village Planner will be responsible for monitoring progress and informing developers of this initiative and working with them to achieve it. Through their development approvals, the Village Board and Plan Commission will implement this initiative.
<a href="#">Promote Thoughtful Siting and Design of Higher Density Housing</a>	The Village will accommodate moderate- to higher-density housing types <a href="#">in planned locations</a> . Recognizing the concerns of many residents towards higher-density housing and prior experience, the Village will insist that higher-density housing demonstrate high-quality design, thoughtful siting <a href="#">per this Plan</a> , and effective maintenance and management.	General fund and development fees and reimbursements. Continue to seek state and federal grants and partnerships to provide amenities that are attractive to residents	Zoning Administrator and Village Planner will be responsible for monitoring progress and informing developers of this initiative and working with them to achieve it. Through their land use planning decisions and development approvals, the Village Board and Plan Commission will implement this initiative.
<a href="#">Support More Housing for DeForest’s Seniors and Workforce</a>	The Village will collaborate to increase the supply of housing <a href="#">that is affordable to for</a> senior citizens and the large local workforce. A number of potential planning, regulatory, incentive, and collaborative approaches may be used to advance this initiative in a manner than respects other community values.	Variety of potential sources, including county, state, and federal grants, and partnerships with developers, banks and others, tax incremental financing (TIF)	<a href="#">Village Board</a> , <a href="#">Community Development Authority</a> , and Community Development Director, with support from the Village Administrator, Village Attorney, and Village Planner.
<a href="#">Advance Neighborhood Development Planning</a>	Neighborhood development plans are the bridge between this Plan and subdivision platting, and are usually required before land may be added to the urban service area.	Funding partnerships with the affected developers and owners of land. TIF planning funding is also possible where available	Village Planner, with assistance from other Village staff and consultants; Planning and Zoning Commission and Village Board provide policy guidance and approvals.



## OBJECTIVES

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- a. Promote a housing mix that:
  - Reflects the Village's desire to continue to be a family-oriented community.
  - Generally maintains the Village's prevailing housing mix and quality.
  - Includes sizes and types to reflect evolving lifestyles and demographics.
  - Provides options for DeForest's workforce, elderly, and young adults.
  - Supports desired employment, shopping, dining, and services growth.
  - Corresponds with capabilities to provide public services and facilities.
- b. Promote neighborhoods that:
  - Provide an attractive living environment for all residents.
  - Incorporate a mixture of housing types, sizes, and costs.
  - Are built around, preserve, and celebrate natural assets, like the Yahara River.
  - Have interconnected road, trail, and sidewalk networks.
  - Are connected to nearby neighborhoods, parks, schools, jobs, and shopping.



## POLICIES

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- 1. Encourage a supply of vacant lots, homes for sale, and developable land to maintain a vibrant housing market ~~and enhance affordability.~~
- 2. Guide new housing to planned neighborhoods and mixed use areas with convenient access to commercial and recreational facilities, transportation, schools, shopping, services, and jobs.
- 3. Integrate higher density developments into the fabric of the Village, in areas consistent with the Future Land Use map and Figure 4.2.
- 4. Facilitate housing for DeForest's workforce and elderly, including owner-occupied and rental housing options.
- 5. Require strong architectural quality, landscaping and buffering, and resident amenities in new neighborhoods and housing developments.
- 6. Work with County, State and local lenders to assist homeowners and landlords with rehabilitation.
- 7. Direct eligible persons to public and non-profit housing programs to promote and preserve decent, affordable housing for persons of different incomes, the elderly, and people with special housing needs.
- 8. Engage in and support programs to help maintain and rehabilitate the Village's existing housing stock.
- 9. Monitor areas of aging multiple family housing so that they remain an asset, and work with owners and managers to address problems.
- 10. Encourage new neighborhoods that are interconnected, protect environmental resources, achieve design creativity, manage density and transitions, and follow the guidelines presented later in this chapter.

## INITIATIVES

The following pages further describe the Village's initiatives included on the cover page of this chapter.

### Achieve a Housing Mix that Preserves Village Character While Accommodating Choice

As suggested in the Introduction and Vision chapter, DeForest's "small community character" is a primary reason why Village residents choose to live in the community. For many, a housing mix that favors the single-family detached home, and perhaps other smaller-scale housing like two-family condominium buildings, is central to that opinion.

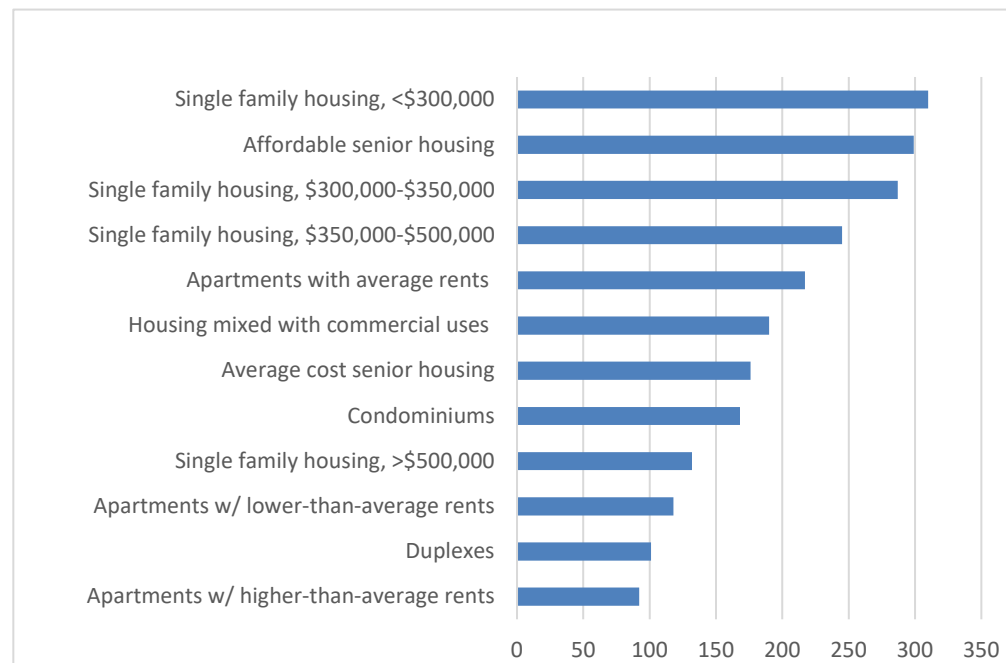
At the same time, many current and potential residents desire a range of housing choices and prices that are sometimes not accommodated in a single-family home.

As suggested in Figure 4.1, current residents generally support different housing choices, including more affordable single family housing, senior housing at different costs, apartments, and mixed residential/commercial buildings.

The Village will attempt to achieve a future housing mix that generally reflects the Village's historic housing mix. Approximately 60% of all housing units in the Village have been single-family homes. This percentage has been largely unchanged over the past two to three decades. As part of its annual evaluation of Plan performance (see Implementation chapter), the Village will monitor its then-current inventory against this percentage. The Village *may* adjust its subsequent planning and zoning decision making if the percentage begins to significantly diverge from 60%.

At the same time, the Village will facilitate different living options, including small single-family lots and sites (e.g., <1/5 acre), twin homes and townhomes (in condominium and other configurations), various senior living options, apartments of different densities and configurations, and mixed residential/commercial use projects. Densities, locations, and design of these other housing options are guided by a subsequent initiative in this chapter, the Future Land Use

**Figure 4.1: What Types of Housing Should the Village Promote?**



Source: 2020 Village of DeForest Community Survey



map and associated policies in the Land Use chapter, and Village zoning and subdivision regulations. Thoughtful decision making on higher-density housing options is critical to their future viability.

The Village will pursue a number of different approaches to achieve its desired housing mix, including the following:

- Ensuring that single-family homes comprise a significant percentage of all new housing units within each new neighborhood.
- Ongoing marketing towards current and prospective homeowners in the Madison metro area.
- Information sharing with regional realtors to advance perceptions of DeForest as a place to live in the north metro area.
- Continuing to partner with developers and builders to create attractive neighborhoods, including on Parade of Home sites.
- Allowing smaller lots and narrower streets (i.e., lower development costs), such as via a “traditional neighborhood development” (TND) zoning district.
- Helping reduce development costs for single-family neighborhoods without burdening the taxpayer or compromising function or quality.
- Continuing to enhance recreation, schools, education, arts, and athletics, in partnership with the DeForest Area School District and other area groups.
- Continuing development and maintenance of the Village’s park and trail network, described in the Village’s Park and Open Space Plan.
- Developing memorable places, services, and events to enhance the sense of community and residential environment in DeForest.
- Continuing “Welcome to DeForest” improvements, particularly along Highway 51, Highway V, Main Street, and the Interstate.

#### 2020 Community Survey Response

*“We need more affordable single-family housing in DeForest. Owning a home in DeForest has become so expensive!”*

#### 2020 Community Survey Response

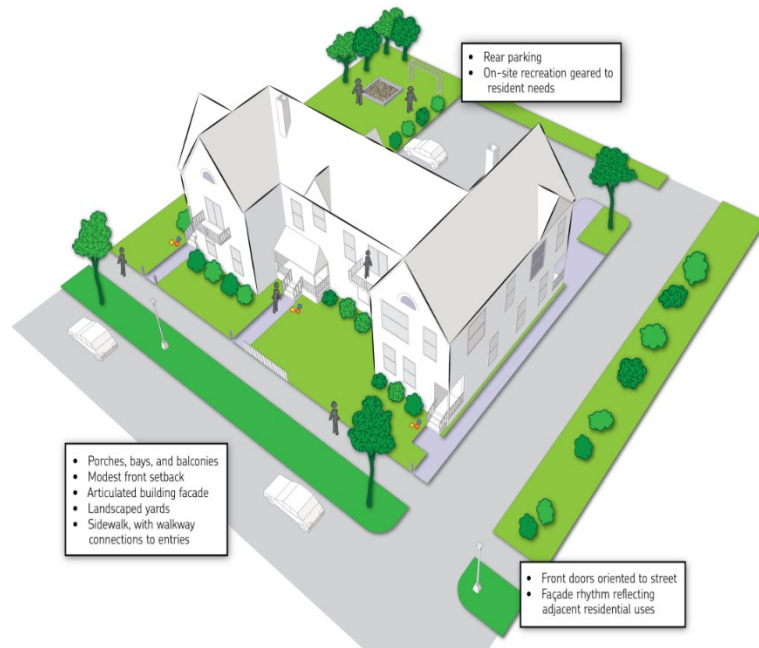
*“Build more single-family housing in new neighborhoods for individuals looking to buy in the \$250,000 to \$300,000 range. There are a lot of Millennials and young families looking to buy houses and they need more options.”*

#### 2020 Community Survey Response

*~~“I would like to see a wider range of owner and renter housing options and housing types, especially housing that is affordable to seniors, people who work for DeForest businesses, and people with lower than-average incomes.”~~*

## Promote Thoughtful Siting and Design of Higher Density Housing

The housing market in DeForest and elsewhere in suburban Dane County demonstrates strong demand for attached twin homes, townhomes, and apartments. This is due to a number of factors. These include Baby Boomers looking to downsize; the overlapping and growing elderly population seeking housing with fewer responsibilities and more support; the large number of Millennial and Generation Z households with different housing preferences, fewer marriages and kids, and lingering debt; increasing worker mobility between jobs and regions; largely stagnant workforce wages; and increased lot and housing costs. Residential developers have and will continue to respond to this demand.



**Thoughtful design, scale, and siting is critical for new multiple family residential development in DeForest—including moderate-scale “missing middle” types such as that illustrated here.**

accommodate a range of housing types and densities. Still, some Village residents have expressed concern about the placement, size, and character of multiple-family housing—particularly with relation to their nearby, mainly single-family neighborhoods and their desire for “small community” character. These sentiments are reflected in the statements to the right from two DeForest residents responding to the 2020 community survey.

The Village intends to accommodate a variety of moderate- to higher-density housing sizes and types—provided that all demonstrate high-quality design and thoughtful siting. These include “missing middle” types of housing, such as twin homes, townhomes, and garden apartments. These Such moderate-density housing types should provide affordable, family-friendly housing, with character and architectural standards similar to single-family homes, which will help them make these types of housing easier to blend into and include in mostly single-family home neighborhoods. These moderate-density housing types also serve as effective transitions between high-density apartment buildings and lower-density single-family homes, providing a smooth and seamless transition between housing types of different densities.

As evidenced by community survey responses (see Figure 4.1 for example) and other input, there is significant community support for DeForest to

### 2020 Community Survey Response

*“I’ll mention again on not wanting large apartment complexes in the Village, unless they are built somewhere with a large environmental buffer to existing single-family neighborhoods.”*

### 2020 Community Survey Response

*“Lower-cost, small-scale, multiple-family housing is fine, but large-scale multi-story apartment complexes are not.”*

The Village will help guide and inform this [continuing](#) community conversation. In addition to serving basic needs like shelter and safety, housing and neighborhoods contribute to social and economic health by promoting interaction and supplying employees and buying power. This increases the range of local restaurants and shops. New housing of all types also contribute to the property tax base, which in turn allows for new and upgraded roads, trails, parks, athletic complexes, and other community facilities and events. All of these benefits are in line with most residents' preferences. See the Economic Development chapter for further discussion of these relationships.

The Village also acknowledges that there are legitimate concerns with higher density housing when not thoughtfully sited, designed, configured, managed, and maintained.

In response, the Village promotes and will use the criteria in Figure 4.2 in siting and design decisions for higher density housing. These criteria were used in the development of the updated Future Land Use map, the Northern Interstate Corridor Plan, [and](#) the Highway 19/51 District Plan—all included in the Land Use chapter. They will also be used for amendments and updates to zoning regulations, along with land use and investment decisions, [as directed by the Village Board](#).

Beyond the design and siting criteria in Figure 4.2, the Village also intends to pursue the following approaches. These relate more to effective configuration, maintenance, and management of higher-density housing [and less to design and siting](#):

- **Connect landlords with resources.** Work with rental property owners, particularly within targeted housing rehabilitation focus areas near the downtown and otherwise identified in Village planning efforts. These contacts would communicate issues and potential solutions, and connect property owners with resources to upgrade properties. These may include Community Development Block Grant (CDBG), HOME Investment Partnership Program, and other grants and connections to non-profit housing rehabilitation organizations.
- **Involve service personnel.** Integrate community and protective services personnel in the design and review process for new higher density housing developments, so that they may aid in forming a development that provides lasting safety, security, and health over time, as opposed to having to deal with problems once they become apparent much later.
- **Involve the neighborhood.** Insist on neighborhood meetings and other outreach before, during, and following development application and construction.
- **Recruit developers with a good track record.** For multiple family developers, [require request](#) a portfolio of past projects, and check references. ~~For “first timers”, ask for a more experienced partner.~~
- **Seek quality inside and out.** Incorporate durable, sustainable, timeless, and energy efficient external and internal building materials, systems, and fixtures.



This tour of a nearby multiple-family building in advance of a development application is an example of effective involvement of fire and police personnel in the design process.



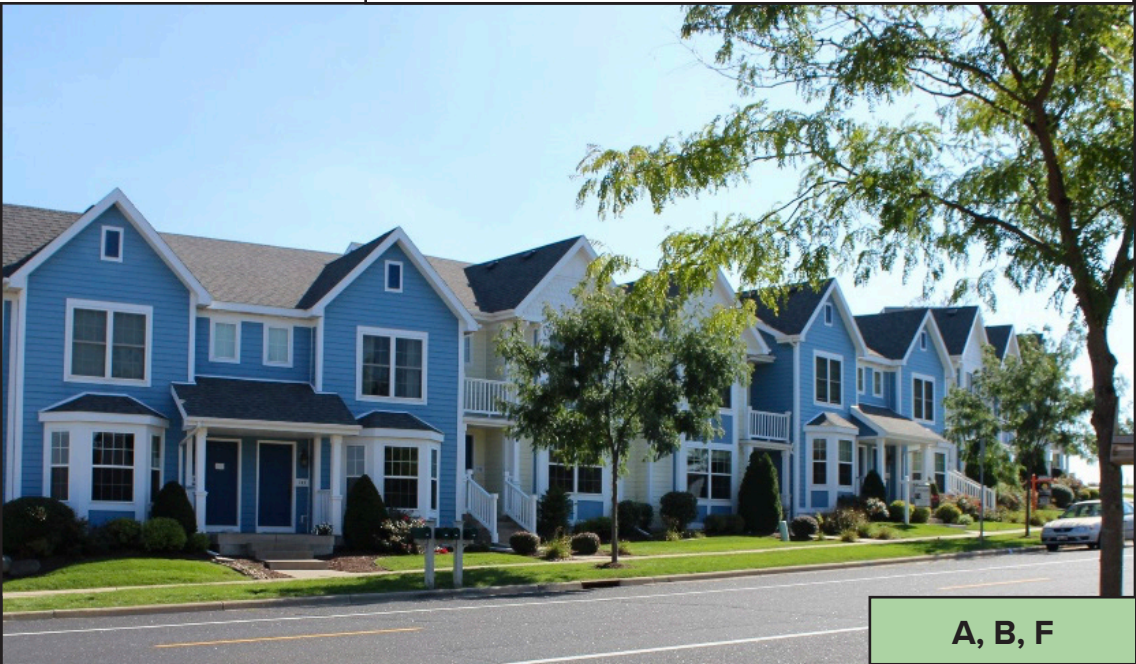
Higher density housing in a community like DeForest takes a number of forms, including condominiums, duplexes, townhouses, apartments, and mixed use buildings. Careful attention to the siting and design of higher density housing provides lasting, safe, quality places for families, seniors, young professionals, and the local workforce to live in a manner that contributes to the broader community.



## Siting and Design Criteria for Higher Density Housing



A, F, J



A, B, F



A, B, F



A, C, D, F, I



A, C, F, I, J



A, D, F



A, E, F

- A - Locate in a neighborhood or vibrant mixed use setting, like downtown.** This approach brings residents into a community rather than distancing them from it, and assures neighbors who will always care.
- B - Assure adequate road, utility, and service capacity.** Higher-capacity roads—or commitments to upgrade them—are important to safely manage increased traffic. Short drives to fire, EMS, and police are also important.
- C - Select sites and buildings for high public visibility and access, including to jobs and the region.** Locating buildings along roadways with street presence, with multiple ways in and out, and along sidewalks improves mobility and safety.
- D - Prioritize access and facilities for bikes and pedestrians over cars.** This approach helps manage traffic, pollution, and parking and improves health and mobility for populations that often have less ability to drive.
- E - Site near parks, schools, shopping, and commercial and community services.** Such proximities address common mobility limitations and provide broader community benefits such as more customers for businesses and more walkers (fewer buses) to schools.
- F - Ensure high-quality materials and design, regardless of desired price-points or rent.** Where projects with high-quality design may not work financially, allow greater densities or consider public support to lower per-unit costs.

- G - Blend more affordable developments into the broader community.** Where possible, blend housing units that are affordable to lower income persons with those that are not. This helps with community stability, provides move-up housing, improves project financial feasibility, and minimizes housing-related stigmas.
- H - Scale buildings and sites to respect and provide a healthy connection to the setting.** In some places, the rehabbing of existing units may be an appropriate scale. Other areas may support large apartments, particularly where land use transitions are occurring or planned to occur.
- I - Incorporate amenities providing a source of pride and a place to enjoy life.** Amenities should be matched to resident interests, such as a playground for family housing or a community service room for senior housing.
- J - Rely on good landscaping to both enhance security and define the property.** Decorative fencing can define character and enhance security, but well-designed housing should not rely on security or screen fencing, except for noise mitigation.
- K - Consider future conversion potential.** This is particularly important for senior housing.



→ **Pre-plan for long-term maintenance.** With rezoning, planned unit development, or conditional use permit applications, require submittal of a maintenance plan and funding mechanism for carrying it out, and where possible utilize tools like deed restrictions and development agreements to carry these plans out. For larger projects, require an on-site manager or maintenance person, and service by a management company within an easy drive time.

→ ~~**Provide for tenant education and screening.** Provide for continuing education for housing residents regarding property maintenance. Work to ensure fair but thorough tenant screening.~~

→ **Learn from the past.** Generally avoid situations where there will be multiple owners of different units where such owners will not likely be occupants. These types of configurations have often resulted in challenges years or decades later. Other lessons from the past include not concentrating higher-density housing to distant corners of the community (see Figure 4.2) and enabling inferior design in search of lower rents.

### Support More Housing for DeForest's Seniors and Workforce

Housing costs in the Village of DeForest have increased dramatically over the past decade, ~~and incomes have not kept pace.~~ Per the Southcentral Wisconsin Multiple Listing Service, the median sale price of a single-family home in the DeForest-Windsor market increased by ~~7491%~~ from ~~2009-2012~~ to ~~2019-2022~~—~~the highest of any suburban market in Dane County.~~ ~~Between 2011 and 2021,~~ median household income in DeForest increased by only 33% per the U.S. Census Bureau. Additionally, per the U.S. Census Bureau, median incomes for renters in DeForest ~~have been~~ were stagnant over the past decade, while median rent increased by 28%. ~~These housing cost increases have made it difficult for residents and workers in the Village, including to find affordable housing.~~

In 2021, the Villages of DeForest and Windsor collaborated on the DeForest-Windsor Housing Supply & Demand Analysis. Through this analysis, the consultant identified ~~an immediate need in DeForest for 64 more affordable units for seniors and 206 workforce housing units, only considering current DeForest residents.~~ ~~whether and to what extent the current and future local demand for multiple family, workforce, senior, and affordable housing in the Villages of Windsor and DeForest exceeds the current supply.~~ ~~The consultant suggested an immediate need for 206 affordable rental units for current low income DeForest households, not considering the non-resident workforce, including 64 affordable~~

### Some Key Definitions

- ~~**Affordable housing** has a cost (including utilities) that requires no more than 30% of a household's income. Affordable housing is often discussed with relation to people with low incomes. In DeForest, "low income" families generally earn less than \$82,266 per year~~
- Workforce housing** is housing priced to be affordable (i.e.,  $\leq 30\%$  of income) and otherwise intended to meet the needs of the local workforce. Typically, the "workforce" have incomes that are too high to qualify for public assistance programs but too low to afford many housing options available in the area. The State of Wisconsin classifies "workforce housing" as housing affordable to households earning 60% of the area median family income, or \$61,700 in DeForest.
- Senior housing** is housing that is intended for persons that are 65 years of age or older. Specific assistance programs or housing options may have their own set age for "senior" eligibility that is different, such as 62 or even 55 years old.



~~units for seniors.~~ The need is projected to increase to approximately 290 ~~affordable rental~~ units by 2030, with about 125 of these needed for seniors. When considering DeForest's non-resident workforce, the ~~current and projected future need~~shortfall more than doubles.

**Figure 4.3: Workforce Salaries vs. Salaries Required for New Local Apartments**

Much of the DeForest workforce earns between \$45,000 and \$55,000 per year, with teachers, protective services personnel, and line workers in this range. ~~These are the~~

~~people that educate our kids, protect our families, and make the things we eat or use.~~ However, to afford rent in most newer apartments in DeForest, the typical salary household income required by apartment managers is \$55,000 to \$75,000 ~~(see Figure 4.3)~~. This means that most of new rental housing in DeForest is out of range of the workforce, especially if living without another wage earner. While taking on a working roommate may be an option for some, it is less practical for others particularly newcomers with fewer local ties. ~~Owner-occupied housing choices are also out of range for most, with average price of existing homes well over \$300,000, average price of new homes well over \$400,000, and higher interest rates.~~

As evidenced through several input opportunities during this planning process, there is ~~strong~~ community support for more ~~affordable housing for DeForest's~~ senior and workforce populations housing. This support comes from local private and public employers, and from the community at large. For example, 87% of respondents to the 2020 community survey supported construction of more housing that is affordable for senior citizens with less-than-average incomes, with most also supporting it in or near their neighborhood. 58% of respondents supported construction of more housing that is affordable for all persons with less-than-average incomes, with less but only about one-half of this group expressed support for such construction in or near their neighborhood. Survey respondents also overwhelmingly supported construction of single-family housing costing under \$300,000, which is very difficult to attain.

#### **Workforce Housing Need Testimonial**

*"More local affordable housing is needed. Our number of volunteers who live within acceptable response times is dwindling, and many of our staff have identified cost as the top reason they are unable to move closer. We hope that our community can provide them the option of affordable, clean, and safe living options."*

*--Chief LaFeber, DeForest Windsor Fire-EMS*

~~With such need and support, w~~What can or should the Village do to increase the supply of ~~affordable housing for the~~ workforce and senior ~~housing populations, and otherwise address the affordable housing issue in DeForest?~~ Potential Village responses include the following:

- **Include workforce and senior housing as a component of redevelopment planning.** See the Village's 2023 General Plan for Redevelopment, or the summary in the Economic Development chapter.
- **Update the Village's residential zoning districts accordingly.** At time of writing, the Village was engaged in an effort to update its zoning ordinance, which will require separate Village Board approval. Efforts aimed towards enabling more workforce and senior housing may include modest reductions in minimum lot areas and widths within the single-family residential zoning districts, enabling twin homes and/or accessory dwelling units (e.g., "granny flats") within single-family zoning districts at least by conditional use permit, and revisiting densities within the Village's standard multiple family residential zoning district (RM-4). Density is perhaps the most important ~~factor supporting affordability~~ way to achieve reasonable rents without compromising engineering, building exterior, landscape, and other design requirements.
- **Pursue different zoning options for new neighborhoods.** The Village ~~may consider~~ will establishing a "traditional neighborhood development" (TND) zoning districts that allows smaller-than-typical lots and a range of "missing middle" housing types with pre-set neighborhood design requirements, but that do not require the developer to go through overly burdensome development approval processes. ~~By State law, Such a TND district will be required of the Village once it reaches 12,500 persons, by State law, regardless. This will~~ which should occur in-by the mid-2020s. A commercial/residential "flex" or form-based zoning option might also be considered.
- **Utilize tax incremental financing (TIF) to aid in funding workforce and affordable senior housing.** Where authorized in the associated tax incremental district (TID) project plan, the Village may support infrastructure and redevelopment expenses and/or provide incentives, where housing is ~~providing below market sales prices or rents affordable~~ targeted to the local workforce and seniors, ~~closing gaps to enable such projects to provide similar quality as~~



~~market-rate developments particularly for redevelopment projects where costs are higher.~~ The Village may also utilize the “~~a~~Affordable ~~h~~Housing ~~e~~Extension” provision in State law to keep a TID open for an additional year after it is set to expire. In return, the increment from that TID for that additional year can be used ~~for affordable to support~~ housing anywhere in the community. Seventy-five percent of additional increment under the “affordable housing extension” must be used to benefit ~~affordable housing that costs no more than 30% of the household’s growth gross monthly income,~~ with the remainder ~~not limited available for housing of all kinds to “affordable housing” but only to improving the local housing stock.~~ At a minimum, Oregon, Fitchburg, Monona, and Madison in Dane County have taken advantage of this unique provision of State law. ~~This may be more of the mid-term approach in DeForest, as its current TIDs are not scheduled to close until at least the late 2020s. Any such TID extension would require subsequent Village Board approval.~~

→ **Collaborate on other approaches to close funding gaps and reduce expenses.** This may include supporting builders of ~~workforce and senior housing on tax credit and grant applications to the State or County. Both have housing development programs that may prove useful. Fee reductions may also be considered, but not those that shift a cost burden to the general population.~~

→ **Connect with community service personnel.** The Village may engage local public works, protective service, and social service personnel on solutions that address ~~common concerns with affordable and multiple family housing. These include~~ concerns with traffic, supportive services, emergency services, and crime. Such discussions may aid in identifying desirable new or expanded services or infrastructure. Participants could include local Public Works, Police and Fire Departments, the DeForest Area Needs Network, the Community and Senior Center, Chamber of Commerce, and the School District, among others.

→ **Participate with regional, county, and local governments on affordable housing initiatives, like the Dane County Housing Initiative (DCHI).** ~~DCHI is a public-private partnership of residents, elected officials, financial institutions, housing developers, school districts, private sector employers, local government staff, non-profit housing agencies and interested stakeholders. DCHI works to develop a network of~~

### Case Study: Village of Oregon, Wisconsin

- Citizen initiated affordable housing initiative
- Extended tax incremental district by 1 year to provide funding for affordable housing
- Proactively approached Habitat for Humanity, resulting in 8 affordable twin home units on a 3-acre site
- Separate 153-unit affordable tax credit rental development for seniors and others (below)



Image Source: Knothe Bruce Architects

information and resources, facilitate communication and learning, and help build strategies and decision-making capacity to expand housing options in Dane County.

- **Pursue and support County, state, and federal grants to support affordable, workforce, and senior housing.** These include partnering with affordable housing builders on low-income housing tax credit applications to the State. Also, the Dane County Affordable Housing Fund encourages the development of affordable housing in Dane County by using the AHDF as a means to leverage additional resources from project partners. Dane County has budgeted about \$2 million per year.
- **Consider reductions to Village impact fees for developments that demonstrably guarantee affordable housing to low-income households, as defined above.** Wisconsin statutes allow impact fee waiver or reduction for “low cost housing”, not defined at the State level. Any such reduction would, ideally, be considered in response to a specific development proposal and tied to lower expected demand for the facility the impact fee is intended to support (e.g., public parks).
- **Pursue a public education and information campaign.** Providing accurate data and cutting through myths is a proven way to build community support for affordable housing.
- **Reach out to local businesses, including major employers and banks.** Employer outreach may aid in further documenting need, further development of, arriving at more housing solutions, and exploring ways to increase workforce income. Bank outreach may assist with learning about the types of projects banks might be willing to finance or which types of projects would be most feasible. Many banks have special programs for affordable community investments and may be willing to provide below-cost financing to affordable housing programs in furtherance of their Community Reinvestment Act interests.
- **Recruit affordable housing builders with local success.** Outreach may include to Habitat for Humanity, which has recently developed Town Hall Crossing—a partially affordable and partially market rate single-family subdivision in Sun Prairie. The Village could also assist the currently active local building community in accessing necessary financing and legal advice to expand into affordable housing construction.
- **Engage in annual tracking in progress in achieving goals and data points.** State law requires all cities and villages with a population of 10,000 or greater to complete and annually post a Housing Affordability Report and a Housing Fee Report. DeForest has passed this threshold with the 2020 Census. Tracking could occur within the context of such report.

#### 2020 Community Survey Response

*“I would like to see more affordable senior rental housing of ranch-style single-family homes, duplex units, and apartments/condos.”*



## Advance Neighborhood Development Planning

The Village desires that new neighborhoods serve a variety of functions, including:

- Achieving the housing mix goal, objectives, and policies in this chapter.
- Providing housing of different types, costs, and sizes, appropriately scaled to each other and the surroundings.
- Encouraging resident interaction and creating a sense of place.
- Incorporating interconnected street, sidewalk, and path networks.
- Preserving, enhancing, and integrating natural areas.
- Providing accessible and visible parks and other gathering places.
- Integrating stormwater management systems into the neighborhood design.
- Providing spaces or proximity for shopping and services for day-to-day needs.

Completing neighborhood development plans in advance of urban service area expansion, zoning, and platting is common and expected practice in cities and villages in Dane County. As part of this Comprehensive Plan update process, the Village prepared neighborhood development plans for the Northern Interstate Corridor and for the Highway 19/51 district. These are included in the Land Use chapter. Other such plans have been prepared and adopted in conjunction with urban service area expansion applications and [planned unit developments](#).

The Village endeavors to prepare, facilitate, and/or require neighborhood development plans for future neighborhoods, including those north of North Street, between Vinburn and Gray Roads, and northwest of the Interstate/19 interchange. Each neighborhood development plan should:

- Document stakeholder involvement, including landowner interviews [and](#) resident meetings.
- Provide an inventory and analysis, including investigation of opportunities given the neighborhood's position in DeForest and the region.
- Feature a development plan map and text including residential, commercial, and institutional use areas as appropriate.
- Identify locations for single-family, two-family, and multiple family housing and the number of housing units per acre of each residential area.
- Include recommended areas and themes for parks, environmental corridors, other natural areas, and stormwater management.
- Propose a layout for arterial, collector, and other important future streets.
- Suggest bicycle/pedestrian routing, including off-street trails connecting to adjacent neighborhoods and districts.
- Advise design concepts for an attractive, functional place integrated within the larger community.
- Include general recommendations for public utility system improvements.
- Conclude with an implementation strategy.



### 2020 Community Survey Response

*“Develop more new neighborhoods that include single-family options to suit families of all incomes.”*



# 5

## Land Use

- Illustrates and describes the Village's future land use vision
- Guides rezonings, subdivisions, and other proposals to change land uses

### Goal

**DeForest will promote a land use pattern that builds on community strengths; contains a mix of land uses; grows the local economy; and enhances quality of life by providing places for retail, restaurant, employment, and housing uses.**



### Land Use Initiatives Summary

Initiative (click on link to learn more)	Description	Funding	Responsibility
<a href="#">Use the Future Land Use Map and Policies to Guide Land Use Decisions</a>	The Village's Future Land Use map (Map 5-1) is a central component of this Comprehensive Plan. It represents the desired land use future of the Village for the next 20 or more years. Along with the policies for each future land use category shown on this map, it will guide Village decisions on rezonings, plat approvals, annexations, intergovernmental agreements, and other land use decisions.	Implementation of the Future Land Use map will generally be funded from the Village's general fund, though the Village's obtains landowner or developer reimbursement when consultant services are required for implementation.	Village Community Development Director and Zoning Administrator, with assistance from Village planning consultant
<a href="#">Phase New Development in a Way that Advances Village Objectives</a>	The Village may phase approvals of annexations, Urban Service Area expansions, rezonings, and subdivision plats. Phasing will be based on evaluation of the particular proposal against factors included in this chapter, all aimed towards assuring the area is ripe for the development or other project being proposed.	Same as above.	Village Community Development Director and Zoning Administrator, with assistance from Village consultants
<a href="#">Advance Development within the Northern Interstate Corridor</a>	The Northern Interstate Corridor Plan provides detailed land use, transportation, and resource protection advice for a 2,200 acre area at the Village's northwest edge. The plan features skillful transitions between the Interstate and subdivisions along River Road, mixed uses along a new collector road just east of the Interstate, different housing and neighborhood environments, and large industrial and commercial sites.	Same as above, except that Tax Incremental District (TID) 9 is another public financing source, plus grants and developer contributions via impact fees and otherwise will supplement. Future property taxes will generate revenue.	Village Administrator and Community Development Director, with assistance from other Village staff and consultants
<a href="#">Encourage Economic and Mixed Use Development in the Highway 19/51 District</a>	The Highway 19/51 District Plan provides detailed land use, transportation, and resource protection advice for an 1,800 acre area within about one mile from the 19/51 interchange. The plan emphasizes continued job and corporate headquarters growth, creation of a mixed use gathering place, thoughtful transitions between industrial and residential land uses, and road and path connections with safe crossings.	Same as above, except that TIDs 2, 3, 4, and 7 are other public sources, plus grants and developer contributions through impact fees and otherwise will supplement funding. Future property taxes will generate revenue.	Village Administrator and Community Development Director, with assistance from other Village staff and consultants

## OBJECTIVES

- a. Direct land use decision making to help establish a unique identity and sense of place.
- b. Guide development to promote an efficient land use pattern and preserve natural resources.
- c. Establish complementary land use patterns and roles for the original Village area and “DeForest South.”
- d. Expand the local economy, shopping, and jobs through more retail and employment-based land uses.
- e. Encourage attractive neighborhoods that include a mix of housing types and compatible uses.

### 2020 Community Survey Response

*“Encourage good, quality businesses (restaurants, coffee shop, ice cream, automotive) to come to DeForest. We have enough residents to support them.”*

## POLICIES

1. Ensure consistency between this Comprehensive Plan—including the Future Land Use map and policies—and zoning and subdivision ordinances, rezonings, and other land use decisions.
2. Mix uses where compatible, and require buffers and logical transitions between potentially conflicting land uses to minimize conflict.
3. Phase new development according to the phasing recommendations in this chapter.
4. Promote sensitive infill and redevelopment where opportunities exist, such as in the downtown and other older and more visible areas.
5. Interconnect areas of different development, including via road, path, and open space linkages.
6. Require that all new land development in the Village connect with public sewer and water systems.
7. Maintain a sense of separation between the DeForest-Windsor area and Madison, Waunakee, and Sun Prairie.
8. Working in cooperation with surrounding towns, maintain productive agricultural lands in the areas surrounding the Village where not identified for development in this Comprehensive Plan.
9. Encourage prospective developers evaluate their conceptual development proposals against the future land use recommendations and policies, growth phasing factors, and other provisions in this chapter and Comprehensive Plan; bring conceptual proposals to the Village’s staff, Planning and Zoning Commission, and/or Board before submitting formal applications for development approval. For larger and/or potentially controversial projects, also encourage advance neighborhood consultation.

## INITIATIVES

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The following pages further describe the land use initiatives summarized on the cover page of this chapter.

### **Use the Future Land Use Map and Policies to Guide Land Use Decisions**

The Village has a diverse mix of land uses and complex development pattern for a suburban community. The pattern includes a downtown, larger neighborhoods east and west of the downtown and along the Yahara River corridor, industrial and transshipment uses in industrial parks at the Village's north and south ends, community shopping and services along Main and North Streets, and highway-oriented services near the interchanges. Through Map 5-1: Future Land Use, the Village has identified its intended future land use patterns within the Village and its extraterritorial land division review jurisdiction. The Future Land Use map and associated policies in this chapter will be used as a basis for land development decisions. These include annexations, rezonings, conditional use permits, subdivisions, urban service area expansions, and utility extensions.

Almost always, developers and property owners will initiate changes in existing land use and zoning to implement the future land use recommendations shown on Map 5-1 and as otherwise described in this chapter. One exception may be where the Village observes a significant discrepancy between the desired future land use pattern shown on the Future Land Use map and current zoning, but even then, existing land uses may remain. Neither the Future Land Use map nor this Comprehensive Plan as a whole compels property owners to change the current use of their land unless otherwise required by law.

This Plan also does not compel the Village to immediately update its zoning map or approve development proposals to coincide with the vision expressed on the Future Land Use map or this Plan. There are a number of good reasons why certain lands may not be “ripe” for their long-term future land use immediately following adoption of this Plan. This topic is discussed more fully within the “phase growth” initiative below.

The Village advocates new development in areas that can be efficiently provided with community services, transportation, and other public infrastructure. Thoughtful development phasing facilitates the Village's and School District's ability to deliver services in a cost-efficient manner, protects the capacity and safety of transportation and utility systems, protects the environment, and helps maintain community character.

The Future Land Use map is based a number of different factors, including:

- Existing land use and zoning patterns, and natural areas including environmental corridors.
- The locations and capacities of existing and planned roads and utility service areas.
- Future land demand projections for the Village as a whole and for different development types.
- The Village's vision for future growth and change, included earlier in this Plan.



- Desirable locations for different forms of modern development that are not yet common in the DeForest area but that may be desirable. This includes traditional neighborhoods and mixed use developments outside of the downtown area
- The Village's desired economic and housing development patterns, including those put forward in other, associated chapters of this Comprehensive Plan and in the Village's tax incremental district project plans.
- Intergovernmental agreements, cooperative plans, and town and county plans for lands within DeForest's extraterritorial jurisdiction.
- Adopted Village categorical plans (e.g., for the park system) or small-area plans (e.g., those within the Village's General Plan for Redevelopment).
- Development plans for particular neighborhoods, corridors, and districts, such as Village plans for the Northern Interstate Corridor and Highway 19/51 District included in this chapter and planned unit development zoning documentation for larger, mixed use neighborhoods like Conservancy Place, Heritage Gardens, and Savannah Brooks.
- The results of public Community Growth and Change workshops held in late summer 2021, attended by 47 Village residents and featuring an exercise specifically intended to help craft an updated Future Land Use map.

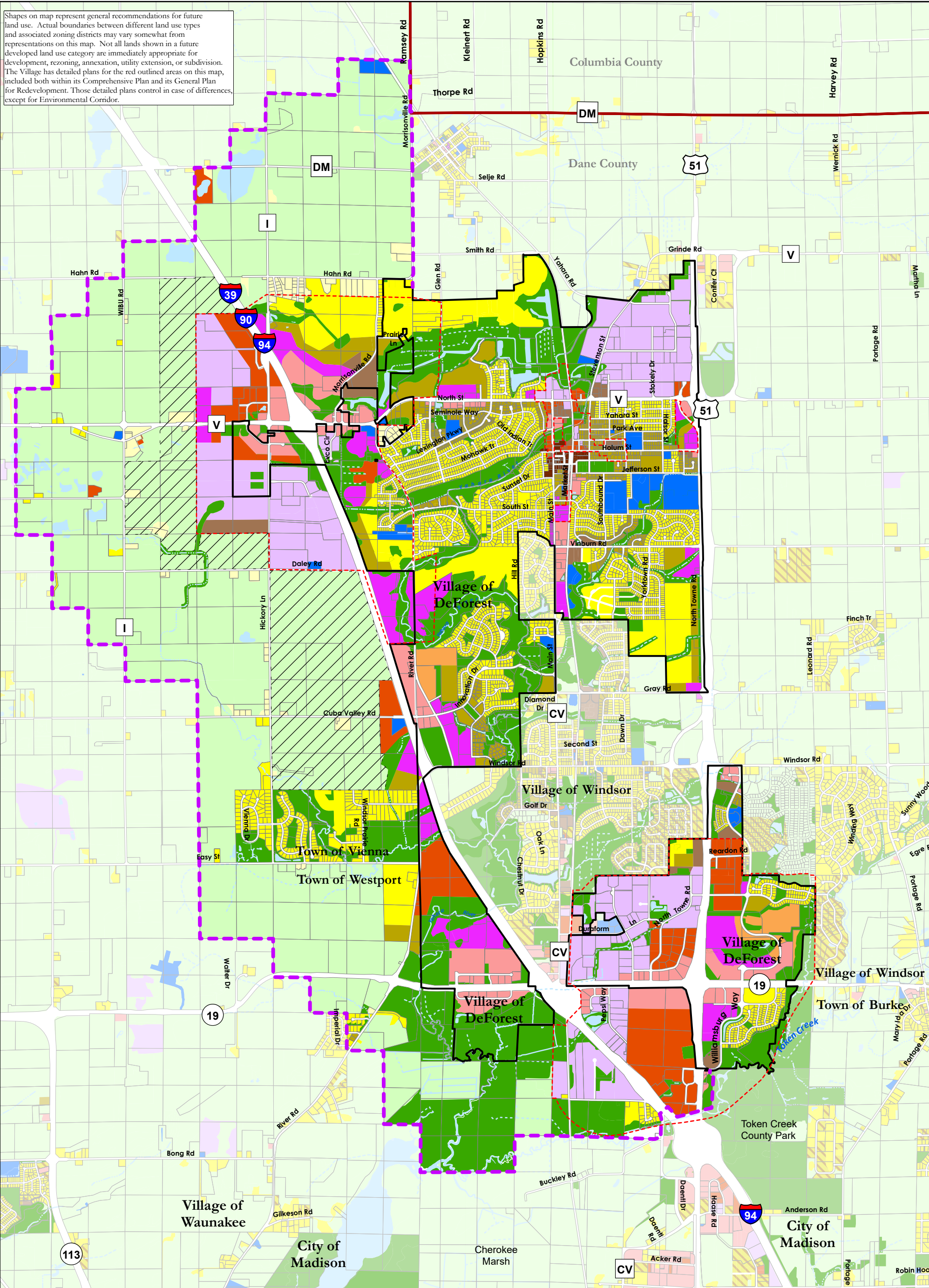



The Future Land Use map has significant built-in flexibility. It is also subject to change based on the Village's reconsideration of the above factors, via subsequent amendment to this Comprehensive Plan. The planning horizon for the Future Land Use map is 20+ years (i.e., through 2045 or so). This does not mean that all areas identified for urban development on Map 5-1 will be developed within this planning horizon. In fact, the Future Land Use map was crafted to designate more than enough land for development than will be needed through 2045. The Village determined that this approach to future land use mapping is desirable to reflect unknowns in the land development market; uncertain interests among individual property owners to develop by 2045; the Village's interests in accommodating non-residential development that often requires a large footprint; the unique geography, transportation, and utility networks in the area; and intergovernmental agreements.

The Future Land Use map contains different future land use categories, represented by different colored areas on that map. For areas covered by Village-adopted neighborhood, corridor, or district development plans—such as those included later in this chapter—the Future Land Use map presents only a generalized depiction of the recommended future.

Each future land use category on the Future Land Use map—and in those detailed corridor and district plans—has a unique description, set of implementing zoning districts, lot sizes or density range, and development policies. Figure 5.1: Village of DeForest Future Land Use Categories and Policies is a multipage matrix that provides this information.

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. Not all lands shown in a future developed land use category are immediately appropriate for development, rezoning, annexation, utility extension, or subdivision. The Village has detailed plans for the red outlined areas on this map, included both within its Comprehensive Plan and its General Plan for Redevelopment. Those detailed plans control in case of differences, except for Environmental Corridor.





# Comprehensive Plan

## 5-1

### Future Land Use

0 2,000 4,000 Feet

February 25, 2023

Sources: Dane County LIO, CARPC, MDRoffers, Columbia County LIO, Vierbicher

- County Boundary
- Municipal Boundaries (Dec. 2022)
- Parcels (December 2022)
- DeForest Extraterritorial Jurisdiction (ETJ)
- Detailed Planning Area (See other Village plan maps for greater detail)

- Agricultural Preservation
- Rural Density Residential
- Low Density Village Residential
- Moderate Density Village Residential
- Higher Density Village Residential
- Shopping and Services
- Downtown
- Office and Research
- Mixed or Flex Commercial/Residential

- Industrial and Business Park
- Mixed or Flex Commercial/Industrial
- Government and Institutional
- Environmental Corridor
- Urban Reserve
- Surface Water

Note: Outside of the Village's Extraterritorial Jurisdiction, Existing Land Use (2020) is generally shown, as opposed to Future Land Use



Figure 5.1: Village of DeForest Future Land Use Categories and Policies (multi-page figure)

Future Land Use Category (shown on Map 5-1)	General Description of Land Uses Allowed and Character	Typical Implementing Zoning Districts	Density Guidelines	Development Policies (see also Village zoning, subdivision, stormwater management, official map, and other ordinances)
Agricultural Preservation	Agricultural uses or agricultural-related uses such as implement dealerships, focused on areas actively used for farming, with productive agricultural soils, with topographic conditions suitable for farming, and with long-term (i.e., 15+ year) suitability for farming. This category also includes and is intended to accommodate farmsteads, limited non-farm housing in accordance with the policies to the right, associated home occupations and family businesses, and other uses identified as permitted and conditional uses in implementing zoning districts.	In Village's extraterritorial zoning areas: A-1 Exclusive Agricultural, A-2 General Agricultural, A-3 Small Lot Agricultural, A-B Agricultural Business, and limited RH-1 and other residential districts.  Outside of extraterritorial zoning areas, County zoning districts are used.	Maximum density of 1 home or non-residential/non-agricultural use per 35 acres of lands in contiguous single ownership, as further described in the density policy within the Village's subdivision ordinance. Secondary farm residences are excluded. This policy will be carried out in accordance with applicable Town plan density policies, where the applicable Town's policy is as strict or stricter than the Village's.	<ol style="list-style-type: none"><li>1. Adhere to the agricultural preservation and land division policies in the Natural &amp; Cultural Resources chapter and the Village's subdivision ordinance.</li><li>2. Encourage clustering of smaller individual home sites at a density of 1 per 35 acres of contiguous single ownership (e.g., on one or two acre lots), as opposed to housing on 35+ acre lots.</li><li>3. Assure that rural uses do not impede very long-term urban development or road or utility extensions.</li><li>4. Through their Cooperative Plan, DeForest and Windsor have agreed that the Agricultural Preservation area east of Highway 51 and north of Windsor Road will be used for agricultural production and agribusiness uses.</li></ol>
Rural Density Residential	Single family detached residences served by private wastewater treatment systems; also includes home occupations, small community facilities, and parks.	In Village's zoning jurisdiction: RH-1 Rural Housing; RE-1 Residential Estate. Otherwise, County zoning will apply.	Between one residence per ½ net residential acre and one residence per 35 acres	<ol style="list-style-type: none"><li>1. Minimize mapping this future land use category in Village and its extraterritorial jurisdiction.</li><li>2. Promote interconnection in road and trail networks within and among neighborhoods.</li></ol>
Low Density Village Residential	Predominately single family detached residences, but may also include two family, townhome, and accessory dwelling units where overall development falls within density guidelines to the right. May also include home occupations, family childcare, small community facilities, parks, and other compatible uses allowed in associated zoning districts.	RN-1, RN-2, RN-2A Residential Neighborhood; RM-6 Traditional Housing (for smaller lots) RE-1, RE-2 Residential Estate (for larger lots) RM-3 Two-Family TND Traditional Neighborhood Development, <a href="#">if/when</a> such zoning district is adopted by the Village	Fewer than 6 units per net residential acre in each development (excludes roads, parks, stormwater facilities, and other lands not used for residential lots)	<ol style="list-style-type: none"><li>1. Map Low Density Village Residential Areas throughout the Village, particularly adjacent to natural resources and away from intensive industrial and commercial areas.</li><li>2. Where small single family lots (e.g., &lt;7,200 square feet) and attached housing units are permitted, attend to home quality, variety, design, setbacks, and garage placement through zoning, covenants, and development agreements.</li><li>3. Assure that housing that is not single family detached, and community uses, are carefully woven into the fabric of each predominately single family residential neighborhood.</li><li>4. Promote a system of interconnected streets developed according to Complete Streets principles (see Transportation chapter) and parks where planned.</li></ol>
Moderate Density Village Residential	A mix of single family detached residences; small-scale, attached residences with individual entries to the outdoors, such as duplexes, two-flats, townhouses, and rowhouses; and multiple family residences where overall development falls within density guidelines to the right. May also include home occupations, family childcare, moderate scale community facilities, parks, and other compatible uses allowed in associated zoning districts.	RN-1, RN-2, RN-2A Residential Neighborhood RM-6 Traditional Housing (smaller lots) RM-3 Two-Family RM-4 Multifamily Housing (limited use) RM-5 Elderly Housing (limited use) TND Traditional Neighborhood Development	Between 6 and 12 units per net residential acre in each development (excludes roads, parks, stormwater facilities, and other lands not used for residential lots)	<ol style="list-style-type: none"><li>1. Map Moderate Density Village Residential areas where there is adequate road, bike/pedestrian, utility, and service capacity; and nearby parks, community services, and commercial services.</li><li>2. Where small single family lots (e.g., &lt;7,200 square feet) and attached units are permitted, attend to home quality, variety, design, setbacks, and garage placement through zoning, covenants, and development agreements.</li><li>3. Anticipate greater on-street parking than in Low Density Village Residential areas, and carefully plan for such parking in a manner than does not inhibit public safety or service delivery.</li><li>4. Promote a system of interconnected streets developed according to Complete Streets principles (see Transportation chapter) and parks where planned.</li></ol>

Future Land Use Category (shown on Map 5-1)	General Description of Land Uses Allowed and Character	Typical Implementing Zoning Districts	Density Guidelines	Development Policies (see also Village zoning, subdivision, stormwater management, official map, and other ordinances)
Higher Density Village Residential	Generally multiple family housing, such as garden apartments, elderly apartments, and 3+ unit condominium buildings with common entries; may also include duplexes, two-flats, townhouses, rowhouses, single family detached residences, home occupations, community facilities, institutional residential facilities, childcare, parks, and other compatible uses allowed in associated zoning districts.	RM-4 Multifamily Housing RM-5 Elderly Housing PUD Planned Unit Development TND Traditional Neighborhood Development Village may also consider and use form-based zoning	Between 12 and 24 units per net residential acre in each development, potentially higher in designated redevelopment project areas (excludes roads, parks, stormwater facilities, and other lands not used for residential lots)	<ol style="list-style-type: none"><li>1. Map Higher Density Village Residential Areas in parts of the Village that have characteristics described in Figure 4.2 of the Housing &amp; Neighborhoods chapter.</li><li>2. Apply the design criteria also in Figure 4.2 to new multiple family housing to ensure lasting quality, livability, and community compatibility.</li><li>3. Encourage and where possible require effective configuration, maintenance, and management of higher-density housing, including through approaches described in the Housing &amp; Neighborhoods chapter.</li><li>4. Particularly emphasize the above-referenced criteria and approaches where Higher Density Village Residential Areas are mapped close to Low Density Village Residential areas.</li><li>5. Apply same parking and street connectivity policies as advised for Moderate Density Village Residential areas.</li></ol>
Shopping and Services	High-quality indoor retail, commercial service, office, health care, and institutional buildings on sites with generous landscaping and modest lighting and signage. Not intended for industrial, warehousing, transshipment, and similar land uses. Contractor shops and similar uses may be considered where there is a substantial retail or showroom component.	B-2 General Business (preferred) B-3 Highway Business PUD Planned Unit Development A-B Agricultural Business (in extraterritorial zoning area and other rural settings) Village may also consider and use form-based zoning	Per associated zoning district requirements	<ol style="list-style-type: none"><li>1. Meet commercial building and site design requirements in the zoning ordinance.</li><li>2. Time rezoning to when public sanitary sewer and water services are available and a specific development proposal is offered.</li><li>3. Assure that development provides access and an attractive rear yard appearance and existing and future development to the rear, particularly where residential.</li><li>4. Address off-site traffic, environmental, and neighborhood impacts (particularly where adjacent to housing), through detailed analysis and improvements where warranted.</li></ol>
Downtown	Mix of specialty retail, restaurants, service, office, institutional, and mainly upper-story housing, in a pedestrian-oriented environment and often in mixed use buildings, with on-street parking, minimal setbacks, and buildings otherwise compatible in form with a historic downtown	B-1 Central Business (preferred) PUD Planned Unit Development Village may also consider and use form-based zoning	See B-1 requirements, and for housing applicable density guidelines for Higher Density Village Residential areas	<ol style="list-style-type: none"><li>1. Encourage active land uses appropriate for the Village downtown area to develop or remain there.</li><li>2. Pay special attention to high-quality design and pedestrian scale when considering zoning approvals.</li><li>3. Preserve the architectural and historic character of the core downtown historic buildings.</li><li>4. See the Redevelopment Project Area A Plan for more specific land use, redevelopment, and revitalization recommendations.</li></ol>
Office and Research	High-quality indoor professional office, research, development, and testing uses; health care facilities and other institutional uses; support uses such as childcare, health club, and bank; and office-park-compatible indoor assembly and light industrial operations. May also include multiple-family residences where integral to and clearly serving an office park.	O-R Office and Research (preferred) PUD Planned Unit Development B-2 General Business	Per associated zoning district requirements	<ol style="list-style-type: none"><li>1. Design and approve developments within Office and Research areas to result in higher-end “office park” or “office/research campus” setting, following associated zoning requirements.</li><li>2. Encourage warehousing and manufacturing uses to locate away from lands mapped for Office and Research use, except where the building, site, and activities are designed to blend within an office/research setting.</li><li>3. Address off-site traffic, environmental, and neighborhood impacts, through detailed analysis and improvements where warranted.</li></ol>

Future Land Use Category (shown on Map 5-1)	General Description of Land Uses Allowed and Character	Typical Implementing Zoning Districts	Density Guidelines	Development Policies (see also Village zoning, subdivision, stormwater management, official map, and other ordinances)
Mixed or Flex Commercial/Residential	Carefully designed blend or flex of Shopping and Services, Higher Density Village Residential, Office and Research, and Government and Institutional land uses. The overall concept is to create vibrant places and community gathering spots, rather than to serve as a “catch all” for any type of land use. The intent for Mixed or Flex Commercial/Residential areas is further described with the Northern Interstate Corridor, Highway 19/51 District, and redevelopment plans.	RM-B Residential Mix – Business B-2 General Business RM-3 Two-family, RM-4 Multi-family, and RM-5 Elderly Housing PUD Planned Unit Development TND Traditional Neighborhood Development Village may also consider and use form-based zoning	Shopping and Service uses should be incorporated within each Mixed or Flex Commercial/Residential Area, if not on every parcel within each area  Residential density should follow Higher Density Village Residential guidelines, with greater densities possible where incorporated with Shopping and Services and creating a vibrant place/gathering spot	1. Map in transition zones between predominantly residential areas and non-residential areas or highways (thereby minimizing need for costly noise barriers), and/or where particular opportunities for mixed use development may be present. 2. Use policies associated with each of the separate future land use categories that make up each Mixed or Flex Commercial/Residential area, as described elsewhere within this Figure 5.1. 3. Promote mixed residential/commercial buildings, with Shopping and Services uses on the ground floor. 4. Address off-site traffic, environmental, and neighborhood impacts, through detailed analysis and improvements where warranted.
Industrial and Business Park	High-quality manufacturing, warehousing, distribution, office, research and development, and support uses and other compatible uses such as childcare, health club/fitness, other commercial recreation, and banks.	M-1 Restricted Industrial M-2 General Industrial M-3 Intensive Industrial (in limited circumstances only)	Per associated zoning district  Encourage site selection and building placement that facilitates future on-site building expansion as business grows	1. Meet zoning performance and design standards applicable to industrial districts within the Village’s zoning ordinance. 2. Time rezoning to when sewer and water services are available and a development proposal is offered. 3. Assure that development provides access and an attractive rear yard appearance to development behind these sites, particularly where it is residential. 4. Address off-site traffic, environmental, and neighborhood impacts, through detailed analysis and improvements where warranted. 5. Encourage relocation of older industrial uses that have outgrown their present sites or that are located in predominantly residential areas to an Industrial and Business Park area.
Mixed or Flex Commercial/Industrial	A blend or flex of Shopping and Services, Industrial and Business Park, Office and Research (but no housing), and Government and Institutional land uses. All uses and buildings should blend with a mixed use setting. Adherence to development policies to the right will assure an environment that remains conducive to investment with Shopping and Services uses and that manages visual impacts from highways. Intent for Mixed or Flex Commercial/ Residential areas is further described with the Northern Interstate Corridor and Highway 19/51 District plans.	B-2 General Business B-3 Highway Business O-R Office and Research M-1 Restricted Industrial M-2 General Industrial (rezoning to M-2 may be accompanied by a deed restriction limiting range of M-2 uses) PUD Planned Unit Development Village may also consider and use form-based zoning	Per associated zoning district  Encourage site selection and building placement that facilitates future on-site building expansion as business grows	1. Map in transition zones, generally between Shopping and Services and Industrial and Business Park land use areas, and/or where use flexibility responds to market conditions. 2. Time rezoning—particularly to an industrial zoning district—to when sewer and water services are available and a development proposal is offered. 3. Generally apply development design, building material, and landscape “point” standards normally applicable to Shopping and Services uses and the B-2 zoning district to maintain a quality environment for both commercial and industrial uses in areas mapped for Mixed or Flex Commercial/Industrial use. 4. For buildings >80,000 square feet, apply some building and site design standards normally applicable to “large retail uses” in the zoning ordinance. 5. Minimize outdoor storage. Where allowed, storage areas should be fully screened by walls or fences plus landscaping to the outside. Chain link with slats and mesh fence covering are not acceptable methods. 6. Address off-site traffic, environmental, visual, trucking, and loading impacts, through proper siting, analysis, and improvements where warranted. Generally restrict any use that produces noise, smoke, odor, heat, glare, vibration, or emissions beyond the lot line.



Future Land Use Category (shown on Map 5-1)	General Description of Land Uses Allowed and Character	Typical Implementing Zoning Districts	Density Guidelines	Development Policies (see also Village zoning, subdivision, stormwater management, official map, and other ordinances)
Government and Institutional	Large-scale public buildings, schools, religious institutions, substations, and special care facilities.	Multiple zoning districts; such uses usually listed as conditional uses  Village may also create and map an institutional zoning district	Per associated zoning district	<ol style="list-style-type: none"><li>1. Consider the impact on neighboring properties, parking, and traffic before approving any new or expanded institutional use.</li><li>2. Assure that development provides access and an attractive rear yard appearance to development behind these sites, particularly where it is residential.</li><li>3. Address off-site traffic, environmental, and neighborhood impacts, through detailed analysis and improvements where warranted.</li></ol>
Environmental Corridor	All publicly owned preserved lands, as well as private lands along the Yahara River, Cherokee Marsh, Token Creek, and other streams and drainageways. Continuous systems of open space that include environmentally sensitive lands, natural resources, and endangered or threatened species habitat intended for long-term open space. Features that define areas planned as Environmental Corridor on Map 5-1 are described in the Natural & Cultural Resources chapter, but also include buffers between potentially incompatible land uses and Village gateway feature areas.	C-1 Conservancy  Such areas may also be subject to wetland, floodplain, or shoreland overlay zoning rules	No new building development permitted within environmental corridors (replacements and minor expansions to existing buildings may be acceptable)  See associated zoning district and park master plans for proposed lot sizes and densities for parks	<ol style="list-style-type: none"><li>1. See the Park and Open Space Plan for policies and programs related to the Village’s park system.</li><li>2. Allow in Environmental Corridor cropping, grazing, and passive recreation like trails-and athletic-fields.</li><li>3. Preserve, protect, and enhance open spaces and conservancy areas along the Yahara River, Token Creek and their tributaries.</li><li>4. Where development is proposed near the mapped Environmental Corridor, determine the exact boundaries based on the features that define those areas. In consultation with CARPC and where consistent with the Dane County Water Quality Plan, the Village Board intends to de-map these areas as Environmental Corridor by resolution and allow more intensive uses if more detailed information or studies reveal that the characteristic(s) that resulted in their designation as Environmental Corridor is not actually present, or if approvals from appropriate agencies are granted to alter a property so that the characteristic that resulted in its designation will no longer exist.</li></ol>
Urban Reserve	Lands designated within the Urban Reserve overlay future land use category may be appropriate for future urban (Village) development following extension of sewer, water, road, and other urban infrastructure and services, but likely not within the 10 to 20 year time horizon of this Plan. Factors for designation of lands as Urban Reserve include longer-range growth intentions and forecast need, utility service capabilities, landowner interest, and land suitability.	Most such areas are zoned Exclusive Agriculture at time of designation  Development-based zoning districts will be assigned following future amendment to this Comprehensive Plan, per the policies to the right.	Per associated zoning district	<ol style="list-style-type: none"><li>1. Enable the continuation of farming, existing housing, and other rural uses, and generally limit new development per the Agricultural Preservation future land use category policies and to not impede future infrastructure extension, until such time when the Village identifies that particular mapped Urban Reserve area as appropriate for more intensive development. In such case, this Comprehensive Plan and will be amended accordingly.</li><li>2. Consider amending this Comprehensive Plan to redesignate all or part of the Urban Reserve to one or more specific development-based future land use categories, once the Village determines that the following standards are met:<ol style="list-style-type: none"><li>a. The Village has received a landowner request for more intensive development following annexation.</li><li>b. The landowner or developer has submitted a conceptual development plan showing proposed land use patterns, existing and proposed roads and trails including connections to adjacent properties, proposed parks or other recreational spaces, stormwater management systems, and environmentally sensitive areas.</li><li>c. There is a feasible, cost-effective, and environmentally sound plan for extension of public utilities and roads.</li><li>d. The proposed development is justified by community growth forecasts or by a particular identified community need.</li></ol></li></ol>

### Phase New Development in a Way that Advances Village Objectives

The Village Board reserves the right to phase approvals of annexations, urban service area expansion requests, rezonings, subdivision plats, and other development proposals. The Village may also specify development phases of approved developments through tools like conditions of approvals, delayed effective dates, and development agreements with private developers.

The Village will utilize the following factors in making growth phasing decisions for, among, and within proposals to develop land in a manner that is otherwise consistent with Map 5-1 and other recommendations within this Comprehensive Plan:

1. The desire to promote an orderly, sequential pattern of land use and community development in order to ensure that the provision of public services, roads, and utilities keep pace with development.
2. The projected impact on other Village goals of preserving agriculture or the natural environment in the same general area, if applicable.
3. The projected impact on Village desires to redevelop or infill other parts of the Village (e.g., downtown).
4. Whether the proposed development provides a unique asset or special amenity desired by the Village, as specified in Village plans or as otherwise indicated by the Village Board.
5. The availability of public infrastructure such as road capacity, utility availability or capacity, and pedestrian and other public facilities to serve the proposed development.
6. If such public infrastructure is unavailable, the projected timing of and funding for public infrastructure improvements to serve the proposed development.
7. The ability of the Village to cost-effectively provide community services to the proposed development or area, and the advice of other units of government such as the DeForest Area School District to provide services under their control.
8. Whether the proposed development area has been or will be annexed or attached to the Village, where annexation or attachment is specified by adopted intergovernmental agreements/cooperative plans or otherwise anticipated prior to development.
9. The degree of compatibility with other aspects of adopted intergovernmental agreements/cooperative plans to which the Village is a party.
10. For proposed urban (publicly sewerage) development, whether the proposed development area is within the urban service area and Madison Metropolitan Sewerage District (MMSD) boundary, or the Village reasonably expects the development area to be added to the urban service area and MMSD boundary in the near term.
11. Whether the development is proposed within an area for which the Village has adopted a detailed neighborhood development plan, and the degree of consistency between that proposed development and the neighborhood development plan.
12. Other applicable policies within this Comprehensive Plan, Village ordinances, and legal requirements and limitations.

#### 2020 Community Survey Response

*"Growth in and around DeForest has been good, however our infrastructure has not kept up with the growth and the community should make this a priority!"*



### Advance Development within the Northern Interstate Corridor

The Northern Interstate Corridor planning area extends about ½ to 1 mile east and west from Interstate 39-90-94, generally from Daley Road to just south of Hahn Road, encompasses about 3.4 square miles (~2,200 acres), and contains a mix of developed and undeveloped properties. Development to date is largely single-family residential along near River Road at the planning area's east end, commercial services focused particularly on the Interstate traveler along Highway V/North Street, and industrial uses elsewhere west of the Interstate. There are significant areas of undeveloped lands between River Road and the Interstate, and in the western and northern parts of the planning area.

The Village undertook the Northern Interstate Corridor Plan to:

- Update and extend recommendations for future commercial, industrial, and mixed land uses in the Village's expanding growth area particularly west of the Interstate. This geographic expansion has been informed by analyses of land suitability (e.g., wetlands, hydric soils) and potential utility service areas.
- Provide market-viable and neighborhood-sensitive land uses and development standards for parcels that are in between the Interstate and residential neighborhoods.
- Plan for the Village's next larger neighborhood development area as Conservancy Place and other larger neighborhoods platted in the 2000s become built out.

The Conceptual Development Plan map for the Northern Interstate Corridor is presented as Map 5-2. The Development Plan map is informed by the following organizing components:

- **Skillful transitions between the Interstate and subdivisions to its east.** Achieving a thoughtful, compatible future land use pattern between the impactful Interstate and largely single-family neighborhoods along and east of River Road is a challenge. Commercial or industrial development in much of that space has limited market potential and would result in significant incompatibilities with abutting single-family homes. Where there is not existing residential development to the immediate east—such as near the south and north ends of the corridor—Mixed or Flex Commercial/Industrial and Mixed or Flex Commercial/Residential uses are advised in locations shown on Map 5-2.

#### What are detailed neighborhood, corridor, or district development plans?

The purpose of a detailed “neighborhood” or “corridor” or “district” development plan is to provide fairly detailed guidance on future development patterns in a planned growth area, including how future roadway, path, natural, utility, and other systems might connect to achieve a thoughtful, efficient, cost-effective, and engaging future for the affected area and Village. Each such plan typically provides greater detail than the Future Land Use and Transportation maps (Maps 6-1 and 7-1) in this Comprehensive Plan.

#### 2020 Community Survey Response

*“DeForest needs to take advantage of land along and near the Interstate with additional commercial and affordable residential housing development of all types.”*

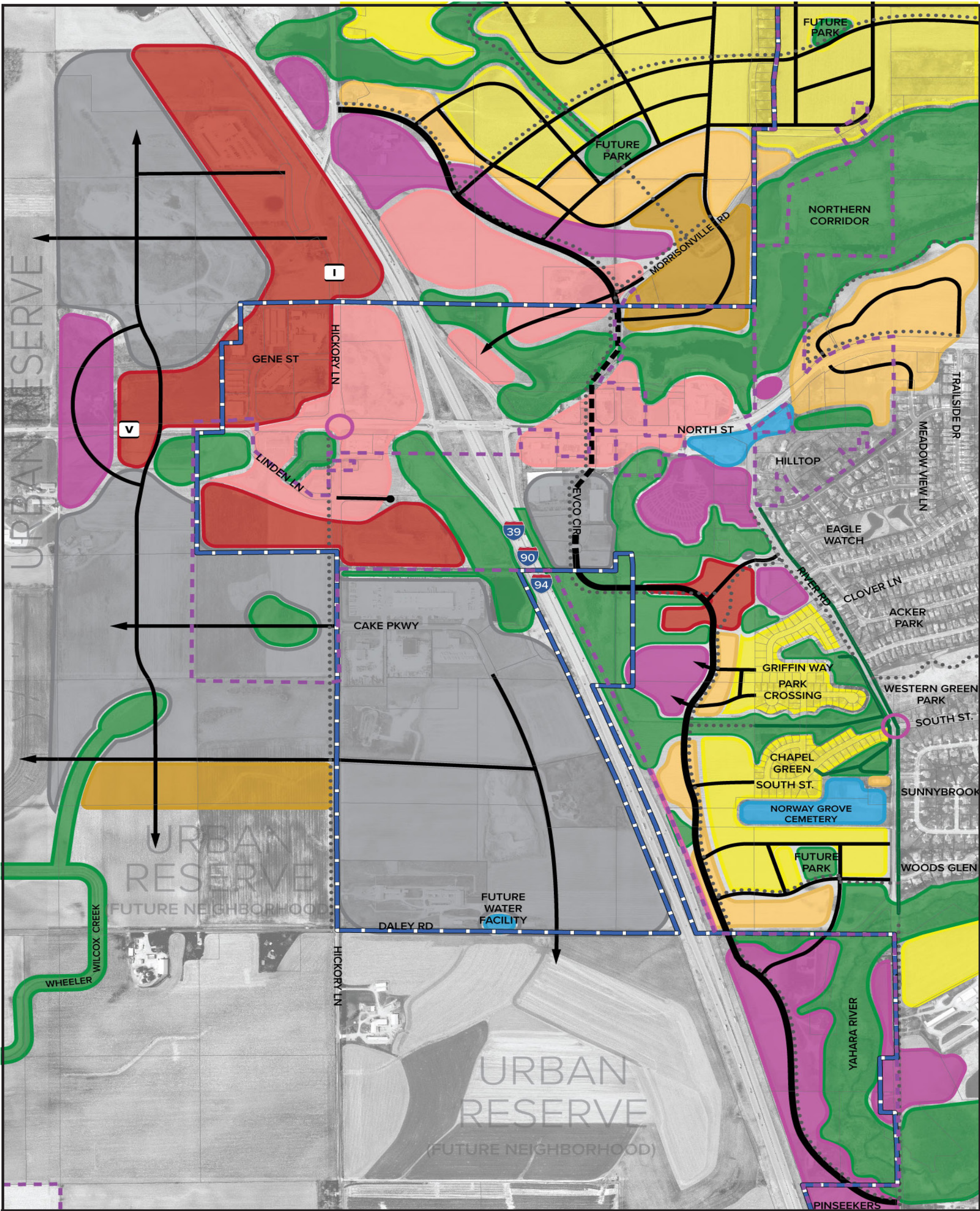
Where there are existing single-family homes nearby, Moderate Density Village Residential Uses closer to the Interstate are envisioned, likely sound-buffered from the Interstate with barriers. Landscaped berming—with or without modest walls on top—may best balance costs and aesthetics. Madison's Ridgewood neighborhood along the Interstate south of the East Towne Mall is one local, successful example.

- **Mixed uses located along a new collector road east of the Interstate.** A proposed collector road between the Interstate and River Road, and then extending north of Highway V, is another part of the land use solution in this area. The proposed road takes the following general course, from south to north: intersecting with River Road north of the PinSeekers site, possibly creating compatible commercial and housing opportunities to its north; winding north through a planned Moderate Density Village Residential area west of the cemetery, Chapel Green, and Park Crossing; bending west to connect to the south end of existing Evco Circle and then part of Morrisonville Road north of Highway V; and finally diverging northwesterly from existing Morrisonville Road to serve larger-scale planned commercial and mixed use development until it intersects with Highway I north of its Interstate bridge. This collector road will likely take many years to develop in full, and would likely be built as adjacent land develops. [The An](#) extension from the end of Evco Circle [may be built as is likely to be built soonest as 2023](#), including an outlet to River Road.
- **Different housing options and neighborhood environments.** As suggested above, Map 5-2 includes future Low Density Village Residential development close to existing single-family residential subdivisions along River Road. Map 5-2 also features a planned neighborhood area—on the scale of a Conservancy Place or Heritage Gardens—at its north edge of the map. Also suggested are areas for Higher Density Village Residential use where supported by the siting guidelines in Figure 4.3-2 in the Housing & Neighborhoods chapter. These include locations north of the environmental corridor that is north of Kwik Trip, Taco Bell, etc. and west of the Interstate. These western areas could serve as transitions between planned Industrial and Business Park areas and long-term future neighborhoods to their west and south. These are identified as Urban Reserve on Map 5-2; they are not as ripe for development.
- **Large industrial and commercial sites to meet market demand.** The Village is quickly running low on available sites for future industrial uses, which is a market in which DeForest excels. Large, undeveloped tracts on the west side of the Interstate can serve as a next frontier to accommodate 10+ acre sites for new manufacturing, warehousing, and transshipment uses. Also, particularly closer to the Interstate/Highway V interchange, potential exists for additional commercial service, hospitality, and possibly retail uses serving the local and regional market—both east and west of the Interstate and on large and small sites.



**Madison's Ridgewood Neighborhood**—located just a few miles south—was platted with a tall and wide berm near the Interstate and often with duplexes and other attached housing on the neighborhood side of the berm. Image Source: Google Earth

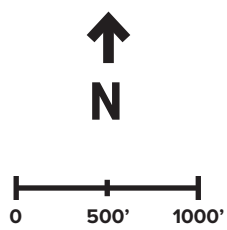




- Skillful transitions between Interstate and subdivisions to east
- Mixed uses located along new collector road east of Interstate
- Different housing options and neighborhood environments
- Large industrial and commercial sites to meet market demand

This map presents a Village vision for future land use, transportation, and other changes in a planned growth area. Actual future boundaries between different future land use areas and road, path, and other alignments are subject to change with specific development proposals and further information. Further, each of the future land use categories on this map allows for a range of future uses described in the comprehensive plan text and ultimately through implementing zoning districts.

<b>FUTURE USES</b>	Low Density Village Residential (<6 DU/Ac)	Mixed or Flex Commercial/Residential	Mixed or Flex Commercial/Industrial
	Moderate Density Village Residential (6-12 DU/Ac)	Shopping and Services	Government and Institutional
	Higher Density Village Residential (12-24 DU/Ac)	Industrial and Business Park	Environmental Corridor
Current Village Boundary			
Future Conceptual Road			
Future Intersection Control Upgrade			
Future Path (existing is solid line)			
Freeway Noise Mitigation			
Current Urban Service Area			





### Encourage Economic and Mixed Use Development in the Highway 19/51 District

The Highway 19/51 District extends about ½ to 1 mile in all directions from the Highway 51/19 interchange, encompasses about 2.8 square miles (~1,800 acres), and contains a mix of developed and undeveloped properties.

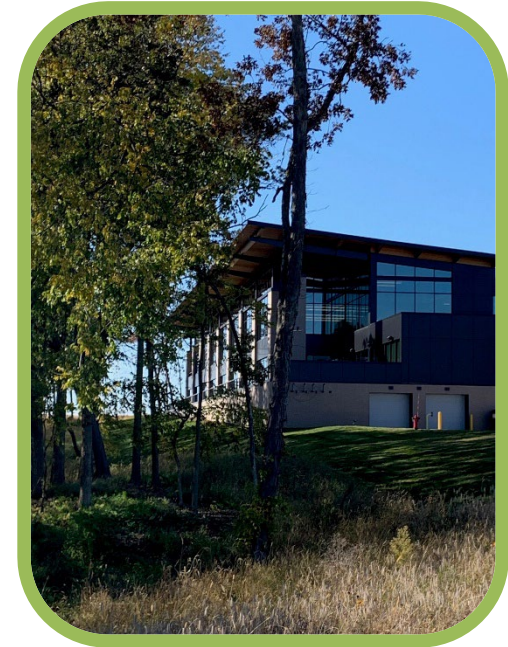
Past Village plans for the Highway 19/51 District were formed in the early- to mid-2000s, suggesting it as a center for Village economic development. By around 2010, four tax incremental districts (TIDs 2, 3, 4, and 7) were created to help build infrastructure and offer incentives to achieve planned development. Development to date has included two major corporate headquarters/production facilities (Bell Labs, Hooper), two medical clinics, other commercial and industrial development, light industrial/ commercial reinvestment along Reardon Road, two residential subdivisions (Savannah Brooks, Fox Hill Estates), and an upscale apartment complex.

The Village undertook the Highway 19/51 District Plan to:

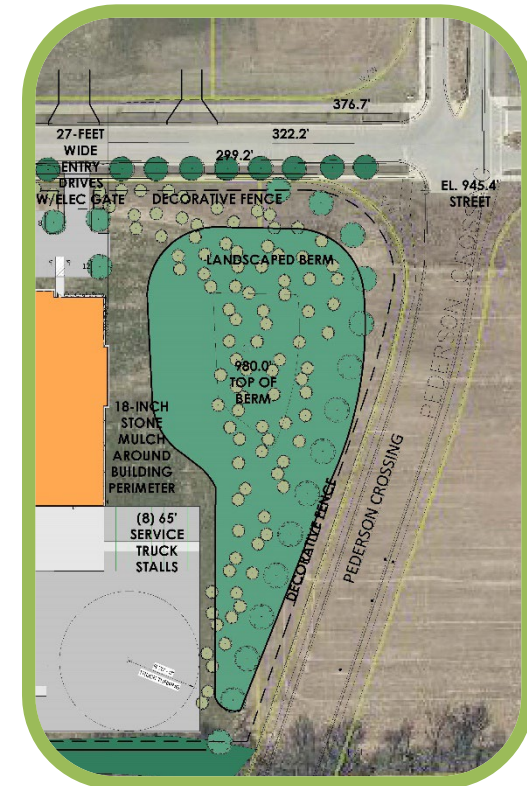
- Refresh plans that are nearly 20 years old, and with involvement of many property owners, residents, and Village officials who were not involved back then.
- Provide market-viable and neighborhood-sensitive land uses and development standards for parcels that are in between established industrial areas (or highways) and residential neighborhoods.
- Provide a basis for late-term spending within the existing TIDs, which all have spending periods concluding in the 2020s, and some preliminary direction for new TIDs that may be established later. (The Village was not at time of writing able to expand existing TIDs or create new ones under State property value threshold limits.)

The Conceptual Development Plan map for the Highway 19/51 District is presented as Map 5-3. The Development Plan map is informed by the following organizing components:

- **Current and future job center and corporate headquarters.** The Highway 19/51 District and adjacent lands are a major center of jobs in the DeForest-Windsor area. They also provide corporate headquarters and production facilities for businesses with national markets, including Hooper, Bell Laboratories, and Clack. Attracting additional headquarters with production facilities appears to be DeForest's greatest opportunity to secure a broad range of job types and earning potential. Larger, regionally-accessible, and highway-visible sites remain available for additional jobs and headquarters in the District. Further opportunities seem greatest southwest of the Highway 19/51 interchange in particular, but also lands south of Bell Labs' facilities and west of Hooper Corporation's facilities.



- **New gathering place for southern DeForest (“DeFoSo Center”).** For years and across different forums, DeForest residents have suggested creation of a mixed use gathering place near the southern edge of the Village. Such a place would include commercial and public and private recreational facilities that would have a market partially fueled by mixed use buildings with housing on upper floors and by other residential options within close walking distance. Map 5-3 designates three potential “DeFoSo Center Opportunity Sites.” These are likely alternative sites as the market may not support all of them developing as mixed use centers. Each DeFoSo Center Opportunity Site is close to existing residential neighborhoods (customers) and has good highway visibility and access. The separate DeFoSo Design Concept map (Map 5-4) suggests one potential development concept for the southernmost Opportunity Site, within the Savannah Brooks Planned Unit Development. This concept suggests higher-density mixed use buildings near its center, with single-use residential, commercial, and recreational uses extending from there. It is possible that this “DeFoSo Center” concept could shift further north in Savannah Brooks than illustrated on Map 5-4; if it does, the Village will work to assure sufficient commercial development in Savannah Brooks to meet tax incremental district requirements. A concept for the northern DeFoSo Center Opportunity Sites, north of Highway 19, would have similarities to the one illustrated in Map 5-4, but may lean more to office, research, and even very low-impact indoor industrial uses given proximity to other similar uses. For any of these Opportunity Sites, Higher Density Village Residential uses will likely be included, but should not be the only component. Development form should be designed to the human scale, with nominal building setbacks, parking behind and underneath, some mixed use buildings, and private and public places to gather and recreate.
- **Thoughtful transitions between industry and low density housing.** The District’s current land use pattern generally has industry reasonably far from housing. Some undeveloped sites remain in between these existing established land uses. The Village will emphasize thoughtful land use transitions in these places, which will include procedural, physical, and operational components. Procedurally, the Village will promote advance meetings between the developer/industry and neighbors to arrive at mutually acceptable solutions before a project comes before the Village for development approval. Physically, techniques like limited and fully screened (with solid fencing) outdoor storage, densely landscaped berms, significant building and activity area setbacks, limited driveway access, low-level signage and lighting, and thoughtful parking and loading area siting should be used. Operationally, limiting hours of operation at times, requiring that overhead doors be closed during operations, and establishing heavy truck routes are some options.



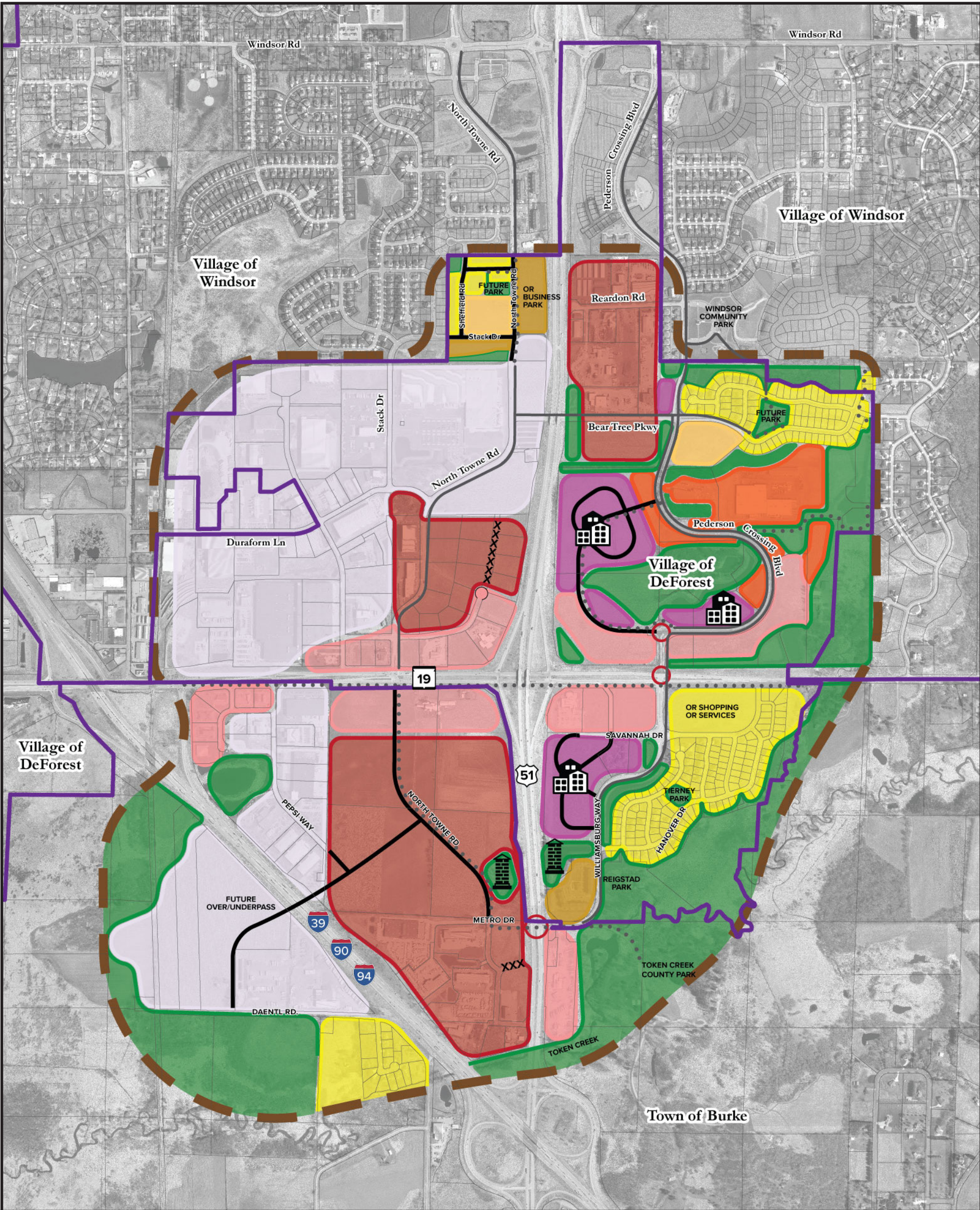
Where land use transitions between industrial and residential are fairly abrupt, design techniques like significant, densely landscaped berms, topographic changes, and distance are generally preferred over walls. Image Source: Briohn Design Group



- **Zone for compatibility, performance, and design—less so for land use.** The Highway 51/19 District planning area has several locations that should allow for land use flexibility based on their position and evolving market conditions. The future land use categories, and where they are mapped, suggest certain flexible areas for a range of residential and commercial uses, and others for a range of commercial and industrial uses. See in particular areas identified for Mixed or Flex Commercial/Industrial and Mixed or Flex Commercial/Residential use on Map 5-3. The emphasis in such areas will be on inter-development compatibility, which is largely dependent on compatible design standards for buildings and sites and on performance standards on noise, trucking, hours of operation. See Figure 5.1 for further information. The Village will, through its upcoming zoning ordinance update, explore different zoning options to achieve the desired flavor for these areas, including a form-based zoning option and/or modifications to its standard zoning districts.
- **Road and path connections with safe crossings.** The Highway 19/51 District has potential for major transportation improvements based on long-standing Village plans. These include the completion of North Towne Road, allowing its full extension from and through the District to near the north edge of the Village. Map 5-3 also features a circulation opportunity that would utilize Pederson Crossing Boulevard, Williamsburg Way, Metro Drive, North Towne Road, and Bear Tree Parkway for internal circulation of motor vehicles, bikes, and pedestrians without having to travel through the Highway 19/51 interchange. This opportunity would depend on crossing improvements where these streets intersect Highways 19 and 51, including signalization where not currently provided. A related opportunity is a regional multiuse path connection from northern parts of the Village, through the District, to Token Creek County Park and beyond. At time of writing, an interjurisdictional group was beginning to study improved bike/ped connections along the Highway 51 corridor between Highways 19 and 30. Finally, the Conceptual Development Plan map suggests a future Interstate overpass (or underpass) connecting Daentl Road to Pepsi Way. The Village was advocating for the Wisconsin Department of Transportation (WisDOT) to consider this improvement in its Interstate planning process occurring at the same time as the Village's Comprehensive Plan update. Such an improvement would eliminate the long Daentl Road dead end, which would vastly improve municipal and emergency service access, allow the Pepsi Way and Daentl Road industrial areas to perform as one industrial park for easy supplier and other relationships across the Interstate, and reduce local traffic within the Highway 51/Interstate interchange area.
- **Welcoming highway experience.** The Highway 19/51 District provides a front door to the Village of DeForest. As such, the Village is particularly interested in enhancing a welcoming aesthetic from the two highways. Map 5-3 features a Major Village Gateway near the south edge of the District that includes mature trees and slopes and is appropriate for major Village entryway signage and features. Secondary entryway signage is appropriate along Highway 19. The Village also promotes private signage along Highway 51 that contributes to an overall image and loose theme, as illustrated in Figure 5.2.

Development phasing in the Highway 51/19 District will be primarily driven by property owner interest and TID availability. At present and likely through most of the 2020s, infrastructure and incentives through TIDs will be limited to the northeast, southeast, and southwest quadrants of the 51/19 interchange. Further development may occur in the southwest quadrant during this period, but likely without Village financial support. Following the closure or reduction of existing TIDs in the Village to below the State tax base percentage threshold, the Village may be in position to financially support infrastructure and provide development incentives to these and other areas.





• Current and future job center and corporate headquarters

• New gathering place for southern DeForest (DeFoSo Center)

• Thoughtful transitions between industry and low density housing

• Zone for compatibility, performance, and design—less so for land use

• Road and path connections with safe crossings

This map presents a Village vision for future land use, transportation, and other changes in a planned growth area. Actual future boundaries between different future land use areas and road, path, and other alignments are subject to change with specific development proposals and further information. Further, each of the future land use categories on this map allows for a range of future uses described in the comprehensive plan text and ultimately through implementing zoning districts.

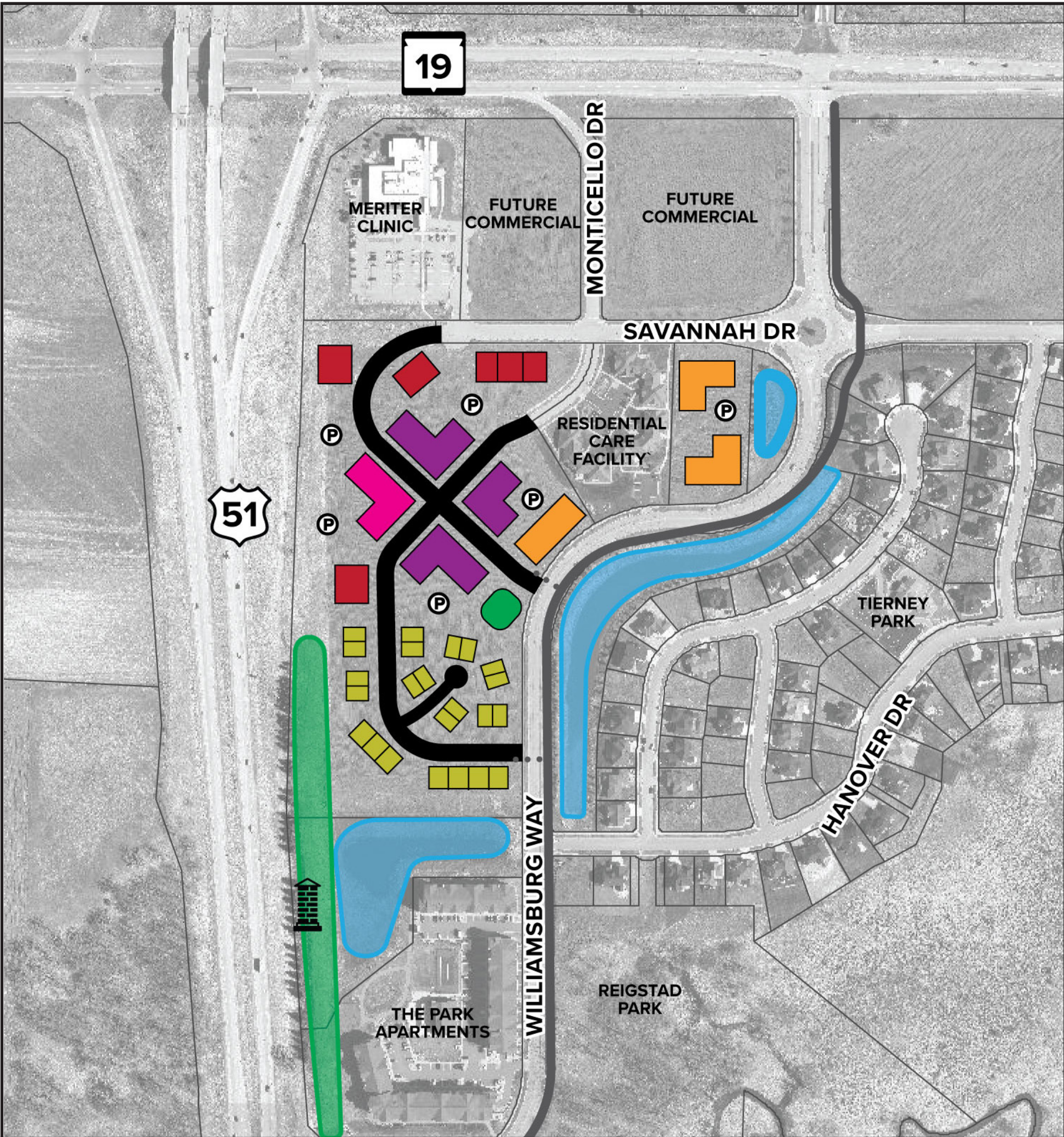
FUTURE USES	Low Density Village Residential (<6 DU/Ac)	Shopping and Services	Office and Research
	Moderate Density Village Residential (6-12 DU/Ac)	Mixed or Flex Commercial/Residential	Mixed or Flex Commercial/Industrial
	Higher Density Village Residential (12-24 DU/Ac)	Industrial and Business Park	Environmental Corridor/ Buffer

Planning Area Boundary	DeFoSo Center Opportunity Site
Current Village Boundary	Major Village Gateway
Future Conceptual Road	
Future Intersection Control Upgrade	
Future Path (existing is solid line)	

↑  
N

0 500' 1000'





Mixed Use & Streetscape



Town Square



Mixed Use & Streetscape



Twin Homes

Development opportunities on this map are described further in the plan text. Concepts on this map are intended to show general opportunities and forms for potential projects. They are not intended as any sort of required land use pattern or particular layout. Land use and development will be driven by landowner interest, zoning, and tax incremental district rules including those that limit the percentage of newly platted residential land.



Conceptual Commercial Building



Conceptual Commercial and/or Office Building



Conceptual Mixed Commercial and Residential Building



Conceptual Moderate Density Residential Building



Conceptual Higher Density Residential Building



Town Square



Storm Water Management Feature



Conceptual Parking



Future Path (existing is solid line)



Future Conceptual Road



Village Gateway Feature (with Center Identification)



0 150' 300'



# DeFoSo CENTER DESIGN CONCEPT - SAVANNAH BROOKS SITE OPTION

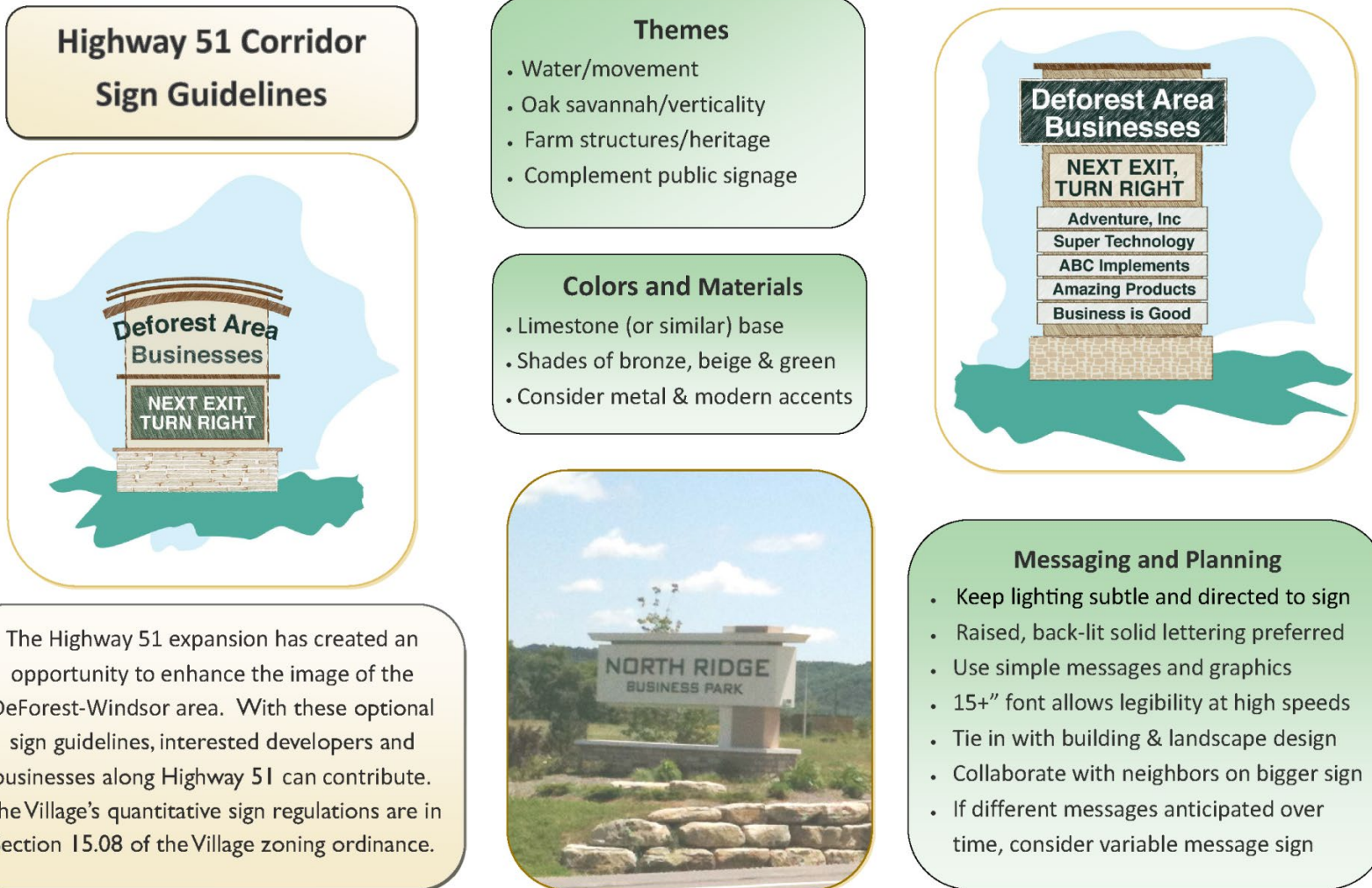


MAP 5-4

22 December, 2022



Figure 5.2: Highway 51 Corridor Sign Guidelines



Draft: February 10, 2014



## 6

# Transportation

- Directs roadway and other transportation investments to serve residents and businesses
- Suggests how individual projects may be integrated into an efficient transportation network

## Goal

DeForest residents, workers, and employers should be able to get around safely, efficiently, and by their mode of choice consistent with a suburban environment. The Village will prioritize maintenance, upgrade, and expansion of its transportation network to achieve this goal, and to maximize economic impacts and minimize environmental impacts of transportation investments.



## Transportation Initiatives Summary

Initiative (click on link to learn more)	Description	Funding	Responsibility
<a href="#"><u>Maintain the Function and Condition of Existing Roadways</u></a>	DeForest residents and businesses depend on local roads for car, truck, bike, and walking trips. The Village will prioritize maintaining and where necessary rebuilding its roadways, based on objective measures like the PASER pavement rating system and traffic volumes.	Bonding, Taxes, Dane County Local Road Improvement Program, State Municipal Street Improvement Program, Assessments	Public Services Project Coordinator, under the direction of the Public Services Director and with the construction approval of the Village Board
<a href="#"><u>Upgrade Arterial and Collector Roads to Meet Modern Needs</u></a>	Roads like North/V, River, Windsor, Vinburn, and Hickory connect local traffic to different places and to major highways. A fair but decreasing number of these roads are in marginal condition, built to rural standards (e.g., no curbs, sidewalks), and have limited capacity for future traffic increases. The Village will maintain and update a strategic, phased capital improvement program to urbanize these roads as “complete streets” so they are designed for different users and modes.	Grants, such as MPO Urban STP, STP Freight, WisDOT Highway Safety, Local Road Improvement Program, Transportation Economic Assistance, and American Rescue Act; Participation from Dane County on North/V; Developer contributions; Bonding; Taxes; Tax incremental financing	Public Services Director and Public Services Project Coordinator, with support of the Village Engineering Consultant, under the guidance of the Village Administrator, and with construction approval of the Village Board
<a href="#"><u>Develop a Network of New and Interconnected Roads</u></a>	To handle increasing traffic from a growing community, the Village will work to develop an interconnected roadway network. Map 6-1, the Future Transportation and Community Facilities Map/Official Map, will guide the Village, landowners, and developers on where to locate future major roads. The Village will also use neighborhood development plans to guide road placement in new neighborhoods, such as those prepared for the Northern Interstate Corridor and Highway 19/51 District shared in the Land Use chapter.	Partnerships with developers and landowners on road construction and neighborhood development plans; Development fees and reimbursements to conform developments with Official Map; plus a similar array of funding options that may be used to upgrade arterial and collector roads as described above.	Entire staff Development Review Team with coordination from the Village’s Planning and Engineering consultants, as necessary. Via development approvals, Village Board and Planning and Zoning Commission will direct implementation of this initiative.
<a href="#"><u>Expand Bicycle, Pedestrian, and Transit Options</u></a>	DeForest will continue to pursue expansion of its bike and pedestrian system (sidewalks, trails, on-street bike lanes), and will explore other options to enable travel over greater distances without one’s own car. This is an important initiative for an expanding village, particularly one with increasing elderly and child populations with lower mobility.	Transportation Alternatives Program, State Stewardship and Federal LAWCON programs; State and federal transit funding; Park improvement impact fees; Taxes; Tax incremental financing	Public Services Director, Recreation & Community Enrichment Director, and Community Development Director, with assistance from Village’s Engineering and Planning Consultants, and direction from the Village Board

## OBJECTIVES

- a. Provide safe and interconnected local streets and paths within and between neighborhoods, and to activity centers.
- b. Support transportation improvements that serve new development in accordance with this *Comprehensive Plan*.
- c. Accommodate pedestrian and bicycle access in all transportation improvements and land development projects.
- d. Collaborate with other transportation providers and planning agencies on an interconnected transportation network.

### 2020 Community Survey Response

*"Would love more walking paths in new subdivisions."*

## POLICIES

1. When planning for new and reconstructed roadways, refer to "complete streets" principles (see sidebar).
2. Provide a system of arterial and collector streets to allow access from local streets to highways and to other communities.
3. Encourage and advance long-range planning for major highway improvements and interchanges and inter-community paths.
4. Maintain a capital improvement program to plan and budget for major road and other public projects in the Village.
5. Participate in state, regional, county, and intergovernmental transportation planning efforts that impact DeForest.
6. Access state and federal transportation funding to support the Village's priority transportation projects.
7. Require traffic impact analyses for large subdivisions and commercial and industrial projects to determine and address impacts.
8. Support efforts to better connect local employers to their workforces, such as through express bus service, car-pooling and van-pooling, trails and sidewalks, and more workforce housing close to local job centers.
9. Support rail service to DeForest's industrial areas with the Canadian Pacific Railroad and WisDOT's Bureau of Railroads & Harbors.

### What are Complete Streets?

Complete streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. In addition to providing a sound local transportation policy option, state and federal transportation grant programs also favor communities with complete streets policies.



## INITIATIVES

The Village's transportation network is perhaps its greatest economic asset. DeForest is bounded by an interstate and two major highways, includes a freight rail line, and is 10 minutes from the Dane County Regional Airport. An interconnected system of roads, sidewalks, and trails also provides good internal access. The following pages further describe the transportation initiatives summarized on the cover page of this chapter.

### Maintain the Function and Condition of Local Roadways

DeForest residents and businesses depend on local roadways for trips in cars, trucks, bikes, and on foot. The Village will prioritize maintaining and where necessary rebuilding its existing roadways, based on objective measures and considering the needs of all users.

As part of this effort, the Village will control access along arterial and collector roadways within its jurisdiction, applying adopted zoning and subdivision ordinance standards. Those ordinance standards generally refer to this Comprehensive Plan for a list of arterial and collector roadways to which the standards apply. Figure 6.1 defines and lists the different types of roads in and around DeForest.

#### 2020 Community Survey Response

*"Please fix the roads. Many of them are in disrepair."*

#### 2020 Community Survey Response

*"Focus on updating street and school infrastructure in already-established older neighborhoods in the area."*

#### 2020 Community Survey Response

*"Maintain focus on improving life for current residents. Leading in this way will continue to make DeForest a desirable place to live."*

**Figure 6.1: Roads by Functional Classification in and near DeForest**

Functional Class		Definition	Roads of this Class in DeForest Area*	
Principal Arterial Street		A highway that has significant traffic capacity and serves interstate and interregional trips, usually with no direct access for abutting land uses.	Interstate 39/90/94 U.S. Highway 51 State Highway 19	
Minor Arterial Street		A public street that serves longer intra-urban trips and traffic traveling through the urban area and has limited to no direct access for abutting land uses.	County Highway V/North Street County Highway CV/Main Street/Lake Road River Road Portage Road, between Windsor Road and Highway 19 Windsor Road	
Collector Street		A public street that collects and distributes internal traffic within an urban area, such as within a residential neighborhood, providing access between local and arterial streets and limited access for abutting land uses	Acker Parkway Bear Tree Parkway Dalmore Road Duraform Lane Gray Road Hickory Lane Holum Street Innovation Drive Lexington Parkway Morrisonville Road North Towne Road Future collector street shown on Map 6-1 generally between River and Morrisonville Roads and Interstate Any other road designated as a collector road by the Village Board, WisDOT, or the Madison Area Transportation Planning Board Parkview Drive/Country View Drive Pederson Crossing Boulevard South Street Southbound Drive Stevenson Street Stokely Drive Tierney Crossing Trailside Drive, north of Lexington Vinburn Road Williamsburg Way Yorktown Road, south of Vinburn	
Local Street		A street designed to provide access to abutting land uses and leading into a collector street or into an arterial street, but which is not designed to carry through traffic from outside the neighborhood in which it is located.	All other public streets	
Note: * This figure includes emerging collector streets that may not yet be recognized as such by regional or state agencies. Inclusion in this figure helps assure that adjacent land uses and access control are consistent with the evolution of these streets to carrying more traffic in the future.				



In addition, through timely maintenance and an appropriate level of reconstruction, existing roads can be maintained with modest investment.

The Village continually monitors its road network to help it decide which of the existing roadways should be upgraded, as part of its annual budgeting and capital improvement programming processes. Each potential roadway maintenance and reconstruction project is assigned a priority score using the following factors:

- **Roadway Condition.** The Village uses its Pavement Surface Evaluation and Rating (PASER) system to assigns a condition rating of between 1 (worst/failing) and 10 (best/new) to each road in DeForest. Ratings are made every other year. The ratings are established over each roadway section in similar condition as its neighboring section. Roadways in excellent condition (9-10) may not require any maintenance. Roadways in good condition (7-8) will require preventative maintenance such as crack filling. Roadways in fair condition (5-6) may require non-structural treatments such as seal coating and crack filling. Roadways in poor condition (1-4) generally require reconstruction or resurfacing. Project selection begins with identifying the street or street segments that have the lowest PASER score. Typically, roads with a PASER score in the lowest one-third to one-half, or ratings between 1 and 5, will pass this initial screening.
- **Safety Concerns.** The Village will evaluate whether a road passing the initial PASER screening includes a documented history of frequent and/or serious accidents. Roads and intersections with frequent “near misses” or with designs that do not meet modern standards may also raise safety concerns, and therefore increase the priority of a potential project.



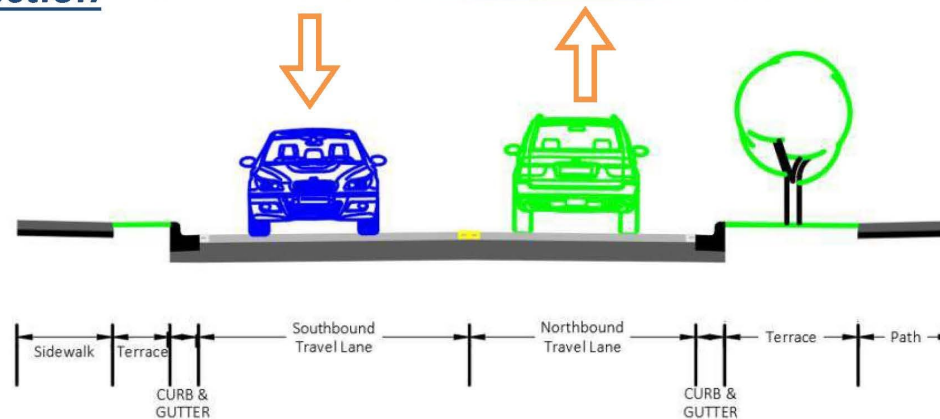
PASER is a way to systematically evaluate the condition of existing roadways in a community.

- **Condition of Underground Utilities.** The condition of underground sanitary sewer, water, and storm sewer utilities is an important factor. If one or more utilities need to be replaced, a potential project is generally assigned a higher priority. Other utility-based factors include age, problem history, under sizing relative to current or planned development, or associated utility master plan recommendations.
- **Roadway Classification.** Arterial and collector streets, as listed in Figure 6.1, are assigned the highest priority for maintenance and reconstruction of the different road classifications. These streets are most important for traffic movement and community and economic development. Through local streets are assigned medium priority. Dead-ends and cul-de-sacs have the lowest priority of the different street types.
- **Traffic Counts.** Generally, roads with heavier traffic volumes will be assigned a higher priority for upgrade over those with lower volumes. This may be based on the volumes or significant increases in average daily traffic, peak hour traffic, or even seasonal traffic.
- **Scale of Project Relative to Available Funding.** The cost of the project matters. Roads with a better PASER rating than others may be selected due to the scale of the project and the ability to fit it in with the available funding.
- **Availability of Alternative Funding Sources.** Some projects may be eligible for, or may have already obtained, funding outside of local taxes, such as grants or tax incremental financing. For other projects, State or County funding may be available and/or may disappear if a project is not undertaken by a certain deadline. These types of projects are usually assigned a higher priority.
- **Location Relative to Other Potential Projects.** The Village will evaluate how a particular project fits within an annual group of projects. Some projects may complement others, for example by improving a route comprised of more than one street. At other times, it may be unwise to complete two streets at once, such as when one would naturally serve as a detour route while the other is being reconstructed.
- **Long Range Planning and Economic Development Opportunities.** The Village will evaluate whether a roadway project will tie into a long-range Village planning goal or have a particularly high positive economic impact. Conversely, whether leaving a road in its current condition or configuration is an impediment for economic growth or may even result in the loss of a local business is a factor.
- **Jurisdictional and Intergovernmental Considerations.** Fulfilling a commitment with another unit of government can be an important consideration. Also important is the schedule of another unit where a roadway is split between the Village and an adjacent town, whether the road also serves as a County or State highway, or whether a road project complements a larger County or State highway project.

## Upgrade Arterial and Collector Roads to Meet Modern Needs

Roads like Main/CV, North/V, River, and Vinburn connect local traffic to different places in the community and to major highways. In DeForest, some of these roads (or parts of each) are deteriorating, are built to rural standards, and do not have enough capacity for future traffic. The Village will engage in a strategic, phased program to upgrade and urbanize these roads for all types of users. The Village will attempt to design and rebuild these roads as “complete streets,” as that term is described in the “Policies” section above.

### River Road Typical Section

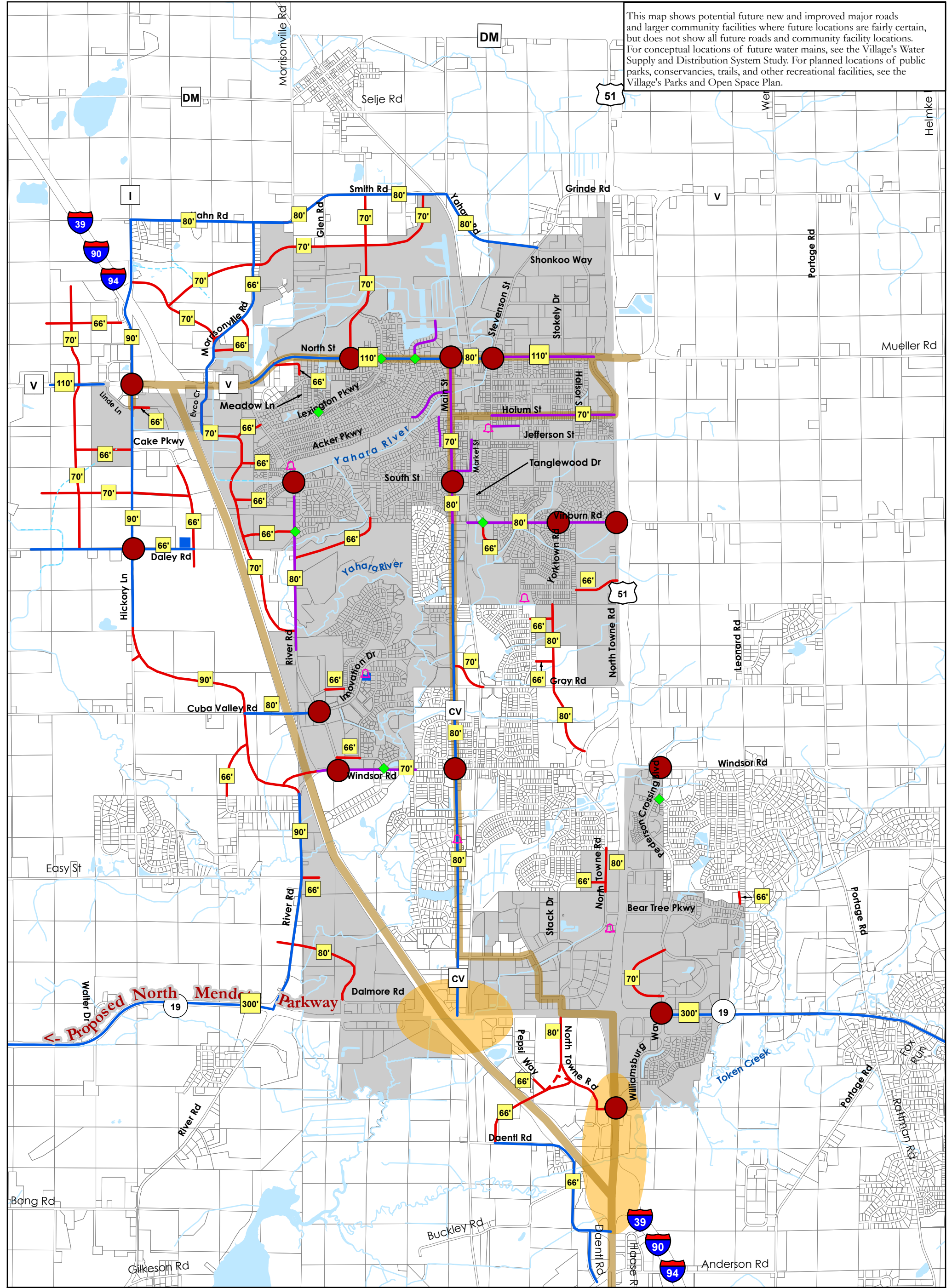


**The Village engages in traffic and civil engineering studies to determine type and timing of future improvements to important rural roads. This image is a recommend cross-section for phased urbanization of River Road through the Village, which was part of the 2022 River Road Corridor Transportation Infrastructure Future Needs Study. Study and Image Source: KL Engineering**

As directed by the Village Board, the Village maintains a capital improvement program that includes proposed improvements to minor arterial and collector roads in DeForest over the next several years. Successful implementation of the capital improvement program often depends on partnerships with entities like Dane County and adjoining units of government, and support from state and federal grant programs. In addition, the Village will continue to advocate to Dane County, Greater Madison Metropolitan Planning Organization, and Wisconsin Department of Transportation (WisDOT) to include in-Village road project in their long range transportation plans and transportation/capital improvement programs.

Before their reconstruction and expansion, DeForest will preserve and obtain sufficient public street right-of-way along arterial and collector roadways. Map 6-1 indicates recommended rights-of-way widths for existing roadways in DeForest's jurisdiction, where there is interest in maintaining or expanding available right-of-way. The Village will utilize its subdivision and other development approval authorities to obtain additional right-of-way width by dedication, where practical and proportionate to the transportation need that will be created by the development.





This map shows potential future new and improved major roads and larger community facilities where future locations are fairly certain, but does not show all future roads and community facility locations. For conceptual locations of future water mains, see the Village's Water Supply and Distribution System Study. For planned locations of public parks, conservancies, trails, and other recreational facilities, see the Village's Parks and Open Space Plan.



# Comprehensive Plan

## 6-1

### Future Transportation and Community Facilities (Official Map)

0 1,000 2,000 Feet

February 25, 2023  
Sources: Dane County LIO, CARPC, MDROffers, Ayres Associates, JJR, Verbicher, WI DNR, WI DOT, Vandewalle & Associates

**vierbicher**  
planners | engineers | advisors

	Village of DeForest (December 2022)		Programmed Road Reconstruction in DeForest (with right-of-way width)		Future Intersection Improvement (most to include pedestrian crossing enhancement)
	Existing Road		Potential Future Expansion of Existing Road (with right-of-way width)		Future Pedestrian Crossing Enhancement
	Surface Water and Drainageway		Future Road (with right-of-way width)		Future Interchange Study Area
	Existing or Future Emergency Siren		Future Road Alternate		Potential Future Express Bus Route
	Future Public Facility		Drainageway		



## Develop a Network of New and Interconnected Roads

To handle increasing traffic from a growing community, and to achieve the many benefits described in the sidebar to the right, the Village will work with developers and seek outside funding where possible to develop an interconnected roadway network. Map 6-1—the Village’s Future Transportation and Community Facilities/Official Map—will guide the Village, landowners, and developers on where to locate future, significant road connections. In general, these roadways should be developed in accordance with “complete streets” principles serving a range of users, as described in another sidebar earlier in this chapter.

Map 6-1 includes a handful of roadway projects with potentially significant positive economic and community impacts, which are described as follows:

- **North Towne Road Completion.** This newer collector road was born from the Highway 51 reconstruction project. Once complete, North Towne Road will parallel the new Highway 51 for 4½ miles to its west, extending from the DeForest Business Park at North Street/Highway V on the north, all the way south to the East Metro Business Park near the Interstate/Highway 51 interchange. Most of North Towne Road is already built, but one critical segment between Windsor Road and Highway 19 should be dedicated and constructed as soon as practical. The final segment should be built south of Highway 19 once the Zeier farm develops. Map 5-3 in the Land Use chapter shows these future segments.
- **DeForest South Roadway Loop and Interstate Crossing.** Map 6-1 and the Highway 19/51 District Development Plan in the Land Use chapter show a critical collector road loop emerging in the DeForest South area. This loop involves portions of North Towne Road, Bear Tree Parkway, Pederson Crossing, Williamsburg Way, and Metro Drive. Once complete, this loop will fully connect the existing and planned commercial, industrial, mixed use, and residential quadrants, without relying on Highways 51 or 19 for local trips. Signalization of

### Why are interconnected public streets important?

1. Shortens routes for cars, buses, service vehicles, bicycles, and pedestrians, saving time and reducing pollution and traffic congestion.
2. Avoids too much traffic on any one street because drivers have options.
3. Minimizes need to prematurely widen main streets, saving money and avoiding land acquisition for widening.
4. Assures more than one way in and out in case of emergency.
5. The alternative—many cul-de-sacs—are difficult to plow, maintain, and patrol.
6. Promotes healthy living and less pollution via more biking and walking trips, and shorter car trips.
7. Promotes neighborhood and community interaction (avoids isolation, which has negative social impacts).
8. Facilitates utility connections and loops, providing fewer outages and better drinking water quality.
9. Provides greater land access, increasing public safety and development opportunities.
10. Drives economic development by conveniently connecting residents and visitors to jobs and shopping.

the Williamsburg Way/Highway 19 and Metro Drive/Highway 51 intersections plus a future road extension through what is now the Zeier farm will be critical to realize this important planned system. As part of an Interstate 39/90/94 improvement study, WisDOT was at time of writing studying potential access changes in the “triangle” that includes segments of the Interstate, Highway 51, and Highway 19 in the DeForest South area. The Village will continue to advocate for the retention of East Metro Drive/South Williamsburg Way as an at-grade intersection with Highway 51 coupled with its improvement as warranted for better safety and access. The Village will also advocate for an Interstate overpass to allow connection of Daentl Road to Pepsi Way—both roadway corridors have capacity for significant additional manufacturing and transshipment development and currently only one way in and out.

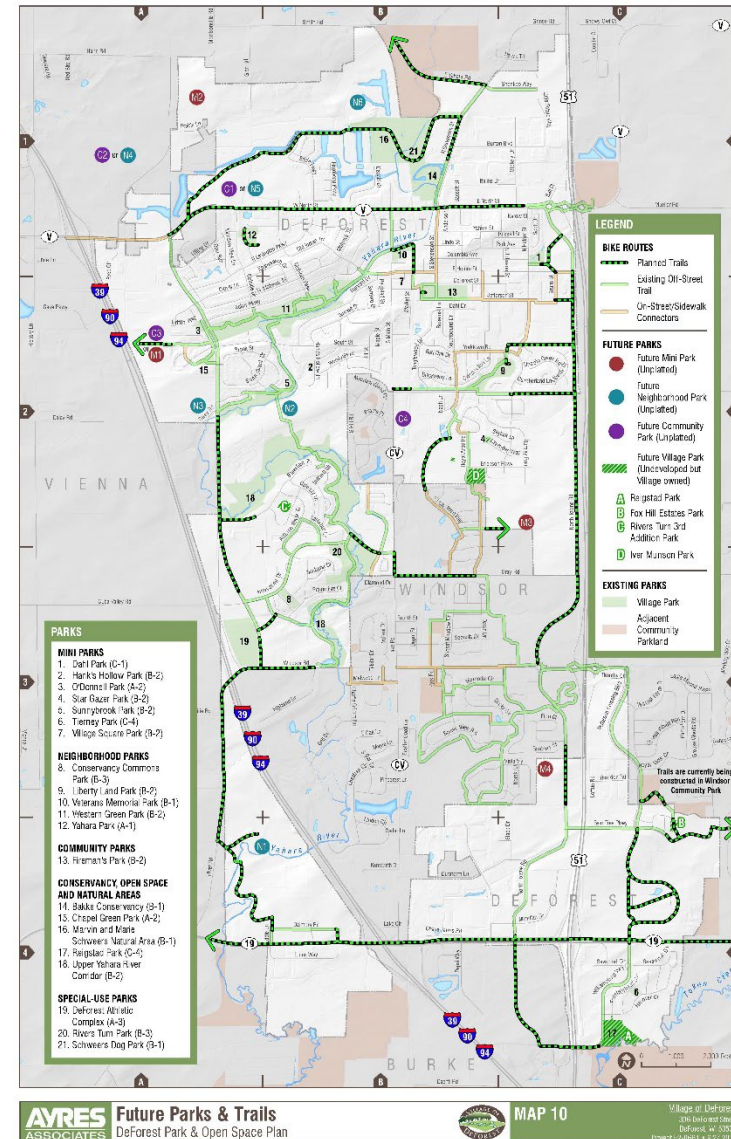
- **Continued River Road Urbanization.** At time of writing, the Village was engaged in a multiyear effort to upgrade River Road to urban standards, which includes realigning the road in Conservancy Plance, surface widening, adding curb and gutter, including bike and pedestrian facilities at both sides, incorporating safer crossings, and integrating other safety enhancements including those to increase visibility. That effort will include upgrading the remaining un-improved segment between North Street and Windsor Road in 2023—the segment between South Street and the northern part of Conservancy Place. As development in the River Road corridor continues over the next 10 to 20 years, signalization at the River/South, River/Innovation, and River/Windsor intersections may be required to assure safe and efficient traffic flow. Not to be forgotten is the segment west of the Interstate and south of Windsor Road. This segment—and a potential future connector road with a Yahara River bridge—will be important to better connect the bulk of the Village including Conservancy Place with the emerging economic development center near the Interstate/Highway 19 interchange (Fleet Farm, etc.).
- **Northwest DeForest Collector.** A range of mixed use, mixed density development is planned to occur on largely vacant lands between the Interstate and River and Morrisonville Roads. Relying only on River Road and rural Morrisonville Road segments to handle traffic from this new development would significantly increase traffic on and hasten improvements to those roads. It would also require traffic from expected higher density development closer to the Interstate to route through single family subdivisions to get to main traffic routes. Map 6-1 and the Northern Interstate Corridor Plan in the Land Use chapter indicate a future collector road east of the Interstate. This future collector would extend from with Highway I north of its Interstate overpass, south through a planned commercial/mixed use area, use upgraded segments of existing Morrisonville Road and Evco Circle, continued south through planned residential and mixed use development areas, and finally reconnect with River Road just north of the PinSeekers development. Full realization would depend on collaboration with the caretakers of the Norway Grove Cemetery, which has land currently being farmed along the proposed Northwest DeForest Collector route.

→ **North Mendota Parkway.** North Mendota Parkway is planned as a limited access expressway connecting Highway 12 on the west with Interstate 39/90/94 on the east, in the “DeForest South Area.” It is proposed to address mounting traffic congestion on County Highway M, State Highway 19 (which is over capacity west of DeForest), and other area roads. The planning for the North Mendota Parkway began in the late 1990s, and after many years includes a locally-accepted parkway corridor. Construction of the North Mendota Parkway is not yet scheduled, funding is not secured, and even which governmental entity would own and manage such a facility remains uncertain. The Village will continue to advocate for construction of the North Mendota Parkway as a tool to further enhance long-term economic development prospects.

## Expand Bike, Pedestrian & Transit Alternatives

DeForest will continue to pursue expansion of its bike and pedestrian system (i.e., sidewalks, trails, on-street bike lanes), and will explore other options to enable travel over greater distances without one’s own car. This is an important initiative for an expanding community, particularly one that includes increasing elderly *and* child populations with lower mobility than others and a large and growing workforce. It should also improve resident and planetary health. The Village intends to undertake the following specific actions:

- **Continue Village Bike and Route Planning.** Improving and expanding bike and pedestrian access in the Village remains a priority. Bike and pedestrian facilities are central components of “complete streets.” The Village’s commitment is also indicated by Village ordinance requirements for sidewalks, paths, and bicycle facilities in new development projects. Further, through its Park & Open Space Plan, the Village plans for a comprehensive off-street trail network—including connections with Village of Windsor trails. This trail network has both recreation and transportation functions.
- **Collaborate on Regional Trails.** As shown on the map to the right, Dane County plans future bicycle/pedestrian paths connecting

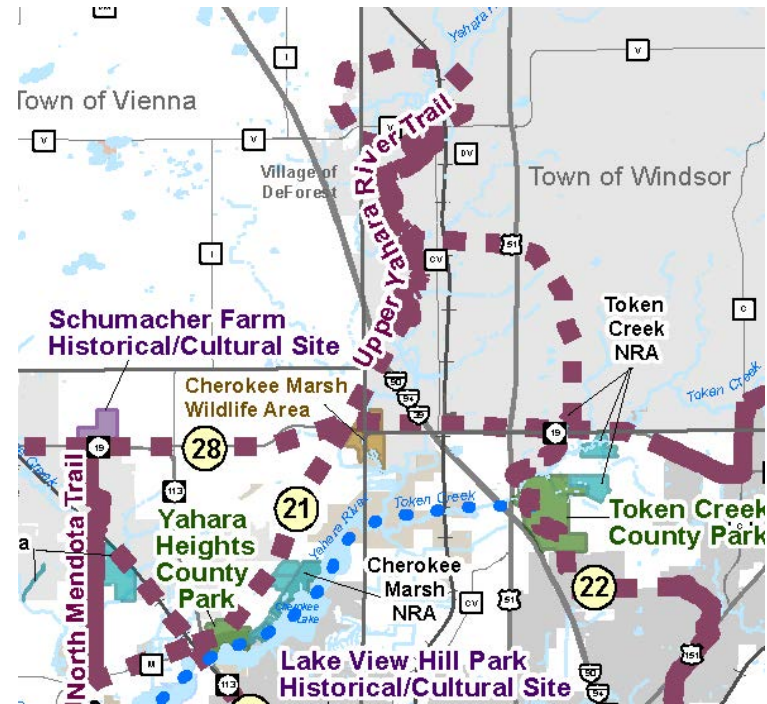


This “Future Parks & Trails” map from the Village’s Park & Open Space Plan guides DeForest’s decisions on where to build or require new off-street trails.



DeForest-Windsor to nearby municipalities. These include trails along the Highway 19 corridor connecting to existing trails in Waunakee and Sun Prairie, a proposed trail along the River Road corridor southwest to Westport and Madison, and a proposed trail through the Bear Tree, Fox Hill Estates, and Savannah Brooks areas through Token Creek Park and then connecting with an existing trail in American Center. The Village will work with Dane County and other affected villages and cities to allow these regional projects to be constructed, including through grant collaboration where possible.

- **Explore Express Bus Service.** In 2019, an express bus route from Madison to Sun Prairie began operating, with travel between the two cities taking only 30 minutes, comparable to driving. As part of its 2022 Regional Transportation Plan (RTP), the Greater Madison Metropolitan Planning Organization envisions a system of future express bus routes providing quick access between other suburban communities and Madison. One of these is to and from DeForest and Windsor. Express bus service would have multiple benefits, including providing transportation options for employees, students, the elderly, and the disabled, and better connecting the Village to regional education, shopping, and job centers. The route shown in the RTP extends from East Washington Avenue in Madison, north along Highway 51 to Highway 19, and then extending through the North Towne Corporate Park and along Lake Road/Main Street. Map 6-1 elaborates on that potential route. The most likely first step for investigating express bus service would be to connect with Madison Metro Transit and likely Windsor to determine the cost and feasibility if such a route to DeForest.
- **Continue to Work with Local Employers for Improved Employee Transportation Options.** One of the greatest challenges mentioned by employers in the Village is that transportation to and from work can be difficult if employees do not have their own vehicle. Transportation can be especially difficult for third shift workers. The Village will continue to work with local employers to determine options for improving transportation for the local workforce. This may involve creation or expansion of local or regional rideshare or carpool programs as well as grants provided by the state or federal government to assist in workforce transportation. The Village will also continue to work with the Dane County Department of Human Services and others to inventory, monitor, and coordinate specialized transportation services to Village residents.



This map crop of the Regional Trail Map from the Dane County Parks & Open Space Plan shows through dashed lines proposed shared-use trails connecting DeForest and Windsor to other Dane County communities.



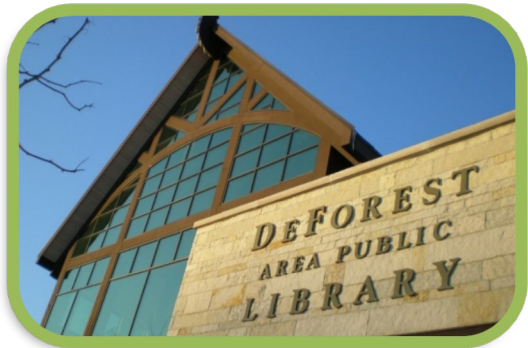
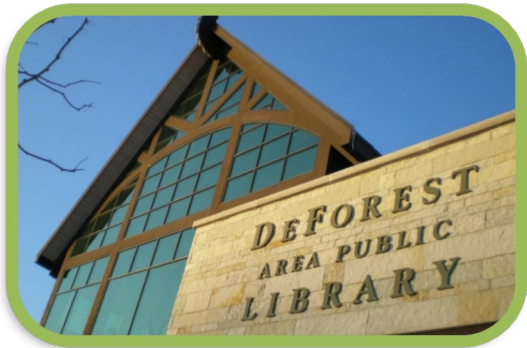
7

# Community Facilities & Utilities

- Provides schedule for facility and utility upgrades
- Identifies priority Village facility initiatives

Goal

Community facilities and utilities are critical to providing services that residents and businesses require to meet their daily needs and to prosper. The Village will strive to meet resident and business expectations for providing quality public services, while maintaining affordable rates, fees, and taxes and reducing energy consumption from traditional sources.



## Community Facilities & Utilities Initiatives Summary

Initiative <small>(click on link to learn more)</small>	Description	Funding	Responsibility
<a href="#">Advance Park and Recreational Projects with Community Development Impacts</a>	To respond to demand, enhance quality of life, and attract new residents and economic activity, the Village will explore significant recreational initiatives. This will include closing remaining gaps in the popular trail network, <a href="#">reaching a decision on a community pool and recreation center</a> , and exploring <a href="#">a northern additional community or regional parks</a> and natural areas, <a href="#">and exploring community recreational facilities or partnerships</a> .	Various State DNR and DOT, federal LAWCON, and non-profit grant programs; public-private partnerships; park impact fees; fundraising campaigns; user fees; taxes	Public Services Director with Recreation & Community Enrichment Director, under the direction of the Village Board
<a href="#">Make the Village More Energy Smart</a>	The Village intends to continue to increase energy efficiency in municipal buildings and parks; explore opportunities for energy generation (e.g., solar panels) on municipal buildings, park shelters, and underutilized property; and convert its fleet to electrical, biodiesel, or natural gas vehicles depending on need. The Village also will encourage private energy conservation and energy generation primarily for on-site use.	Wisconsin's Focus on Energy program, plus other State and federal energy conservation and generation programs emerging from recently adopted legislation	Public Services Director, with assistance from the Village engineering consultant, and under the direction of the Village Board
<a href="#">Apply Village Priorities to Large-Scale Alternative Energy Development Proposals</a>	Alternative energy proposals and developments—which include solar fields, wind turbines, geothermal wells, and biodigester plants—are becoming more common across Wisconsin. The Village intends to review its zoning rules as they affect community-scale alternative energy proposals to reflect State law and Village priorities. The Village will also apply a set of policies to any utility-scale alternative energy proposal, with the broad intent of preserving the Village's character and future growth opportunities.	Potential developer and Public Services Commission reimbursement; taxes	Village Administrator and Zoning Administrator, with assistance from the Village planning consultant, and under the direction of the Village Board

## OBJECTIVES

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- a. Provide and support adequate local government services and facilities to maintain a high quality living and working environment.
- b. Coordinate utility and community facility systems planning with land use, transportation, natural resources, and sustainability planning.
- c. Plan for an orderly extension of municipal utilities and facilities within the Future Urban Development Area (see Map 5-1).
- d. Maximize the use of, and excess capacity within, existing utilities and facilities where available, such as through land redevelopment.
- e. Maximize energy conservation, and pursue on-site alternative energy generation and fleet fuel conversion.

## POLICIES

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1. Provide municipal services and facilities that effectively and efficiently serve DeForest's residents, property owners, and businesses.
2. Continue to collaborate with neighboring communities to provide appropriate, coordinated, and adequately staffed public safety, fire, and emergency medical services.
3. Ensure that the Village's utility system has adequate capacity to accommodate projected future growth, but avoid overbuilding that would require present residents to carry the costs of unutilized capacity.
4. Apply for expansion to the urban service area for future urban development areas depicted on Map 5-1, when development warrants and the Village can cost-effectively provide community services and utilities.
5. To maintain resilient infrastructure systems, continue to protect existing utilities from flooding, avoid placing new underground utilities in the 100-year floodplain where possible, floodproof where not possible, loop water mains, and include back-up power for critical buildings.
6. To reduce Village operational expenses and air pollution, reduce energy use and pursue on-site energy generation for Village facilities (e.g., solar panels), pursue fleet upgrades using alternative fuels, and install and support electric vehicle charging stations.
7. Interact with the DeForest Area School District to ensure that the District is aware of community growth issues that may impact schools and collaborate on other matters of mutual concern.
8. Consult with the District, County, and with adjacent municipalities to identify where joint procurement, development, and/or use of new and expanded public facilities and equipment may be possible.
9. Implement and regularly update the Village's capital improvement program (CIP) to effectively manage debt capacity for larger Village projects, using the information in Figure 7.1 and in the Transportation chapter as a general guide for some of those projects.

**Figure 7.1: Timetable to Improve Major Community Facilities and Utilities**

Public Infrastructure Category <sup>1</sup>	Projected Improvement Timeframe <sup>2</sup>	Recommended Improvements <sup>3</sup>
Water Supply	2023-2027	1. Establish separate water system loops to the Lynnbrook/Dennis Drive, Pine Cone, and Daentl Road areas
	2030+	2. Drill Well #7, in Conservancy Place or elsewhere
	2030+	3. Explore and possibly construct a new water tower, on the north or west side of the Village
Sanitary Sewer	2023-2025	4. For Village expansion areas west of Interstate (north of Daley Road) and between Morrisonville Road and the Interstate, apply to expand the Urban Service Area and provide sanitary sewer service
	2023-2030+	5. Continue coordination with MMSD regarding wastewater treatment capacity and regional interceptors
Solid Waste Disposal	2023-2030+	6. Monitor automated collection system and explore improvements as funding allows
Electrical Generation and Conservation	2023-2030+	7. Implement Village policies for alternative energy generation included this figure and chapter
	2023-2030+	8. Work to convert Village the fleet to more efficient and renewable fuel sources
	2023-2025	9. Install back up electrical generation serving downtown Public Services for emergency operations
Stormwater Management/Flood Mitigation	2023-2030+	10. Comply with Wisconsin Pollution Discharge Elimination System (WPDES) sediment reduction and Total Maximum Daily Load (TMDL) requirements to the maximum extent practicable
	2023-2030+	11. Continue efforts to maintain and improve water quality and flow in Yahara River and Token Creek, including potential streambank improvement initiative, and other efforts in partnership with Yahara WINS
	2023-2030	12. Implement stormwater management improvements to mitigate the effects of flooding and help achieve redevelopment goals, as further described in other chapters and Village plans
	2027, 2032	13. Participate in anticipated 5-year updates to the Dane County Hazard Mitigation Plan (see also <a href="#">here</a> .)
Village Campus including Police	2024- <del>2026</del> 2028	14. Consider installation of electric vehicle (EV) charging stations and/or rooftop solar on appropriate buildings, shelters, and parking lots in the Village Campus area and/or at Veteran's Park.
	<a href="#">Annually</a>	<a href="#">15. Complete staffing, equipment, and facilities analysis to maintain an effective public safety response</a>
	<a href="#">2029-2031</a>	<a href="#">16. Consider facilities needs assessment for Village Hall and Police Department</a>
Fire Protection/EMS	2023	<del>15-17.</del> Partner on improving sleeping quarters and day room in the primary Downtown DeForest station
	2025-2028	<del>16-18.</del> Partner on development of 2 <sup>nd</sup> station in Windsor Crossing near Highway 51/Windsor Road interchange
<del>Police Protection</del>	<del>Annually</del>	<del>Complete staffing, equipment, and facilities analysis to maintain an effective public safety response</del>

Public Infrastructure Category <sup>1</sup>	Projected Improvement Timeframe <sup>2</sup>	Recommended Improvements <sup>3</sup>
Public Services <del>Shonkoo Facility</del>	2024- <del>2027</del>	<del>17-19. Address equipment storage needs, likely through expansion to Shonkoo facility</del> <a href="#">Consider facilities needs study for Public Services functions and facilities</a>
	2025-2030	<del>18-20. Consider installation of solar panels and/or wind turbines on or near Shonkoo facility, including on nearby underutilized Village-owned property in the DeForest Business Park</del>
Library		<del>19-21. Modern library built in 2002. No significant improvements anticipated</del> <a href="#">at this time, but continue to discuss function of Library to meet evolving community needs</a>
Comm. & Senior Center	2023	<del>20-22. Participate in strategic planning effort for Community &amp; Senior Center and consider results</del>
Schools	2023-2024	<del>21-23. Partner with DeForest Area School District on redevelopment of Holum Center site</del>
	2023-2030+	<del>22-24. Provide demographic projections/growth plans to assist DeForest Area School District on facility planning</del>
Park & Recreation Facilities	2024, 2029	<del>23-25. Complete 5-year updates to the Village's Park and Open Space Plan</del>
	2023-2027	<del>24-26. Close remaining gaps in trail network for continuous, all-season loops and out &amp; back routes</del>
	2023-2027	<del>25-27. Continue enhancements to "flagship" Fireman's Park and DeForest Athletic Complex, alongside smaller existing parks serving neighborhoods in DeForest</del>
	2023-2030+	<del>26-28. Explore potential for a larger park and natural area north of Highway V ideally via public/private partnership</del>
Telecommunications		<del>27-29. Needs being addressed through private investments and public-private partnerships</del>
Medical Facilities		<del>28-30. Needs being addressed in DeForest and nearby by private/non-profit providers</del>
Cemeteries	2023-2025	<del>29-31. Work with the Norway Grove Cemetery Board and developer(s) to provide for cemetery needs while enabling important road serving development along the Interstate corridor</del>
	2023-2030+	<del>30-32. Private parties will add to cemetery land or establish new cemeteries as needed</del>
Childcare Facilities	2023-2030+	<del>31-33. Area childcare facilities have been expanding to meet expanding population and employee needs</del>

**Notes:**

- <sup>1</sup> See the Village's capital improvement program for a timetable of projected improvements to transportation facilities in the Village. See the separate Park and Open Space Plan for more detailed recommendations concerning the Village's park, trail, and recreational system.
- <sup>2</sup> The Village Board may alter these proposed timeframes based on a variety of factors, including other Village budget priorities, the availability of grants or other unique opportunities, and the timing of development or other factors that affect the demand for such services.
- <sup>3</sup> Completion of some of these recommended improvements may affect the Village's need to complete other recommended improvements. The Village will continue to monitor and amend this timetable to reflect to progress and other emerging priorities.



## INITIATIVES

Municipal and other community facilities and utilities are critical to providing services that residents and businesses require to meet their daily needs and prosper. Figure 7.1 provides a timetable for maintaining and improving these facilities, utilities, and services. The following are broader initiatives that often cross infrastructure categories in Figure 7.1.

### Advance Park and Recreational Projects with Community Development Impacts

To respond to demand, enhance quality of life, and attract new residents, the Village will explore significant recreational initiatives over the five or so years following Comprehensive Plan adoption. The following initiatives—along with others—are or will be explored in greater depth within the Village’s Park and Open Space Plan (see sidebar to right). The following initiatives have unique potential to enhance community development in DeForest:

- **Close Remaining Gaps in the Trail Network.** Since 2006, the Village has built and improved many miles of bike and pedestrian trails, including the expansive and popular Upper Yahara River Corridor trail. Closing a few remaining trail gaps would provide off-street trail access to key destinations and complete a DeForest-Windsor trail loop. North Street, between Main Street and Stokely Drive, is one of the key gaps. Completion of the remaining ¼ mile section of North Towne Road between Windsor Road and Highway 19—and its associated off-street trail—will enable a continuous trail connection to Token Creek Park from most of the Village. Closing gaps, particularly for all-season use, also involves paving graveled trail segments.

#### The Village’s Park and Open Space Plan

The Village has a separate Park and Open Space Plan, which has been adopted as a detailed component of the Village’s comprehensive plan. The Park and Open Space Plan guides the acquisition, preservation, and development of land for parks, recreation trails, and other open spaces in the Village to meet the needs of a growing and changing population. Such recommendations also protect and enhance the community’s natural resource base.

The Village’s Park and Open Plan has been certified by the Wisconsin Department of Natural Resources (WisDNR). This qualifies the Village for matching grant funds through the Federal Land and Water Conservation Fund (LAWCON) and the State of Wisconsin Stewardship Fund. The Park Plan must be updated every five years to ensure that it retains its WisDNR certification and reflects current community needs. The next update should be completed before 2025.

→ **Continue Community Dialogue on a Community Recreation Center and/or Pool.**

The Village has discussed potential for an indoor/outdoor recreational center geared to all DeForest residents, including families and youths for years. The concept has typically been paired with an outdoor community pool/aquatic center, and the last location that was under consideration was the east end of Fireman's Park. However, At time of writing, there did not appear to be sufficient community support to pay for such a facility. Continued discussion is possible going forward, including collaboration opportunities with the DeForest Area School District and/or a private entity. The Village will also explore and revisit different ideas for this same space in Fireman's Park.

**2020 Community Survey Response**

*"The Village should improve the community's center with activities for all ages, more usable space, improved technology, broader range of activities, better communications, and access to activities via technology."*

- **Explore a Northern Community or Regional Park and Natural Area.** Much of the northern edge of the Village, north of North Street and between Morrisonville Road and the DeForest Business Park, is in farmland, private environmental corridor, and public conservancy use (Bakke Conservancy, Marvin and Marie Schweers Natural Area, Schweers Dog Park). In the late 2000s and 2010s, the Village had envisioned a community park in this area connected to the large environmental corridor, in conjunction with a neighborhood development proposal. That proposal did not advance and the Village developed the DeForest Athletic Complex in Conservancy Place and redeveloped Fireman's Park. Still, the Park and Open Space Plan continues to contemplate a community park in this area, among three other alternatives, in recognition that the Village continues to have a community park land deficit and additional north side population growth is anticipated (see Interstate Area Corridor Plan in Land Use chapter). The Village will explore development of this park and natural area, perhaps in conjunction with Dane County and perhaps via some type of public-private partnership. Significant open space corridor features here warrant future protection, particularly in conjunction with the Village's intent to preserve and enhance environmental resources to the immediate south and east (e.g., Scheer Conservancy).



Existing public natural areas and private environmental corridors near the Village's north edge could be stitched together to form a large community or even regional park and natural area. Image source: Google Earth

## Make the Village More Energy Smart

Reducing energy consumption and advancing renewable sources for Village operations will reduce taxpayer costs and air pollution. The Village intends to continue to increase energy efficiency in municipal buildings and parks; explore opportunities for energy generation (e.g., solar panels) on municipal buildings, park shelters, and underutilized property; and convert its fleet to electrical, biodiesel, or natural gas vehicles depending on need. Figure 7.1 includes ideas for Village facilities and sites, though others will no doubt emerge.

The Village also will encourage private energy conservation and energy generation primarily for on-site use, such as by:

- Updating provisions in its zoning ordinance that encourage, or at least do not impede solar, wind power, and geothermal systems primarily for on-site use.
- Partnering with some of its several businesses having and proposing large-footprint buildings that would enable significant rooftop solar panel installations.
- Installing and encouraging electric vehicle (EV) charging stations in strategic locations to encourage adoption and use of EVs for residents, employees, and visitors.
- Considering requiring EV parking spots at new larger private commercial service and retail facilities.

Particularly with recent federal and state legislation, there are a growing array of outside technical resources and funding sources that the Village. Any attempt to list them here would likely soon be out-of-date. A reliable standby is [Focus on Energy](#), which is Wisconsin's energy efficiency and renewable resource program, and makes available certain incentives, grants, rewards, and other assistance programs for applicants throughout Wisconsin, including municipalities. Another resource is [Slipstream](#), a nonprofit based in Madison, which assists municipalities in energy policy and planning. In 2020, seven Dane County communities collaborated on a Slipstream report to identify and prioritize near-term actions for reducing energy consumption and carbon emissions. As suggested by the image above, partnerships with local electric utilities is also possible.



The roof of the Municipal Operations Center (MOC) in the City of Middleton is home to more than 1,700 solar panels as part of MGE's Shared Solar pilot project. This partnership between MGE and the City delivers 500-kilowatts (kW) of locally generated solar energy directly to MGE's community grid. Image source: MGE Energy



## Apply Village Priorities to Large-Scale Alternative Energy Development Proposals

Alternative energy developments and proposals are becoming more common across Wisconsin as utility companies and consumers switch from traditional fossil fuels to renewables for electricity production. Alternative energy developments include solar fields, wind turbines, geothermal wells, and biodigester plants. They can be fairly modest to very large in scale, including utility-scale wind and solar fields covering thousands of acres.

In general terms, about five to seven acres of land are used for every megawatt of solar power capacity, and each megawatt may power between about 200 and 300 homes. Solar fields are often most feasible near substations and high-capacity transmission lines. If not located immediately adjacent to a substation or transmission line, solar fields must be served by a dedicated transmission line and transformer to connect to the grid, requiring more land and expense.

Solar fields sized under 100 megawatts—often called “community-scale” solar fields—are subject to local zoning regulations and approval. Such community-scale solar fields are slightly more expensive per megawatt than utility-scale solar fields described below, but fields as small as five to ten acres may still be feasible. Within Dane County, community-scale solar facilities include a 58-acre field just north of the Dane County Regional Airport, a 160-acre field in Fitchburg, and a 140-acre field in the Town of Cottage Grove east of the Dane County Sanitary Landfill.

The Village intends to review its zoning rules as they affect community-scale solar and other alternative energy proposals to reflect State law and Village priorities, which may include some policies for utility-scale solar proposals below. Wisconsin law limits local restrictions on solar developments, only allowing restrictions that preserve or protect the public health or safety, do not significantly increase the cost of the system or significantly decrease its efficiency, and allow for an alternative system of comparable cost and efficiency.

Solar fields of 100 megawatts or larger are not subject to local zoning regulations. Instead, these larger, “utility-scale” solar fields must gain approval from the Wisconsin Public Service

### Nearby Utility-Scale Solar Fields & Proposals

The Badger State Solar Field is a 149 megawatt facility on 1,200 acres in the towns of Jefferson and Oakland in Jefferson County. Completion is projected in November 2022.

The Badger Hollow Solar Field is a 300 megawatt facility on 3,500 acres in Iowa County. Completion is projected in 2023.

The Koshkonong Solar Energy Center was approved by the Public Service Commission (PSC) in spring 2022. The project is slated to include a 300 megawatt solar electric generation facility and a 165 megawatt battery energy storage system. Approximately 2,400 acres are proposed for solar panels.

The High Noon Solar Project was proposed in July 2022 in the Town of Leeds, less than five miles north of DeForest. The proposed facility would cover 4,300 acres of agricultural land. The project would produce 300 megawatts of electricity—reportedly enough to power almost 60,000 homes—and also contain a 165 megawatt battery energy storage system. The PSC is scheduled to act on the proposal in summer 2023. If approved, the project could be in operation by the end of 2025.



Commission (PSC). This process is called a Certificate for Public Convenience and Necessity, or CPCN, which generally requires the PSC to find that the project will:

- Satisfy the reasonable needs of the public for an adequate supply of electric energy.
- Have a design and location that is in the public interest considering alternatives, individual hardships, engineering, economic, safety, reliability, and environmental factors.
- Will not have undue adverse impact on other environmental values such as, but not limited to, ecological balance, public health and welfare, historic sites, geological formations, the aesthetics of land and water and recreational use.
- Will not unreasonably interfere with the orderly land use and development plans for the area involved.

The Village understands and recognizes the benefits of alternative energy developments, including solar fields, at various scales. Such developments do not produce air or water pollution, consume water, cause noise or odor, or reflect sunlight. Also, municipalities and owners of property in which these energy generation facilities are sited often receive payments from their developers or owners.

Still, the Village has the following concerns related to the potential future siting of utility-scale alternative energy developments in and near DeForest:

- Utility-scale wind and solar fields often consume hundreds to thousands of acres of land that may be better used to support thoughtful horizontal community expansion, such as that envisioned in the Land Use chapter and Map 5-1.
- Solar fields, wind turbines, and biodigester plants in or near the Village could negatively impact its character, viewsheds, natural environment and resources, and quality of life, as prioritized in other chapters of this Plan volume.
- The Village does not desire to be left with a vast wasteland of spent or abandoned solar panels, wind turbines, or other equipment in or near its borders if and when an alternative energy development exceeds its useful life, new technologies emerge, the owner or operator goes out of business or otherwise experiences financial difficulties, or some combination.

Given these concerns, the following are the Village's policies relative to the siting of utility-scale alternative energy developments, which it intends to apply to the extent practical during any PSC review process or otherwise as allowed by law:

1. Do not site on lands designated with the Future Urban Development Area (FUDA) on Map 5-1, including any lands planned for Industrial and Business Park development. Lands within the FUDA are reserved for future urban development (i.e., development requiring sanitary sewer and water and at greater densities than rural development). Were alternative energy developments instead to occupy such areas, future Village development would be stopped or impeded, negatively impacting the Village's tax base, character, and service efficiency.
2. Discourage within the viewshed of any residential subdivision, public recreation land, Interstate highway, or Highways 19 and 51; or effectively screen from views from these places and highways using topographic changes, woodlands, setbacks, and/or landscaped berms.

3. Require siting along existing electric transmission lines capable of distributing energy from the development, or require that new lines outside of the development be buried, in order to minimize the installation of new overhead lines outside of the solar field.
4. Require the submittal of site, grading, stormwater management, and erosion control plans to comply with associated Village, Dane County, and State regulations, as normally application to the jurisdiction in which the development is proposed.
5. Discourage the large-scale removal of topsoil, mature trees, and woodlands; preserve environmental corridors and logical animal movement routes; and promote prairie and pollinator-friendly vegetation as ground cover throughout the development.
6. Require every such development to include an evaluation of environmental, wildlife habitat, architectural, archeological, cultural, and other resources on and near such site, and avoid negative impacts on such resources.
7. Require adequate security and other legal assurances that financial resources are available to remove the alternative energy development and all associated equipment and infrastructure when their usefulness or lifespan is exhausted, other technologies render the facilities obsolete or no longer cost effective, or the owner or operator goes out of business or is otherwise financially unable to maintain the facility or remove the equipment and infrastructure following use.

## 8

# Intergovernmental Cooperation

- Sets a platform for working with neighboring communities, the School District, and regional and state agencies.

## Goal

DeForest's future success is intertwined with that of the DeForest Area School District; nearby villages, towns, and cities; and others. The Village will maintain and build strong relationships with other governments for mutual and regional benefit.



## Intergovernmental Cooperation Initiative Summary

Initiative (click on link to learn more)	Description	Funding	Responsibility
<a href="#"><u>Manage Existing Intergovernmental Land Use and Boundary Agreements</u></a>	DeForest has intergovernmental boundary, land use, and utility agreements and zoning arrangements with several nearby municipalities. The Village will fulfill its obligations under those agreements, and pursue agreement amendments and extensions as warranted. Other important intergovernmental service agreements are not covered by this initiative.	Cost sharing with other municipalities on agreement amendments and extensions; Developer reimbursement on extraterritorial zoning review requests	Village Administrator, under the direction of the Village Board and with assistance from other staff and consultants as requested
<a href="#"><u>Consider New Boundary and Land Use Agreement with Westport</u></a>	The northeast corner of Westport is within DeForest's extraterritorial land division review jurisdiction and close to an emerging DeForest growth area. The Village will discuss with Westport an intergovernmental agreement to address a number of matters in this corner.	Cost sharing with Westport on legal, planning, and other contracted expenses.	Village Administrator, under the direction of the Village Board and with assistance from other staff and consultants as requested
<a href="#"><u>Consider Updated Boundary and Utility Agreement with Vienna</u></a>	The Town of Vienna and DeForest had boundary and utility service agreements extending over two decades. The last one expired in 2019. The Village remains open to a new agreement that adequately provides for future growth needs.	Cost sharing with Vienna on legal, planning, and other contracted expenses.	Village Administrator, under the direction of the Village Board and with assistance from other staff and consultants as requested
<a href="#"><u>Collaborate with the School District, Windsor, and Dane County</u></a>	The future health and growth of the DeForest Area School District, Village of DeForest, and Village of Windsor are linked. Dane County also has a role in enhancing the DeForest-Windsor community. DeForest intends to pursue collaboration with these entities on a variety of issues—both through ongoing efforts and on specific projects.	Cost sharing with these other entities, plus tax incremental financing and grants to assist with (re)development, recreation, and resource planning and implementation	Community Development Director, under the direction of the Village Administrator

## OBJECTIVES

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- a. Recognize the importance of building the DeForest-Windsor community through collaboration.
- b. Advance DeForest's land use and transportation vision via its intergovernmental discussions.
- c. Seek to reduce costs and improve services and utilities through intergovernmental cooperation.

## POLICIES

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1. Amend, extend, and execute intergovernmental agreements over time, where DeForest's interests are served.
2. Engage in informal intergovernmental arrangements—such as sharing information, marketing, equipment, facility, and parkland—particularly with the Village of Windsor and the DeForest Area School District.
3. Improve efficiencies in service and utility delivery across jurisdictional boundaries and traditional service categories.
4. Share capital improvement plans to identify the potential for coordinating projects, and seek opportunities to coordinate bidding and construction of major infrastructure and equipment projects.
5. Continue to work towards consistency and mutual agreement in land use and transportation plans, design standards, future urban development areas, and municipal boundaries.
6. Collaborate on [intermunicipal and](#) regional initiatives including flood protection, stormwater management, transportation (highways, trails, bus), parks and open space, land use, housing, and economic development initiatives with a variety of other units of government and agencies, including but not limited to the Wisconsin Department of Transportation (WisDOT), Capital Area Regional Planning Commission (CARPC), Madison Area Transportation Board (MPO), Wisconsin Department of Natural Resources (WisDNR), Dane County, the Madison Region Economic Partnership (MadREP), and area municipalities.
7. Continue to support and collaborate on strategic planning with intergovernmental and cross-community organizations that enhance the area's quality of life, such as the DeForest Windsor Area Chamber of Commerce (including Business Walk collaboration), Community and Senior Center, Public Library, and environmental/watershed organizations.

### 2020 Community Survey Response

*"I think the relationship between the Villages of Windsor and DeForest should be strengthened. The dynamic between the villages is unique and something that someone with an outside perspective might not understand if they are thinking about moving to the community. I think cooperation would make the community stronger."*



## INITIATIVES

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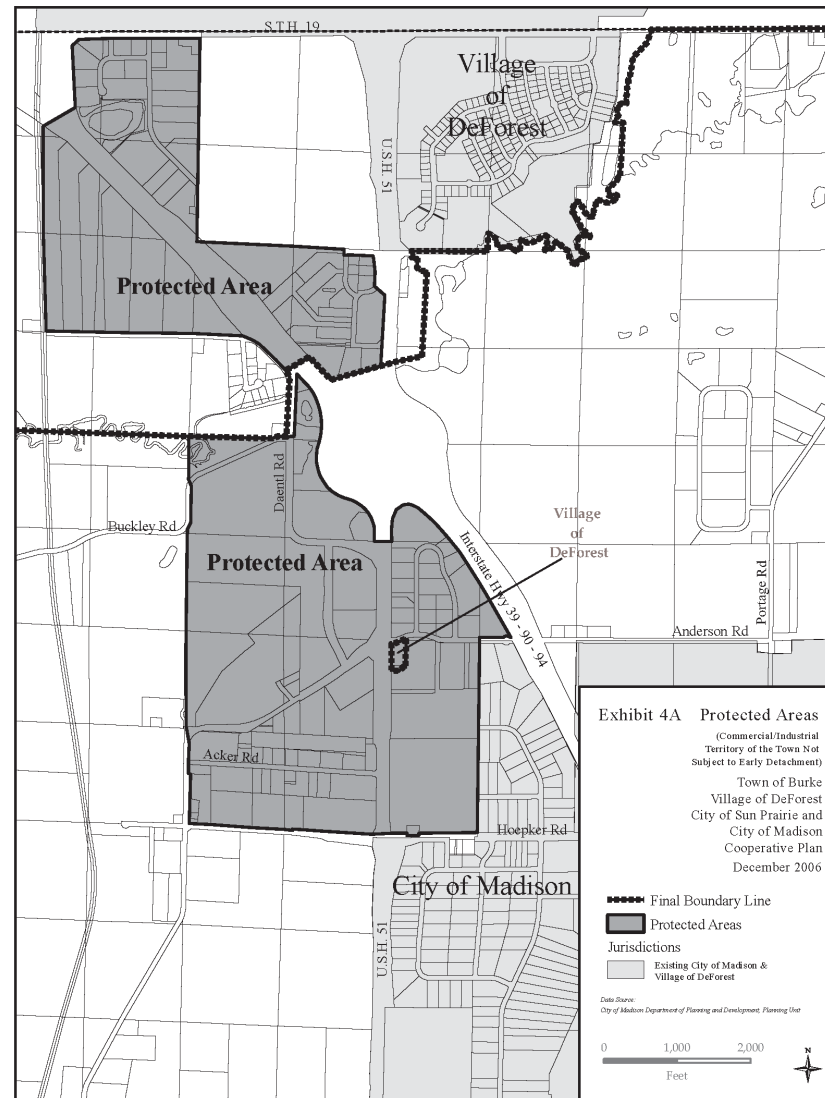
### Manage Existing Intergovernmental Land Use and Boundary Agreements

The Village has executed intergovernmental boundary agreements under Section 66.0301(6) of Wisconsin Statutes, cooperative (boundary) plans under Section 66.0307 of Statutes, utility service agreements, and/or extraterritorial zoning with most of its neighboring municipalities. DeForest's current municipal boundary, land development, and utility service agreements and arrangements at time of writing are as follows:

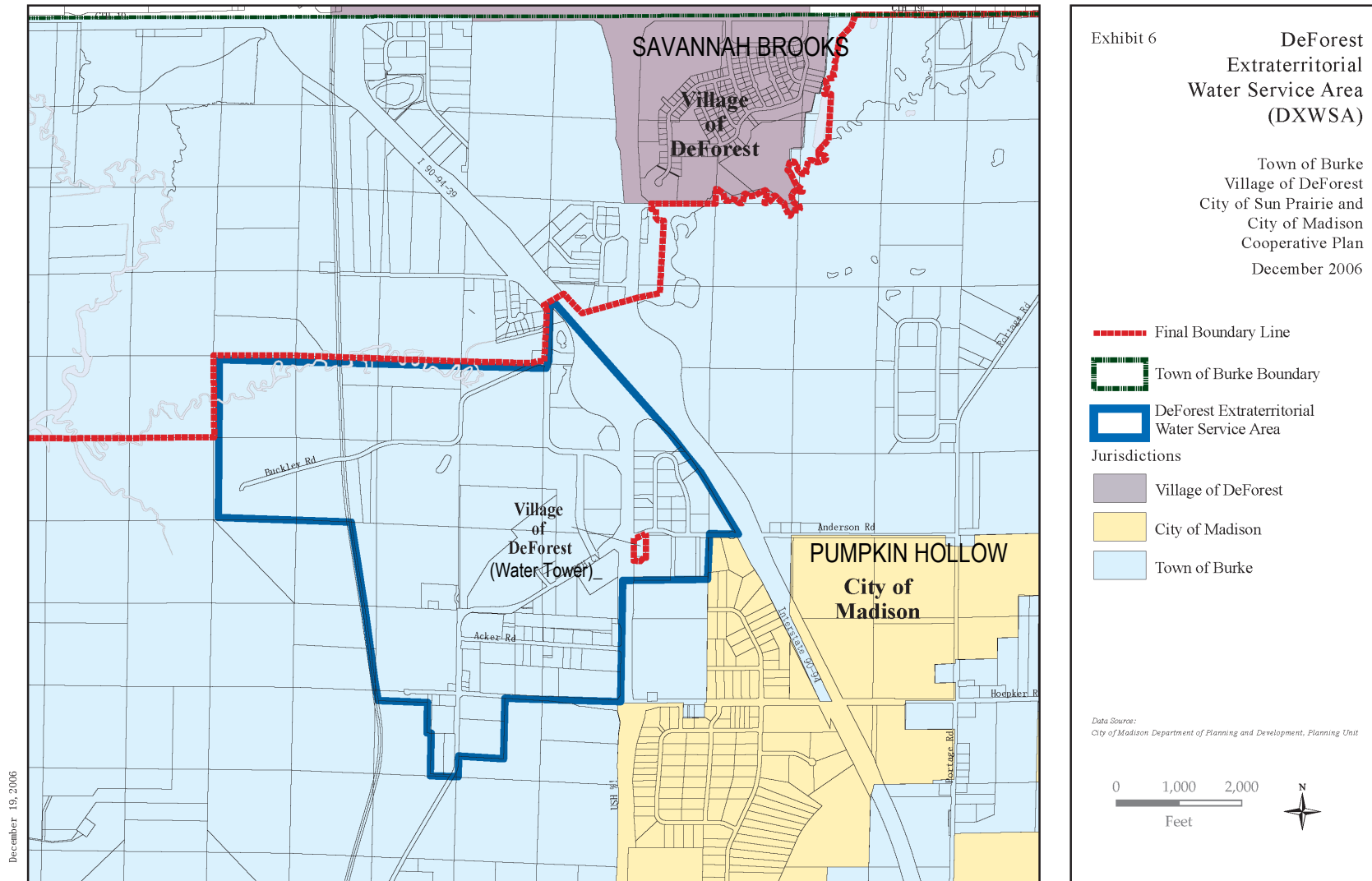
- **Town of Burke/Village of DeForest/City of Sun Prairie/City of Madison Cooperative Plan.** This agreement, executed in 2007, terminates on October 27, 2036. This is when Burke will be dissolved and its remaining lands attached to adjacent municipalities, including to DeForest north of the “final boundary line” on Map 8-1. Before 2036, DeForest may only attach lands in the northern “protected area” on Map 9-1, if agreed by the Burke Town Board and the property owner. Also before 2036, DeForest may attach “intermediate attachment” areas—those lands not shown as “protected areas” on Map 8-1—on a parcel-by-parcel basis when development is proposed. Before and after 2036, within the “DeForest Extraterritorial Water Service Area” on Map 8-2, DeForest is to provide public water service to existing development where already connected and to new development. This service area extends into the Madison municipal boundary adjustment area. Finally, this agreement includes residential phasing restrictions in Madison's Pumpkin Hollow neighborhood labeled on Map 8-2, which may be altered by mutual agreement between DeForest and Madison (i.e., not requiring Burke's or Sun Prairie's consent). [Prior to 2036, the participating municipalities may want to revisit provisions of this agreement to confirm or adjust to reflect updated needs.](#)
- **DeForest/Windsor Cooperative Plan.** This agreement, executed in 2010 and substantially amended in 2017, has a termination date of October 7, 2030. The 2017 amendment followed Windsor's incorporation as a village and directed the immediate attachment from Windsor to DeForest of undeveloped areas identified for future attachment in the 2010 agreement. The amendment also allows changes in other smaller areas intended to “square off” future boundaries, by mutual consent. East of Highway 51 between Windsor Road and Highway V, through 2030, Windsor is committed to agricultural preservation and both Villages must support certain agricultural-based business development. The agreement includes additional detail on these agricultural matters and on possible future boundary changes.
- **DeForest/Windsor/Windsor Sanitary District #1 Utility Agreement.** This agreement, executed in 2012, mainly covers water and sewer service to the “Bear Tree Farms” area. DeForest and Windsor have “right and responsibility” to provide water service and sanitary sewer service to different parts of this area (see Map 8-3). The agreement also provides for a water system interconnection in the event either system would otherwise require a booster station to reach higher elevations, which had not occurred at time of writing.
- **DeForest/Vienna extraterritorial zoning.** This arrangement is authorized by State Statutes, was enacted by mutual agreement of the Town of Vienna and the Village in 1999, covers a [specified area](#), and has no termination date. Extraterritorial zoning is managed by the Village, with some approvals (e.g., conditional use permits) made by a six-member committee with equal representation from each municipality.
- **DeForest/Burke extraterritorial zoning.** This similar arrangement was enacted by mutual agreement with Burke in 2008.

The Village will be vigilant both in monitoring, honoring, and implementing these agreements and cooperative plans, and in jointly pursuing amendments and extensions where it determines that doing so will be beneficial.

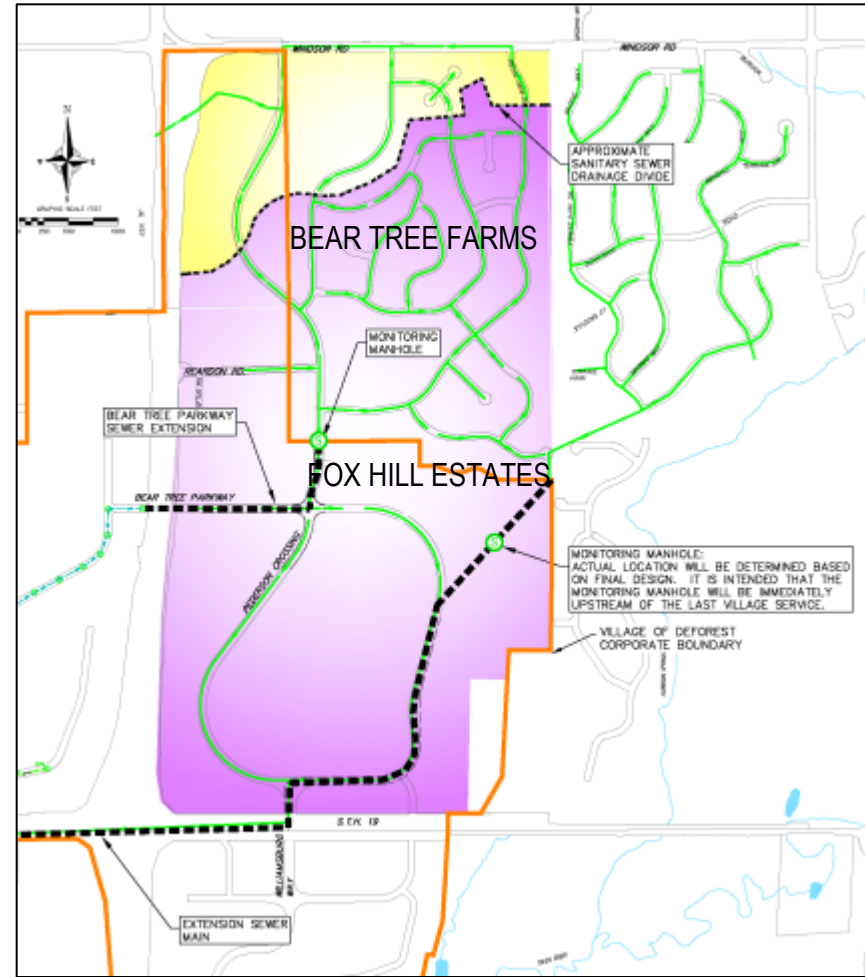
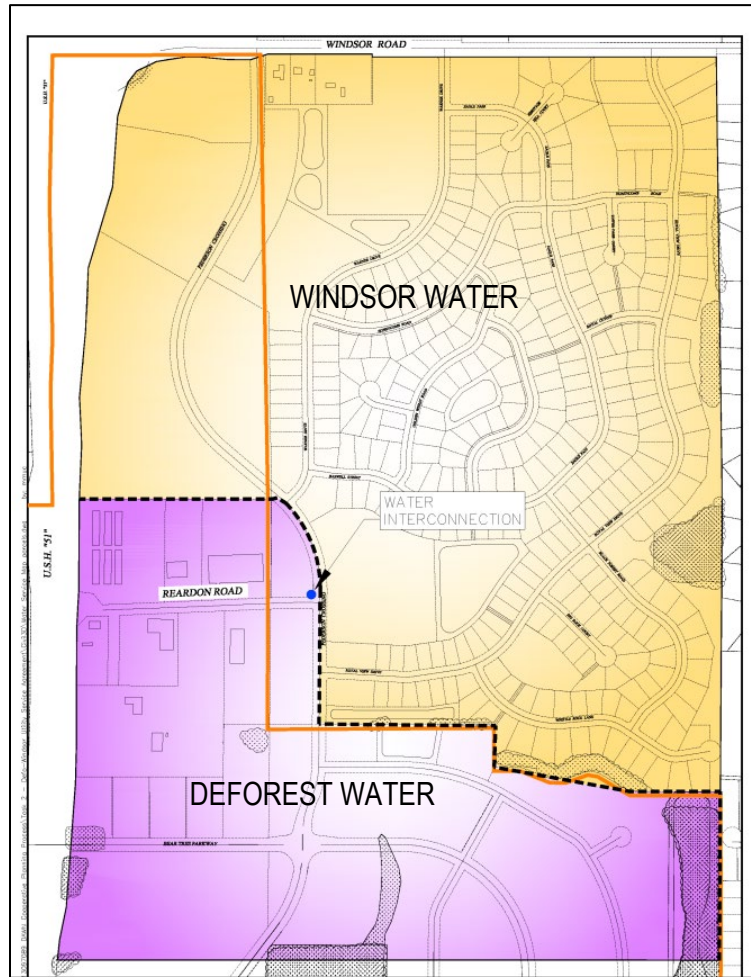
**Map 8-1: Final Boundaries and Interim “Protected Areas” from Burke/DeForest/Sun Prairie/Madison Cooperative Plan**



**Map 8-2: DeForest Extraterritorial Water Service Area from Burke/DeForest/Sun Prairie/Madison Cooperative Plan**



**Map 8-3: DeForest and Windsor Utility Service Areas, Bear Tree Area**

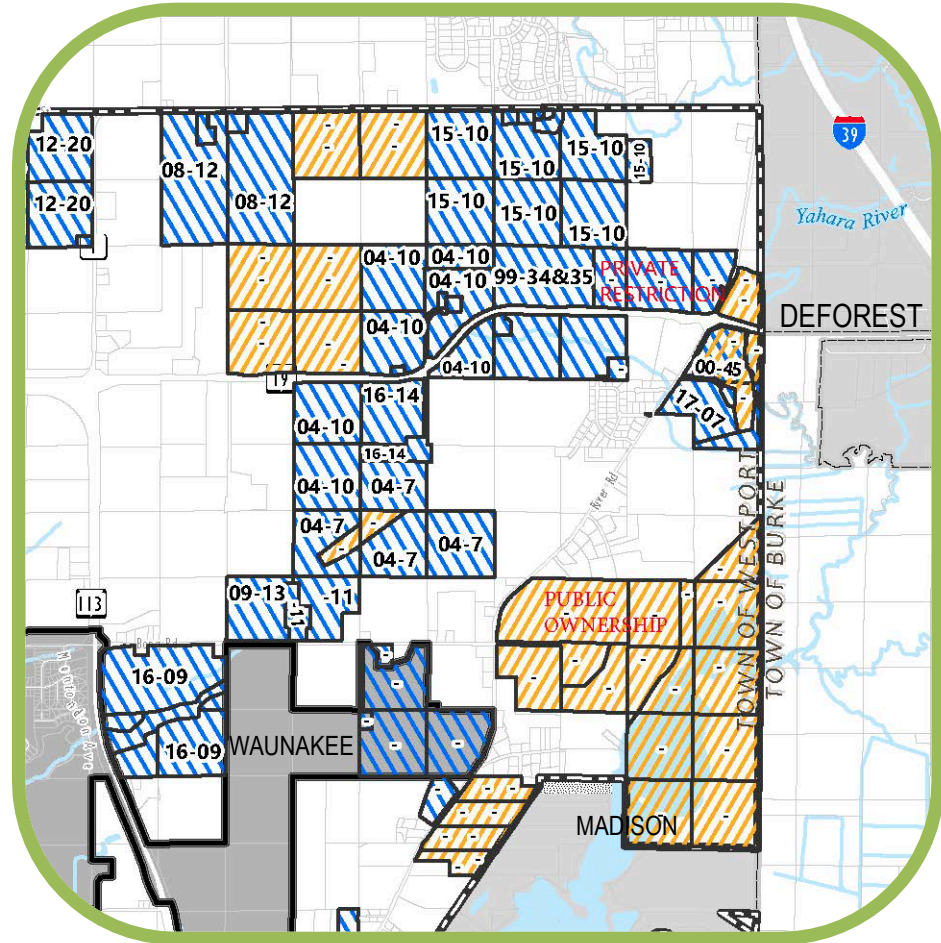




## Consider New Intergovernmental Boundary and Land Use Agreement with Westport

The northeast corner of the Town of Westport is within DeForest's extraterritorial land division review jurisdiction, west of the Village's emerging Tax Incremental District #8 economic development area and the Yahara River corridor. Within this corner, the Town has—often as part of land division approvals—restricted much of the land remaining after division from further development. Also, title and easements over some of these and other lands have been acquired by Dane County, WisDNR, the Madison Metropolitan Sewerage District, and Groundswell Conservancy. The map to the right indicates lands that were as of 2018 privately restricted (blue hatch) and publicly owned (red-yellow hatch) in this part of the Town.

The mid-2010s North Yahara and North Mendota Future Urban Development Area (FUDA) studies identified this as a future study area. In general, the advice was to work collaboratively on a neighborhood development plan, community separation, and natural resources protection associated with the Cherokee Marsh. The Village intends to explore an intergovernmental agreement with the Town of Westport to come to some resolution on these matters. Westport may wish to include its historic planning and zoning partner—the Village of Waunakee—in these discussions. Such an agreement may address overlapping extraterritorial authorities, future municipal boundaries, land preservation and restrictions, potential future utility system expansions, Highway 19/North Mendota Parkway advancement, community separation, and other areas of mutual concern. In general, the Village will work collaboratively to protect sensitive environmental resources in this study area, which connects with Cherokee Marsh.



This map was produced by MSA Professional Services for the Town of Westport in 2018. The restrictions indicated on this map had not been independently reviewed by DeForest representatives at time of writing.

In advance of any such intergovernmental agreement, the Village has put forward its preliminary future land use vision for this area through Map 5-1: Future Land Use. Such vision has accounted for most restricted areas, likely utility serviceability, and 20+ year Village development needs.

### **Consider Updated Intergovernmental Boundary and Utility Agreement with Vienna**

The Village of DeForest and Town of Vienna had a series of boundary and utility service agreements between 1998 and 2019. Those agreements provided for separate “Village Growth Areas” (where annexation was permitted) and “Town Growth Areas” (where annexation was restricted). They also delineated a “Shared Utilities Area” crossing the two growth areas where Vienna was to provide sanitary sewer service and DeForest public water service. Vienna does not have a public water system.

The last such agreement expired in 2019. Since then, the two municipalities have offered proposals but at time of writing did not appear close to agreement. Of particular issue to DeForest is its interest in extending the “Village Growth Area,” which had not changed since 1998, and the future of developed Vienna properties east of Interstate 39-90-94. The Village remains open to a new intergovernmental boundary and utility agreement with the Town of Vienna resolve these matters.

### **Collaborate with the DeForest Area School District (DASD), Village of Windsor, and Dane County**

The future health and growth of the DASD and Village of DeForest are closely linked. Within community surveys conducted since at least 2012, “schools” are consistently one of the top reasons that DeForest residents choose to live in the community. From 2016 to 2022, the DASD added an average of nearly 80 students per year, making it one of the fastest-growing school districts in Dane County. The DASD also includes nearly all of Windsor, parts of Vienna and Burke, and an emerging growth area in the City of Madison.

The Villages of DeForest and Windsor have many other areas of current and potential interface and shared growth interests, and for many DeForest and Windsor are thought of as one community. Dane County also has land, resources, and interests in and near DeForest, including Token Creek County Park and the Yahara River Watershed.

The Village welcomes continue collaboration with the DASD, Windsor, and Dane County on a variety of issues, including the following:

- **Sharing Data and Joint Studies.** These parties have collaborated on a variety of cross-community studies and regularly share data and plans, which is expected to continue. DeForest will also continue to provide DASD with data to aid it in projecting future enrollment growth.
- **Future School Siting and Expansion.** The Village has recently worked with the DASD on its reconstruction of Eagle Point Elementary School and on major and minor expansions to all of its other schools in DeForest. The most likely site for the next DASD school is likely along Portage Road in the City of Madison’s Pumpkin Hollow neighborhood, close significant projected enrollment growth, where the DASD recently acquired land. The DASD may also wish to explore a future elementary school site within the northern portion of the Northern Interstate Corridor planning area (see Map 5-2 in the Land Use chapter).

→ **Development Planning and Implementation.** As summarized in the Economic Development chapter and described in detail in the separate General Plan for Redevelopment, at time of writing the DASD held a key future redevelopment site near the center of DeForest—the surplus Holum Center site. DeForest will continue to interact with the DASD on preparing that land for sale and private redevelopment, ideally for housing from the Village’s perspective. DeForest and Windsor also have a number of adjacent emerging and planned developments, which warrant continued cross-coordination to ensure land use compatibility and good transportation access.

→ **Transportation Access Improvements.** In 2011, the DASD, DeForest, and Windsor collaborated in the *Safe Routes to School Plan*. Most implementation efforts have been completed, but the parties may benefit from reviewing that plan for final implementation actions. The Village and DASD have also collaborated on the extension of Jefferson Street between Bruns Street and North Towne Road and on a new path that will better connect the High School and Middle School to surrounding neighborhoods and each other in 2024.

DeForest and Windsor will share the costs to rebuild Windsor Road between the Interstate and Charlie Grimm Road in 2023, and DeForest and Dane County to rebuild Highway V/North Street at least from Main Street to Nelson Court in 2024. DeForest anticipates that these types of collaborations to improve access in the area will continue.

→ **Joint Programming and Facility Use.** The Village intends to continue to work with the DASD and Windsor on joint facility usage and community and recreational programming. Jointly using Village parks and school facilities are usually a “win-win” for all entities. The Village intends to regularly engage with DASD and Windsor representatives on such opportunities, and consider DASD and Windsor facilities and needs in its next Parks and Open Space Plan update. Joint development of Windsor’s Cradle Hill Park and DeForest’s adjacent Iver Munson Park is another opportunity.



**Relocation and colocation of the DASD’s administrative offices to space within the updated Middle School building has allowed for the sale and redevelopment of the Holum Center site.**

- **Share Capital Improvement Programs.** DeForest, Windsor, and the DASD may share capital improvement programs to identify the potential for coordinating projects and seek opportunities to coordinate bidding and construction of major infrastructure and equipment projects.
- **Regional Recreation and Resource Protection.** As described in the Community Facilities & Utilities chapter, DeForest intends to communicate with the [main](#) property owner, Dane County, and others on a potential community or regional park and natural area north of Highway V. Other Dane County recreational collaboration opportunities may involve Yahara River Watershed protection and regional trail connections from the ends of the Village's trail network, [such as near Token Creek County Park and the River Road/Highway 19 intersection area](#).
- **Other Regular Communications.** DeForest, Windsor, and DASD staff are in regular communications on issues of joint interest. Many villages also ask for a school district liaison to serve on plan commissions or other Village bodies. Such participation aids in municipality-district communication and helps assure that school district impacts are addressed when new development proposals are offered. ~~When a position opens on the Planning and Zoning Commission, the Village may seek a DASD representative, who must also be a Village resident. This type of arrangement existed in the past in DeForest.~~



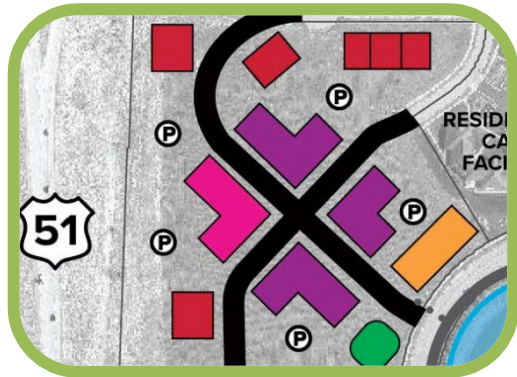
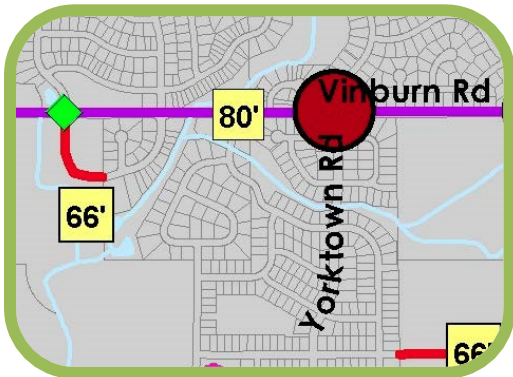
9

Implementation

- Prioritize initiatives put forward in other chapters of this Plan
- Measure the Village’s performance against Plan goals over time

Goal

The Village will share this Comprehensive Plan with the community, consider strategic amendments, track progress and completing Plan initiatives, and evaluate performance in achieving the goals put forward in this Plan.



Comprehensive Plan Implementation Steps			
Step <small>(click on link to learn more)</small>	Description	Funding	Responsibility
<a href="#">Integrate the Comprehensive Plan into the Community’s Consciousness and Decisions</a>	Communicating the Comprehensive Plan is critical to building community understanding and endorsement. Further, the Plan should be absorbed into other Village planning, policy making, capital improvements programming, and budget prioritization. Finally, the Village will regularly review of the Plan, adopting amendments as appropriate.	Taxes; developer reimbursement for requested comprehensive plan amendments	Zoning Administrator and Community Development Director; with assistance from Village planning consultants; amendments subject to Planning and Zoning Commission review and Board approval
<a href="#">Execute Comprehensive Plan Initiatives</a>	Each previous various chapter of this Plan includes initiatives in the categorical area covered by that chapter (e.g., land use, transportation). The Village will attempt to implement these initiatives within the timeframes indicated in Figure 9.1.	See respective chapter’s cover page for possible funding sources for each initiative	Variety of Village staff with at least annual review by the Village’s Development Review Team; final implementation typically subject to Board approval
<a href="#">Measure Success in Achieving Comprehensive Plan Vision and Goals</a>	This Plan will ultimately be successful only if the Village achieves its vision and goals. The Village will evaluate its performance in becoming the type of community envisioned in this Plan, <a href="#">such as</a> by <del>every other year</del> completing the exercise in Figure 9.2.	Taxes (nominal cost every other year)	Zoning Administrator and Community Development Director; with assistance from Village planning consultants in consultation with Village’s Development Review Team, Planning and Zoning Commission, and Village Board

## INITIATIVES

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The following pages further describe the implementation priorities included on the cover page of this chapter and necessary to achieve the vision and promise of this Comprehensive Plan.

### **Integrate the Comprehensive Plan into the Community's Consciousness and Decisions**

This Plan will be used by government officials, developers, residents, and others interested in the future of the Village to guide growth, development, redevelopment, and preservation. The Village intends to constantly evaluate its decisions on private development proposals, public investments, regulations, incentives, and other actions against the recommendations of this Plan. In fact, all amendments to subdivision, official map, and zoning ordinances (including rezonings) must be consistent with the adopted Plan, under State law.

This Plan will have value only if it is understood, supported, and used. The Village will work to increase awareness of this Plan, such as by:

- Ensuring that up-to-date materials are easily accessible on the Village's website.
- Speaking to community organizations and school groups about the Plan.
- Prominently displaying the Village's vision, the Future Land Use map, and other Plan materials at Village Hall.
- Incorporating major initiatives in the annual Village budget and capital improvement program, as funding allows.
- Presenting and discussing implementation progress and performance reports to the Village Board and Plan Commission. These presentations should coincide with the budget and plan amendment cycles, at least every other year.
- Encouraging all Village ~~committees and~~ staff to become familiar with and use the Plan in their decision making.

The Village Board and/or Plan Commission intend to devote at least one meeting annually to refresh itself on the Plan, review its prior year decisions and actions against the Plan, and consider priority implementation efforts for the following year.

Amendments to this Plan may be appropriate in instances where the Plan becomes irrelevant or contradictory to emerging policy, initiatives, or trends. The Village will consider amendments on an annual basis to keep the Plan current. DeForest may also receive, and wish to entertain, requests for Plan amendments from landowners, developers, and others. Frequent amendments, though, should be avoided. Ideally, proposed amendments will be occasional and bundled, and should in any case be consistent with the Village, goals, and objectives of this Plan. As a dynamic community that is facing myriad opportunities for growth and change, the Village is likely to receive and wish to entertain several requests for plan amendments. "Amendments" are generally defined as minor changes to the Plan maps or text. The Village will annually consider amendments to the Comprehensive Plan, generally between November and March. The process will include initial Planning and Zoning Commission review, Planning and Zoning Commission recommendation by resolution, Village Board public hearing (preceded by a newspaper notice at least 30 days in advance), and Village Board approval by ordinance. This annual process may be adjusted or enhanced through Plan amendments in other times of the year in one or more of these situations:

~~The Village is approached with a unique economic development opportunity, such as a new business that would help achieve the Village's vision or economic development goals, as expressed through this Plan.~~

~~The Village is faced with a particular challenge or problem that, in its determination, needs more immediate attention than waiting for the normal Plan amendment cycle would allow.~~

~~The Village enters into or amends an intergovernmental agreement that directs Plan changes on a different cycle.~~

A Plan update is more significant to than amendments, and generally suggests a cover-to-cover review. Under current State Law, the Village of DeForest will need to update this Plan no later than 10 years following the adoption date on its cover.

### **Execute Comprehensive Plan Initiatives**

Each of Chapters 2 through 9 of this Comprehensive Plan describe a handful of initiatives within the categorical area of that chapter. In theory, work to implement initiatives should begin shortly after Comprehensive Plan adoption. This being said, there are more initiatives than there is staff and financial capacity to immediately implement all or most of them. Also, some priority initiatives will require substantial cooperation with others, including surrounding local governments and local property owners, which can affect implementation timeframes.

Figure 9.1 includes all of the initiatives from each chapter within this Plan; see the referenced chapter for more information on each initiative. See also Figure 7.1: Timetable to Improve Major Community Facilities and Utilities.

Shortly before Plan adoption, the Village Board and Planning and Zoning Commission evaluated all initiatives against one another to arrive at the priority ratings in Figure 9.1. In general, “top” priorities will be primary focus over the few years following adoption of this Plan. “High” priorities should advance as soon as practical, assuming that “top” priorities are on course and manageable. “Moderate” priorities could eventually elevate to “high” or “top” priorities or may be ongoing or time-permitting initiatives of the associated staff. Priorities may later be adjusted by the Village Board to capture unique opportunities or shifting emphases, without having to amend this Comprehensive Plan.

The Village will regularly measure its progress toward completing the priority initiatives identified in Figure 9.1.

### **Measure Success in Achieving Comprehensive Plan Goals**

In addition to measuring its progress toward completing initiatives advised under this Comprehensive Plan (see Figure 9.1), the Village will measure its success in actually achieving its vision and goals, during its regular evaluation and amendment cycle. Goal achievement will also be measured primarily by comparing a set of data with the goals within each of Chapters 2 through 9 of this Comprehensive Plan. Figure 9.2 includes the goals and performance measures to track their progress.

**Figure 9.1: Prioritization of Comprehensive Plan Initiatives**

Chapter	Initiative	Priority Rating
2	Attract new businesses in diverse industries	<a href="#">HIGH</a>
2	Promote and assist existing DeForest Businesses	<a href="#">Moderate</a>
2	Brand and market DeForest for economic opportunity	<a href="#">Moderate</a>
2	Advance revitalization of Downtown DeForest and other redevelopment areas	<a href="#">TOP</a>
3	Protect and evaluate environmental corridors	<a href="#">TOP</a>
3	Help protect and improve water quality in the Yahara Watershed	<a href="#">TOP</a>
3	Preserve, enhance, celebrate, and create memorable places	<a href="#">Moderate</a>
3	Mitigate effects of natural hazards	<a href="#">HIGH</a>
4	Achieve a housing mix that preserves DeForest's character while accommodating choice	<a href="#">HIGH</a>
4	Promote thoughtful siting and design of higher density housing	<a href="#">HIGH</a>
4	Support more housing for DeForest's seniors and workforce	<a href="#">HIGH</a>
4	Advance neighborhood development planning	<a href="#">Moderate</a>
5	Use the Future Land Use map and policies to guide land use decisions	<a href="#">HIGH</a>
5	Phase new development in a way that advances Village objectives	<a href="#">Moderate</a>
5	Advance development within the Northern Interstate Corridor	<a href="#">HIGH</a>
5	Encourage economic and mixed use development in the Highway 19/51 District	<a href="#">HIGH</a>
6	Maintain the function and condition of existing roadways	<a href="#">TOP</a>
6	Upgrade arterial and collector roads to meet modern needs	<a href="#">HIGH</a>
6	Develop a network of new and interconnected streets	<a href="#">Moderate</a>
6	Expand bicycle, pedestrian, and transit options	<a href="#">TOP</a>
7	Advance park and recreational projects with community development impacts	<a href="#">HIGH</a>
7	Make the Village more energy smart	<a href="#">Moderate</a>
7	Apply Village priorities to large-scale alternative energy development proposals	<a href="#">Moderate</a>
8	Manage existing intergovernmental boundary and land use agreements	<a href="#">Moderate</a>
8	Consider a new boundary and land use agreement with Westport	<a href="#">Moderate</a>
8	Consider an updated boundary and utility agreement with Vienna	<a href="#">Moderate</a>
8	Collaborate with the School District, Windsor, and Dane County	<a href="#">Moderate</a>



**Figure 9.2: Benchmarks in Achieving Comprehensive Plan Goals**

Goal	Annual Benchmarks
<b>Economic Development:</b> Enhance DeForest as a place where people want to run a business, work, visit, and live to increase business opportunities and choice, jobs, and tax base	<ul style="list-style-type: none"> <li>At least three business expansions or additions</li> <li>Non-residential property value increase of at least 5%</li> <li>Private sector jobs increase</li> <li>Redevelopment of at least one redevelopment site initiated</li> </ul>
<b>Natural &amp; Cultural Resources:</b> Continue to be a steward of land, water, and natural resources; enhance and celebrate special places and events; and protect residents against natural hazards like flooding	<ul style="list-style-type: none"> <li>At least one waterway, environmental corridor, or flood protection effort</li> <li>Increased participation at community events</li> <li>At least one new historical marker, entryway sign, or other visual reminder of history or community installed</li> </ul>
<b>Housing &amp; Neighborhoods:</b> Support opportunities for residents and workers to have decent, safe, affordable housing in attractive neighborhoods	<ul style="list-style-type: none"> <li>Permits issued for at least 100 new housing units</li> <li>No significant change in single family housing as a percentage of total housing units</li> <li>At least one new housing development targeted or marketed to seniors or workforce</li> </ul>
<b>Land Use:</b> Promote a land use pattern that builds on community strengths; contains a mix of land uses; grows the local economy; and enhances quality of life by providing places for retail, restaurant, jobs, and housing	<ul style="list-style-type: none"> <li>Population increase by at least 120 persons</li> <li>New development density higher than historic density</li> <li>At least one new local retail, commercial service, or restaurant use opens</li> </ul>
<b>Transportation:</b> Enable residents, workers, and employers should be able to get around safely, efficiently, and by their mode of choice consistent with a suburban environment	<ul style="list-style-type: none"> <li>Complete transportation projects in capital improvement program in recommended timeframe</li> <li>Maintain streets to a PASER rating of 4 or greater</li> <li>At least one mile of new or substantially updated bike and pedestrian facilities</li> </ul>
<b>Community Facilities &amp; Utilities:</b> Meet resident and business expectations for providing quality public services, while maintaining affordable rates, fees, and taxes and reducing energy consumption	<ul style="list-style-type: none"> <li>Complete project(s) in Figure 7.1 in recommended timeline</li> <li>Secure at least one grant to complete a community development related project</li> <li>Complete at least one project designed to make DeForest more energy smart</li> </ul>
<b>Intergovernmental Cooperation:</b> Maintain and build relationships with other governments for mutual benefit	<ul style="list-style-type: none"> <li>New/updated boundary and land use agreement with Westport, Vienna, or another</li> <li>At least one intergovernmental success with Windsor, School District, or Dane County</li> </ul>