



VILLAGE OF MOUNT HOREB

E. Main Street

Mount Horeb, WI 53572

Phone: (608) 437-6884 Fax: (608) 437-3190

Email: mhinfo@mounthorebwi.info Web: mounthorebwi.info

VILLAGE BOARD AGENDA

Wednesday, October 30, 2024 at 5:30 PM

Third Floor Conference Room

138 E. Main Street

Mount Horeb, WI

- 1) Call to order
- 2) Pledge of Allegiance
- 3) Roll call
- 4) Agenda Items
 - a. Intro to workshop agenda and goals
 - b. Information on Parkland planning
 - c. Information on Housing RFP
 1. Presentation of RFP that CDA will release
 2. CDBG update and info
 3. Feedback for CDA consideration
 - d. Update on process and timing of next steps
 - e. Identify next steps and needed upcoming agenda items
- 5) Meeting adjournment.

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO ACCOMMODATE THE NEEDS OF DISABLED INDIVIDUALS THROUGH APPROPRIATE AIDS AND SERVICES. FOR INFORMATION OR TO REQUEST THIS SERVICE, CONTACT ALYSSA GAFFNEY, CLERK, AT 138 E MAIN STREET, MOUNT HOREB, WI (608) 437-9404.



AGENDA ITEM REPORT

MEETING DATE

October 30, 2024

PREPARED BY

Nicholas Owen, Administrator

AGENDA ITEM # 4.a

Intro to workshop agenda and goals

BACKGROUND

I'm including a copy of the Northeast Neighborhood Plan and the subdivision plat previously presented by Encore as examples of how the property could be developed.

RECOMMENDATION

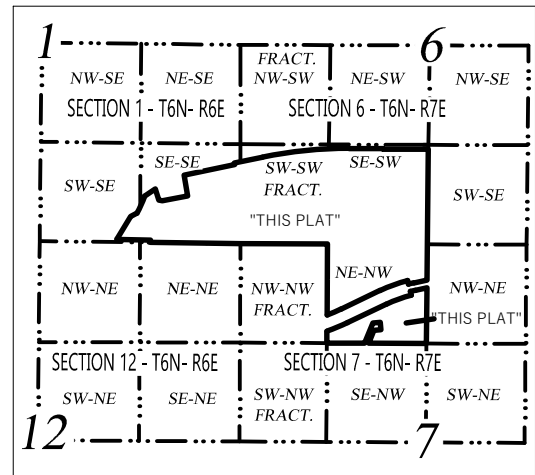
ATTACHMENTS

1. 170482_Encore Prelim Plat of HARVEST 4-30-2019 DRAFT
2. Adopted Northeast Neighborhood Plan

PRELIMINARY PLAT of HARVEST RIDGE

A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE FRACTIONAL SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, AND THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 7, ALL THREE LOCATED IN TOWN 6 NORTH, RANGE 7 EAST, TOWN OF SPRINGDALE, TOGETHER WITH A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWN 6 NORTH, RANGE 6 EAST, TOWN OF BLUE MOUNDS, ALL BEING LOCATED IN DANE COUNTY WISCONSIN

WEST 1/4 CORNER OF SECTION 6, T6N, R7E
FOUND ALUMINUM CAP
N: 464.714 S: E: 731.226 48



LOCATION MAP NOT TO SCALE

LEGEND

- FOUND PLSS SECTION MONUMENT NOTED
- FOUND 3/4" REBAR
- FOUND 1-1/4" REBAR
- FOUND 1" IRON PIPE UNLESS NOTED
- 1-1/4" REBAR SET
- EXISTING SANITARY/SEPTIC MANHOLE
- EXISTING STORM MANHOLE
- EXISTING STORM INLET
- EXISTING GAS VALVE
- EXISTING UTILITY POLE W/GUY
- EXISTING LIGHTPOLE
- EXISTING COMM. MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- ELECTRICAL TRANSFORMER/BOX
- EXISTING UTILITY VAULT
- EXISTING UTILITY PEDESTAL
- RECORDED AS PLAT BOUNDARY LINE
- PLATTED LINE
- RIGHT-OF-WAY LINE
- CENTERLINE
- SECTION/QUARTER LINE
- EXISTING EASEMENT
- CULTIVATED FIELD LIMITS
- TREE LINE
- SAN - SAN EXISTING SANITARY SEWER
- WAT - WAT EXISTING WATERMAIN
- STM - STM EXISTING STORM SEWER
- GAS - GAS EXISTING GAS
- EL - EL EXISTING ELECTRIC
- OHE - OHE EXISTING OVERHEAD ELECTRIC
- COMM - COMM EXISTING COMMUNICATION
- X - X - X EXISTING FENCE LINE
- EDGE OF PAVEMENT
- CONTOUR MAJOR
- CONTOUR MINOR

SEE SHEET 2 OF 4 FOR
CURVE TABLE NOTES AND
LEGAL DESCRIPTION

SOUTH 1/4 CORNER OF SECTION 1, T6N, R6E
FOUND 1-1/4" REBAR
N: 462.086 S: E: 728.545 97

LOT 1
BLOCK 1
SKINDRUD'S
SUBDIVISION

STATE TRUNK
HIGHWAY W1-78

NW-NE

MANOR DRIVE

CSM NO. 9618

LOT 1

CSM NO. 2477

LOT 1

CSM NO. 2648

LOT 1

CSM NO. 8312

LOT 1

CSM NO. 11236

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PRELIMINARY PLAT of HARVEST RIDGE

A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE FRACTIONAL SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, AND THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 7, ALL THREE LOCATED IN TOWN 6 NORTH, RANGE 7 EAST, TOWN OF SPRINGDALE, TOGETHER WITH A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 1, TOWN 6 NORTH, RANGE 6 EAST, TOWN OF BLUE MOUNDS, ALL BEING LOCATED IN DANE COUNTY WISCONSIN



NOTES

- FIELD WORK PERFORMED BY WYSER ENGINEERING, LLC. ON THE WEEKS OF JANUARY 14TH, MARCH 4TH AND 25TH, AND APRIL 8TH AND 22ND, 2019.
- NORTH REFERENCE FOR THIS SURVEY AND MAP ARE BASED ON THE WISCONSIN COORDINATE REFERENCE SYSTEM, DANE ZONE, (WISCONSIN) NORTH AMERICAN DATUM 1983, 2011 ADJUSTMENT, NAD 83 (2011), GRID NORTH. THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 6, T6N, R7E, BEARS N 89° 48' 18" W.
- THIS PARCEL IS SUBJECT TO ALL EASEMENTS AND AGREEMENTS, BOTH RECORDED AND UNRECORDED.
- WYSER ENGINEERING HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAN AN ACCURATE TITLE SEARCH MAY DISCLOSE.
- ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- SUBSURFACE UTILITIES AND FIXTURES SHOWN ON THIS MAP HAVE BEEN APPROXIMATED BY LOCATING SURFACE FEATURES AND ACCESSORIES, DIGGERS HOTLINE FIELD MARKINGS AND EXISTING MAPS AND RECORDS.
- CONTOUR INTERVAL IS 2 FOOT AND HAVE BEEN DETERMINED BY LIDAR DATA.
- SUBJECT PARCEL LIES IN "ZONE X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP NO. 55025C03655 DATED JANUARY 02, 2009.
- CURRENT ZONING FOR ENTIRE PARCEL IS A-1, OUTLOT 4 AND 9 ARE TO REMAIN A-1. LOT 1 IS TO BE ZONED NEIGHBORHOOD BUSINESS, OUTLOT 1 AND LOT 2 ARE TO BE ZONED R-2, LOT 46 IS TO BE ZONED R-3, ALL REMAINING LOTS, LOTS 3-45, AND LOTS 47-54, AND OUTLOTS 2, 3, 5, 6, 7 AND 8 ARE TO BE ZONED R-1.
- OUTLOT 1 AND 4 ARE PRIVATE RESERVED FOR FUTURE DEVELOPMENT, OUTLOT 3 IS RESERVED FOR OPEN SPACE, OUTLOT 5 IS DEDICATED TO THE PUBLIC FOR PARKLANDS, OUTLOT 9 AND 9 ARE DEDICATED TO THE PUBLIC FOR STORMWATER MANAGEMENT PURPOSES, OUTLOT 2, 7 AND 8 ARE DEDICATED TO THE PUBLIC FOR PEDESTRIAN / BIKE PATH PURPOSES.

LEGAL DESCRIPTION (AS SURVEYED)

A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE FRACTIONAL SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, AND THE NORTHEAST QUARTER OF SECTION 7, BOTH SECTIONS LOCATED IN TOWN 6 NORTH, RANGE 7 EAST, TOWN OF SPRINGDALE, TOGETHER WITH A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWN 6 NORTH, RANGE 6 EAST, TOWN OF BLUE MOUNDS, ALL BEING LOCATED IN DANE COUNTY, WISCONSIN. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

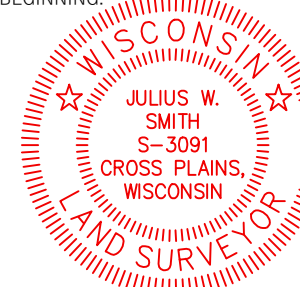
PARCEL A (NORTH OF THE MILITARY RIDGE TRAIL) COMMENCING AT THE SOUTHWEST CORNER OF AFORESAID SAID SECTION 6, TOWN 6 NORTH, RANGE 7 EAST, ALSO BEING THE POINT OF BEGINNING; THENCE, ALONG NORTH LINE OF KARA VIEW HEIGHTS, SECOND ADDITION THERETO, FOURTH ADDITION THERETO AND THE CENTERLINE OF MANOR DRIVE, NORTH 89 DEGREES 11 MINUTES 34 SECONDS WEST, 1201.37 FEET; THENCE NORTH 00 DEGREES 48 MINUTES 26 SECONDS EAST, 33.00 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID MANOR DRIVE; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY OF SAID MANOR DRIVE, NORTH 89 DEGREES 11 MINUTES 34 SECONDS WEST, 412.60 FEET TO A POINT OF TANGENT CURVE; THENCE 37.52 FEET CONTINUING ALONG SAID RIGHT-OF-WAY ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 151.47 FEET, AND WHOSE LONG CHORD BEARS NORTH 82 DEGREES 05 MINUTES 42 SECONDS WEST, 37.43 FEET TO THE NON-TANGENT WESTERLY RIGHT-OF-WAY OF WISCONSIN STATE HIGHWAY 78 (S7H 78); THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF CTH S 78 NORTH 31 DEGREES 18 MINUTES 49 SECONDS EAST, 356.58 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY OF STH 78 NORTH 31 DEGREES 18 MINUTES 49 SECONDS EAST, 91.43 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE 248.87 FEET CONTINUING ALONG SAID RIGHT-OF-WAY ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 1652.89 FEET, AND WHOSE LONG CHORD BEARS NORTH 24 DEGREES 18 MINUTES 19 SECONDS EAST, 248.64 FEET TO THE NON-TANGENT CENTERLINE OF A FRONTAGE ROAD TO COUNTY TRUNK HIGHWAY "S" (CTH S); THENCE ALONG SAID CENTERLINE NORTH 56 DEGREES 22 MINUTES 38 SECONDS EAST, 174.14 FEET TO THE WEST LINE OF CERTIFIED SURVEY MAP NO. 8312 (CSM 8312); THENCE ALONG SAID WEST LINE OF CSM 8312 SOUTH 17 DEGREES 44 MINUTES 02 SECONDS EAST, 157.02 FEET; THENCE CONTINUING ALONG SAID CSM 8312 SOUTH 81 DEGREES 52 MINUTES 13 SECONDS EAST, 44.79 FEET TO THE SOUTH LINE OF SAID CSM; THENCE ALONG THE SOUTH LINE OF SAID CSM 8312 NORTH 79 DEGREES 10 MINUTES 16 SECONDS EAST, 343.70 FEET TO THE EAST LINE OF SAID CSM; THENCE ALONG THE SAID EAST LINE OF CSM 8312 NORTH 09 DEGREES 39 MINUTES 40 SECONDS WEST, 282.20 FEET TO THE SOUTHERLY RIGHT-OF-WAY OF AFORESAID CTH S; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S NORTH 78 DEGREES 19 MINUTES 19 SECONDS WEST, 691.03 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S NORTH 11 DEGREES 40 MINUTES 23 SECONDS WEST, 20.00 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S NORTH 78 DEGREES 19 MINUTES 37 SECONDS EAST, 381.67 FEET TO A POINT OF TANGENT CURVE; THENCE CONTINUING 1165.38 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 5675.00 FEET, AND WHOSE LONG CHORD BEARS NORTH 84 DEGREES 12 MINUTES 35 SECONDS EAST, 1163.34 FEET TO A POINT OF TANGENT; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S SOUTH 89 DEGREES 54 MINUTES 26 SECONDS EAST, 453.83 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S SOUTH 89 DEGREES 54 MINUTES 26 SECONDS EAST, 453.83 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF CTH S SOUTH 89 DEGREES 54 MINUTES 26 SECONDS EAST, 604.31 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF AFORESAID SECTION 6, ALSO BEING THE WESTERLY RIGHT-OF-WAY LINE OF WALLY ROAD; THENCE ALONG THE SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 6 SOUTH 00 DEGREES 45 MINUTES 42 SECONDS WEST, 1267.63 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 6, THENCE ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF AFORESAID SECTION 7, TOWN 6 NORTH, RANGE 7 EAST, SOUTH 00 DEGREES 24 MINUTES 44 SECONDS WEST, 477.25 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES MILITARY RIDGE TRAIL; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL SOUTH 00 DEGREES 53 MINUTES 02 SECONDS WEST, 172.22 FEET TO A POINT OF TANGENT CURVE; THENCE CONTINUING 73.86 FEET ALONG SAID NORTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 1960.08 FEET, AND WHOSE LONG CHORD BEARS SOUTH 76 DEGREES 48 MINUTES 19 SECONDS WEST, 73.85 FEET TO A NON-TANGENT LINE; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL NORTH 84 DEGREES 12 MINUTES 35 SECONDS WEST, 500.00 FEET TO A POINT OF NON-TANGENT CURVE; THENCE CONTINUING 391.88 FEET ALONG SAID NORTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 2010.08 FEET, AND WHOSE LONG CHORD BEARS SOUTH 70 DEGREES 08 MINUTES 27 SECONDS WEST FOR A DISTANCE OF 391.26 FEET TO A POINT OF TANGENT; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL SOUTH 84 DEGREES 12 MINUTES 35 SECONDS WEST, 577.80 FEET TO A POINT OF TANGENT CURVE; THENCE CONTINUING 352.89 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2964.93 FEET, AND WHOSE LONG CHORD BEARS NORTH 76 DEGREES 48 MINUTES 19 SECONDS WEST, 202.41 FEET TO THE NON-TANGENT EASTERLY LINE OF THIRD ADDITION OF KARA VIEW HEIGHTS; THENCE ALONG SAID EASTERLY LINE OF THIRD ADDITION OF KARA VIEW HEIGHTS AND CONTINUING ALONG THE FIFTH ADDITION TO KARA VIEW HEIGHTS, NORTH 00 DEGREES 22 MINUTES 18 SECONDS EAST, 948.75 FEET TO THE NORTH LINE OF THE FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF AFORESAID SECTION 7; THENCE ALONG SAID NORTH LINE OF THE FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF AFORESAID SECTION 7, 1165.38 FEET BACK TO THE POINT OF BEGINNING.

ABOVE DESCRIBED PARCEL CONTAINS 5,141,424 SQUARE FEET OR 118.03 ACRES INCLUDING EXISTING RIGHT-OF-WAY OF THE CTH S AND STH 78 FRONTAGE ROAD AND MANOR DRIVE OR 5,129,710 SQUARE FEET OR 117.76 ACRES EXCLUDING EXISTING RIGHT-OF-WAY

ALSO INCLUDING THE NON-CONTIGUOUS LANDS LYING SOUTH OF SAID THE MILITARY RIDGE TRAIL, PARCEL B (SOUTH OF MILITARY RIDGE TRAIL) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 6, TOWN 6 NORTH, RANGE 7 EAST; THENCE ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF AFORESAID SECTION 7, TOWN 6 NORTH, RANGE 7 EAST SOUTH 00 DEGREES 24 MINUTES 44 SECONDS WEST, 579.69 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES MILITARY RIDGE TRAIL; THENCE CONTINUING ALONG SAID EAST LINE OF THE NORTHWEST QUARTER OF SECTION 7 SOUTH 00 DEGREES 24 MINUTES 44 SECONDS WEST, 744.35 FEET TO AN EASTERLY EXTENSION OF THE NORTH LINE OF SHENANDOAH HILLS; THENCE ALONG SAID EXTENSION AND CONTINUING ALONG SAID NORTH LINE OF SHENANDOAH HILLS AND THE NORTH LINE OF STONE HAVEN ESTATES NORTH 89 DEGREES 40 MINUTES 46 SECONDS WEST, 770.21 FEET; THENCE NORTH 21 DEGREES 54 MINUTES 02 SECONDS EAST, 183.62 FEET; THENCE NORTH 84 DEGREES 20 MINUTES 49 SECONDS EAST, 96.00 FEET; THENCE NORTH 05 DEGREES 39 MINUTES 11 SECONDS WEST, 100.00 FEET; THENCE SOUTH 84 DEGREES 20 MINUTES 49 SECONDS WEST, 100.22 FEET; THENCE SOUTH 21 DEGREES 54 MINUTES 02 SECONDS WEST, 200.11 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF PERIMETER ROAD; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF PERIMETER ROAD AND CONTINUING NORTH 89 DEGREES 40 MINUTES 45 SECONDS WEST, 505.46 FEET TO THE EAST LINE OF THE FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF AFORESAID SECTION 7; THENCE ALONG SAID QUARTER QUARTER LINE NORTH 00 DEGREES 22 MINUTES 18 SECONDS EAST, 158.35 FEET TO THE AFORESAID SOUTHERLY RIGHT-OF-WAY LINE OF MILITARY RIDGE TRAIL AT A POINT OF NON-TANGENT CURVE; THENCE 285.96 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 2964.93 FEET, AND WHOSE LONG CHORD BEARS NORTH 76 DEGREES 48 MINUTES 19 SECONDS WEST, 202.41 FEET TO A POINT OF TANGENT; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL NORTH 84 DEGREES 12 MINUTES 35 SECONDS EAST, 577.80 FEET TO A POINT OF TANGENT CURVE; THENCE CONTINUING 352.89 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1810.08 FEET, AND WHOSE LONG CHORD BEARS NORTH 70 DEGREES 08 MINUTES 27 SECONDS EAST, 391.26 FEET TO A NON-TANGENT LINE; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL SOUTH 84 DEGREES 12 MINUTES 35 SECONDS WEST, 500.00 FEET TO A POINT OF NON-TANGENT CURVE; THENCE CONTINUING 70.9 FEET ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1860.08 FEET, AND WHOSE LONG CHORD BEARS NORTH 76 DEGREES 48 MINUTES 19 SECONDS EAST, 70.08 FEET TO A POINT OF TANGENT; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY OF MILITARY RIDGE TRAIL NORTH 77 DEGREES 53 MINUTES 05 SECONDS EAST, 155.00 FEET BACK TO THE POINT OF BEGINNING.

ABOVE DESCRIBED PARCEL CONTAINS 588,908 SQUARE FEET OR 13.52 ACRES

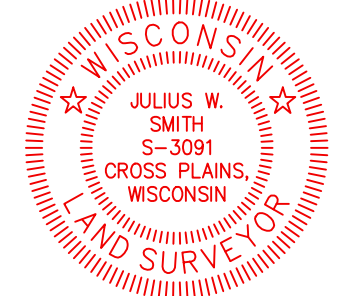
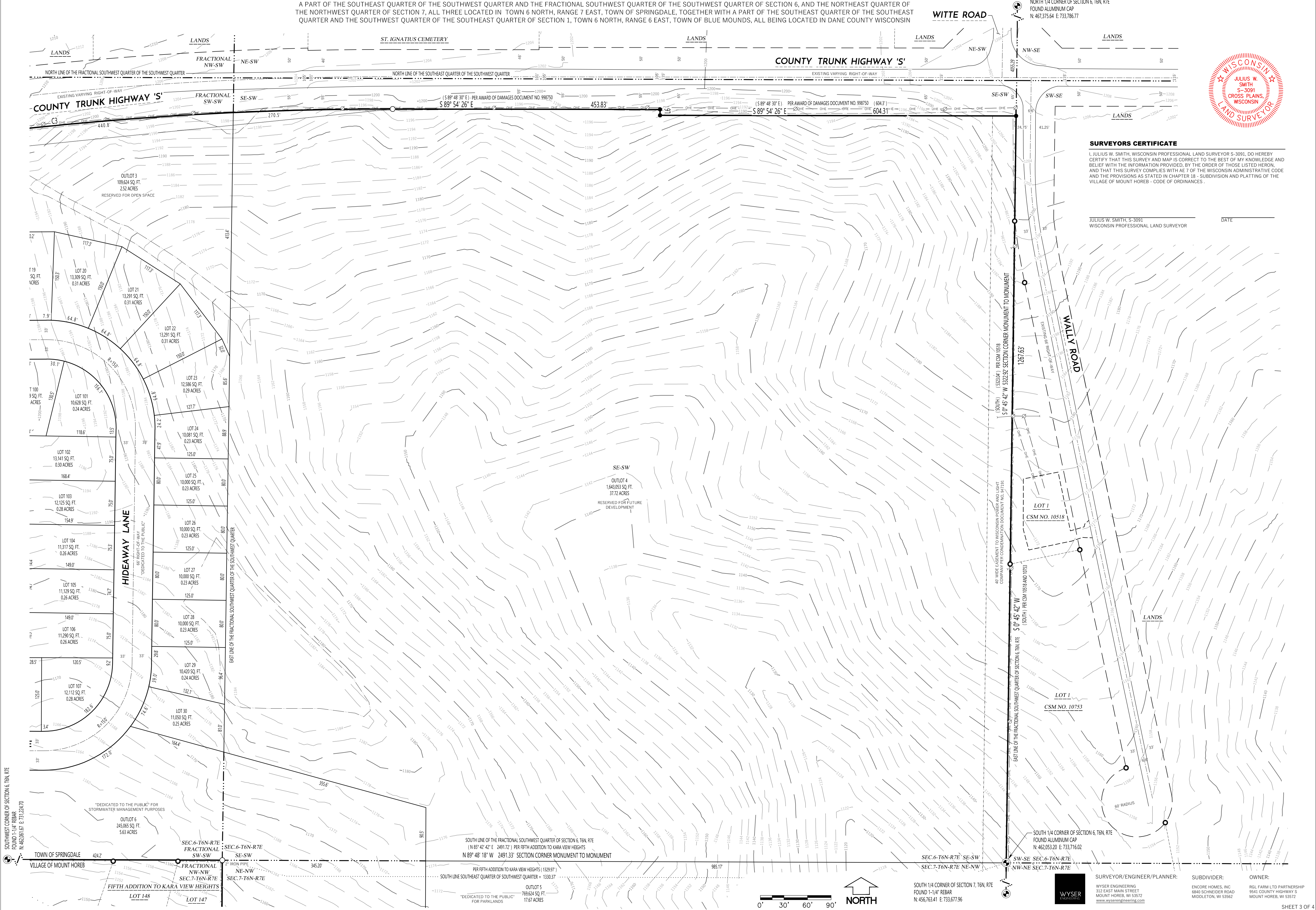


CURVE TABLE						
CURVE #	CURVE LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH	TANGENT IN TANGENT OUT
C1	37.53	151.47	14° 11' 45"	N82° 05' 44" W	37.43	N74° 59' 52" W N89° 11' 37" W
C2	248.87	1652.89	8° 37' 37"	N82° 18' 19" E	248.64	N28° 37' 08" E N19° 59' 31" E
C3	1165.38	5675.00	11° 45' 57"	N84° 12' 35" E	1163.34	N78° 19' 37" E S89° 54' 26" E
C4	73.86	1960.08	2° 09' 32"	S76° 48' 19" W	73.85	S75° 43' 33" W S77° 53' 05" W
C5	391.88	2010.08	11° 10' 13"	S70° 08' 27" W	391.26	S64° 33' 20" W S75° 43' 33" W
C6	202.46	2764.93	4° 11' 43"	S66° 39' 12" W	202.41	S68° 45' 03" W S64° 33' 20" W
C7	295.96	2964.93	5° 45' 10"	N67° 24' 55" E	295.84	N78° 16' 30" E N64° 33' 20" E
C8	352.89	1810.08	11° 10' 13"	N70° 08' 27" E	352.33	N64° 33' 20" E N75° 43' 33" E
C9	70.09	1860.08	2° 09' 32"	N76° 48' 19" E	70.08	N75° 43' 33" E N77° 53' 05" E
C10	191.90	1652.89	6° 39' 07"	N25° 17' 34" E	191.79	N28° 37' 08" E N21° 58' 00" E
C11	56.97	1652.89	1° 58' 30"	N20° 58' 46" E	56.97	N21° 58' 00" E N19° 59' 31" E

SURVEYOR/ENGINEER/PLANNER: WYSER ENGINEERING
SUBDIVIDER: ENCORE HOMES, INC.
OWNER: RGL FARM LTD PARTNERSHIP

PRELIMINARY PLAT of HARVEST RIDGE

A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE FRACTIONAL SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, AND THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 7, ALL THREE LOCATED IN TOWN 6 NORTH, RANGE 7 EAST, TOWN OF SPRINGDALE, TOGETHER WITH A PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 1, TOWN 6 NORTH, RANGE 6 EAST, TOWN OF BLUE MOUNDS, ALL BEING LOCATED IN DANE COUNTY WISCONSIN



SURVEYORS CERTIFICATE
I, JULIUS W. SMITH, WISCONSIN PROFESSIONAL LAND SURVEYOR S-3091, DO HEREBY CERTIFY THAT THIS SURVEY AND MAP IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF WITH THE INFORMATION PROVIDED, BY THE ORDER OF THOSE LISTED HEREON, AND THAT THIS SURVEY COMPLIES WITH AE 7 OF THE WISCONSIN ADMINISTRATIVE CODE AND THE PROVISIONS AS STATED IN CHAPTER 18 - SUBDIVISION AND PLATTING OF THE VILLAGE OF MOUNT HOREB - CODE OF ORDINANCES.

JULIUS W. SMITH, S-3091
WISCONSIN PROFESSIONAL LAND SURVEYOR
DATE

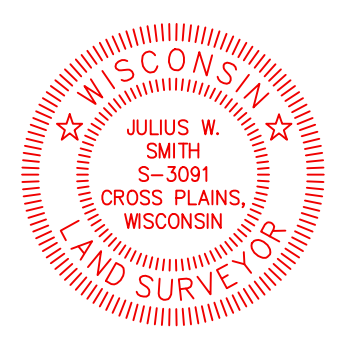
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MOUNT HOREB, WI 53572

PRELIMINARY PLAT of HARVEST RIDGE

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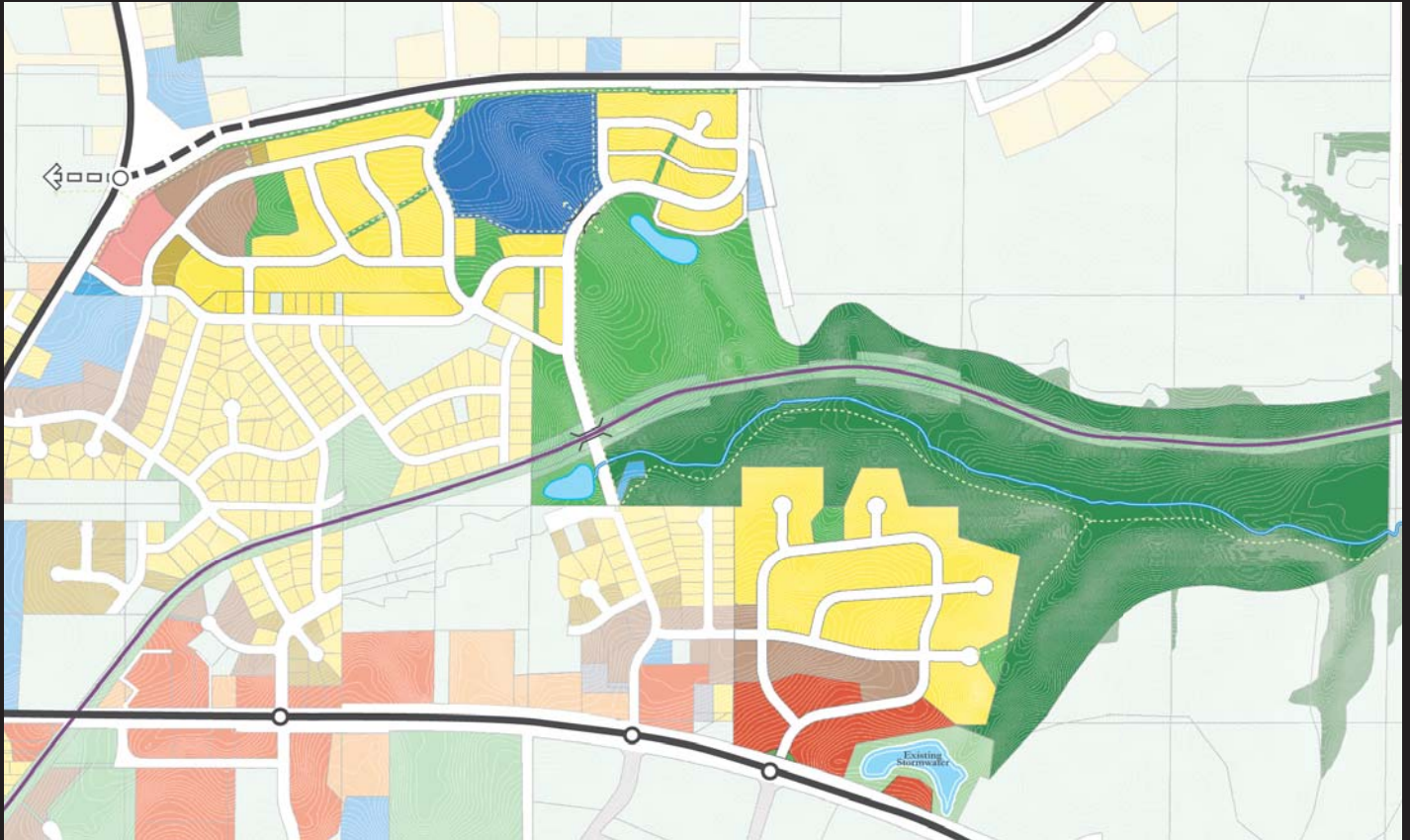


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Village of Mount Horeb, Wisconsin



Northeast Neighborhood Plan

Approved: September 24, 2007

Adopted by Planning Commission: August 6, 2007

Certified by Village Board: September 24, 2007

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Introduction

The Village of Mount Horeb Northeast Neighborhood Plan (NENP) has been prepared as a component of the Village's Comprehensive Plan under Section 62.23, Wisconsin Statutes. This Plan is a detailed neighborhood development plan for the area to the northeast of the Village; the study area boundaries are generally defined as the area bordered by Highway 78 to the west, Highway S to the north, and Highway ID to the south (within Sections 7 and 8). The purpose of the NENP is to provide detailed recommendations for the arrangement of land uses, private development design, transportation systems, and parks and open spaces within the planning area.

This neighborhood plan follows up on general recommendations of the Village's Comprehensive Plan adopted in 2005. The Comprehensive Plan indicated this area as a future development area and established several priorities or considerations that should be addressed concurrent with any future development, including attention to water quality, location of a future school and community park site, and an interconnected Village transportation network. The NENP was also informed by the Village's 2005 Park & Open Space Plan. In instances where conflicts between the recommendations of the NENP and previous plans occur, the recommendations of the NENP take precedence.

This detailed plan provides a clear understanding of the Village's overall expectations for the future development of the planning area, when land owners are ready to develop. Future development projects should be generally consistent with the NENP; however, future development needs will change over time based on market demand, the Village should also be open to considering improvements to this Plan as future private development proposals are brought forward. Subsequent detailed engineering, environmental studies, and market demand may necessitate change. The NENP is designed to provide land owners, developers, and public decision makers with a more precise vision of the desired form, pattern, and location of future growth near the northeast edge of the Village of Mount Horeb – particularly given the unusual constraints on development in this area posed by the combination of topography, limited sanitary sewer capacity, and the presence of both Schlapbach Creek and the Military Ridge State Trail.

Planning Process

The process to prepare this Plan incorporated the input and expertise of various stakeholders. Village staff contacted several groups and individuals during this process in order to learn as much as possible about existing conditions, priorities, and future opportunities for the area. Interviews and focus groups included outreach with property owners, natural resources and transportation specialists and agency representative, the Village parks department, the Mount Horeb Area School District and representatives from the Town of Springdale.

Preparation of the NENP was guided by:

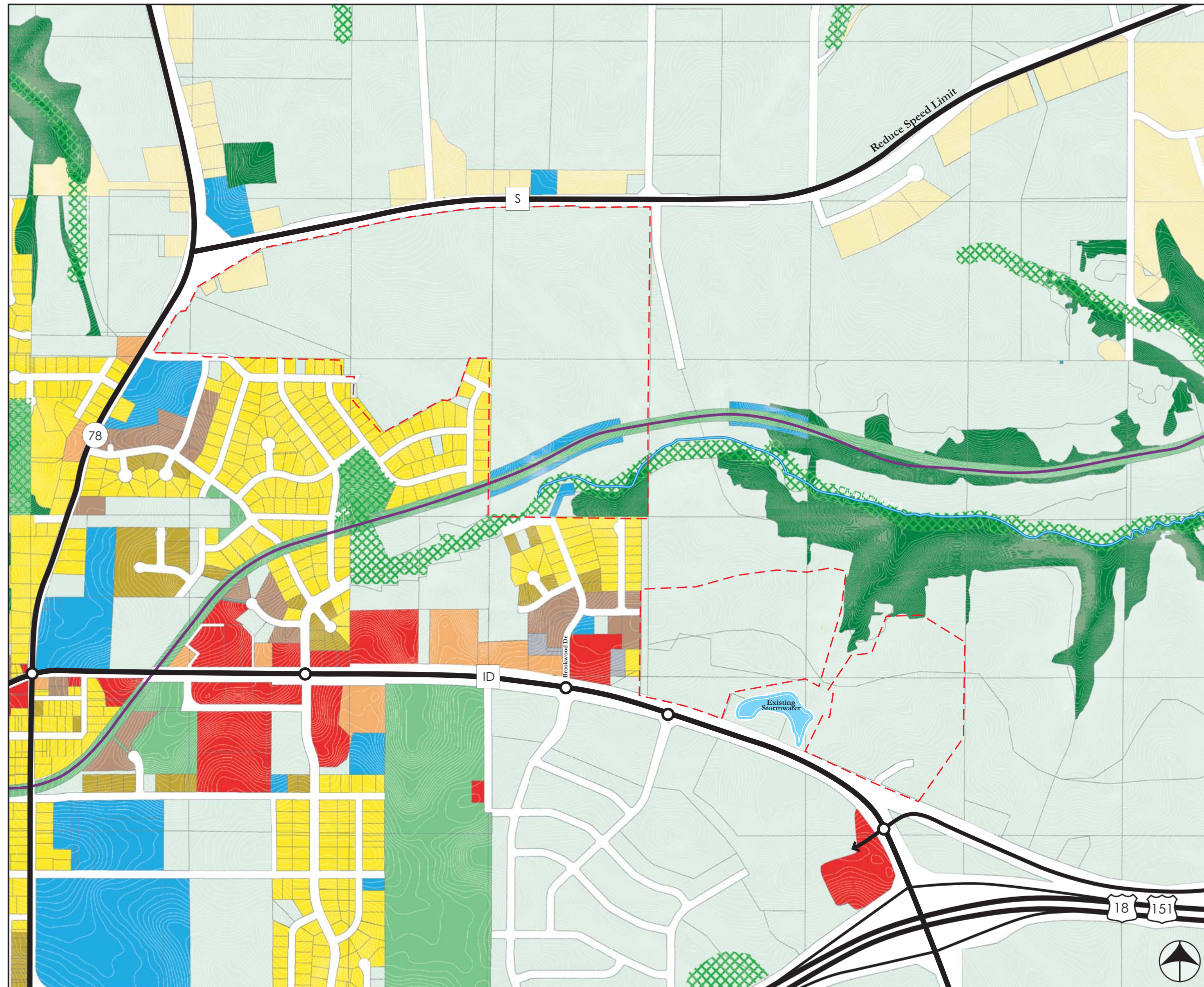
- | | |
|---|---------------------------|
| ▪ Focus Groups: Park & School, Transportation, Natural Resources | July 2006 |
| ▪ Site Assessment & Property Owner Interviews | August – September 2006 |
| ▪ Presentation of Alternative Concepts to Plan Commission (Open to Public) | October 2006 |
| ▪ Focus Group Discussion of Alternatives | November 2006 |
| ▪ Distribution of Alternative Concepts to Stakeholders | November 2006 |
| ▪ Detailed Neighborhood Development Engineering (Held Engineering Associates) | December 2006 – June 2007 |
| ▪ Presentation of Draft Neighborhood Plan | June 2007 |
| ▪ Plan Commission Public Hearing and Recommendation | August 6, 2007 |
| ▪ Village Board (Public Hearing) | September 5, 2007 |
| ▪ Village Board Adoption | September 24, 2007 |

The unique characteristics of this site, particularly topography that will necessitate mass grading and limit sanitary sewer system capacity, resulted in particular considerations associated with development. To anticipate and respond to those issues, detailed engineering analysis was conducted by Held Engineering Associates, to help to ensure that the neighborhood development plan presented a development pattern that was cost feasible. D’Onofrio Kottke Associates prepared a more detailed engineering concept for the southern portion of the planning area. These more detailed analyses established the street network, grading plan, lotting pattern, and overall density balanced by sanitary sewer capacity. Vandewalle & Associates did not conduct an independent analysis of these issues. The recommendations included in this Plan are therefore based in part on the detailed work conducted by Held Engineering Associates and D’Onofrio Kottke Associates.

The Village of Mount Horeb

NORTHEAST NEIGHBORHOOD PLAN

EXISTING CONDITIONS



Existing Land Use

- General Business
- Office
- General Industrial
- Mixed Residential
- Two Family Residential
- Single Family Residential (*Sewered*)
- Single Family Residential (*Rural*)
- Institutional
- Agriculture/Rural/Vacant
- Public Open Space
- Woodlands
- Environmental Corridor

- Existing Stormwater
- Existing Major Roads
- Existing Roundabout
- Military Ridge Trail
- Current Pump Station Service Areas

Summary of Existing Conditions

A. Location

The boundaries of the NENP area are generally defined as the area bordered by Highway 78 to the west, Highway S to the north, and Highway ID to the south (within Sections 7 and 8), covering approximately 230 acres. The NENP planning area encompasses areas both in and outside of the Village's 2007 municipal boundaries and urban service area. Portions of the planning area outside of the Village's 2007 municipal boundaries are in the Town of Springdale. The Military Ridge State Trail bisects the southeastern portion of the planning area.

B. Natural Features

The Village is situated on the Military Ridge – at the divide of two major basins. As a result of this position, natural features are an important consideration to this planning effort. The topography of the site is rolling, with several areas of steep slopes present. The steep slopes include slopes between 12 and 20% grade, as well as those areas with greater than 20% grade. Most of the steep slopes are located along small drainage ways that form the headwaters of Schlapbach Creek.

The Village is at the headwaters of Schlapbach Creek, an Exceptional Resources Water, which flows easterly from the planning area. Schlapbach Creek ultimately drains into the Upper Sugar River Watershed – which is also an Exceptional Resource Water (under NR102) and a high priority for the Wisconsin Department of Natural Resources (WisDNR).

The planning area contains areas where the depth to bedrock is fairly shallow. Throughout most of the planning area, it is less than 16 inches. This suggests that any development within the area may require blasting for grading and utilities.

Woodlands in the planning area are primarily located south of the Military Ridge Trail.

Nearly all natural features, illustrated on the Base Map/Site Analysis, are based on county and State data and have not been surveyed on site. The mapped environmental corridors consist of steep slopes, water, hydric soils, and 100 year flood plains. The compiled data provides general regional information, and may not be completely accurate for specific development purposes. Site surveys will be required for follow-up detailed planning and development of individual sites within this planning area.

C. Existing Land Use Pattern

A majority of the planning area is currently agricultural, rural and vacant lands with some rural farmsteads and residences.

Adjacent to the northeastern portion of the planning area is a residential area. The intent is to weaves these existing residential areas together with the new neighborhood through pedestrian and bicycle trail connections, appropriate street connections, and logical transitions of uses.

D. Existing Transportation Facilities

The planning area is served by the following arterial and collector roads:

- **State Highway 78** connects Mount Horeb with municipalities to the north (Sauk City) and south (down to Illinois border). Highway 78 forms the western boundary of the planning area.
- **County Highway S**, from its intersection with STH 78, leads to Madison approximately 20 miles to the northeast.

- **County Highway ID**, from its intersection with USH 18 – 151 serves as the southern boundary of the study area.
- **Brookwood Drive** is a north-south connection that serves the North Cape Commons neighborhood south of CTH ID, and runs north of ID to the Brookwood pumping station.
- Several **Local and Neighborhood collectors** are located in and near the planning area, including: Perimeter Road, Manor Drive, Brian Street, Telemark Parkway, Waltz Road, Witte Road, and Getz Road.

The planning area is also served by the **Military Ridge State Trail**, which traverses the central part of the planning area. The trail, owned by the WisDNR, is a 40-mile regional bicycle and pedestrian trail that connects Dodgeville to Madison.

E. Recommendations of the Village of Mount Horeb Comprehensive Plan

The NENP was prepared as a component of the Village's Comprehensive Plan, adopted in 2005. In that regard, it carries forward and provides more detail on the recommendations in the Comprehensive Plan. The recommendations from the Comprehensive Plan that relate to the NENP area include the following.

Land Use and Natural Resources:

- Most of the area was designated within the Planned Neighborhood Future Land Use Category, indicating that the area could be planned for a carefully designed mixture of predominantly single-family uses, combined with limited duplex, multi-family, and potentially neighborhood scale commercial development.
- Work with the WisDNR and developers to fund watershed restoration to protect and improve water quality in Schlapbach Creek. This would require intensive stormwater management and erosion control at construction sites.
- Preservation of the Schlapbach Creek Environmental Corridor, and the area between Schlapbach Creek and the Military Ridge State Trail through dedication. The Village and WisDNR should work together to develop a footpath.
- Continue to require maintenance of an open space buffer along the Military Ridge Trail. Preserve a 50 – 100 foot open space buffer as public parkland along the Military Ridge Trail as the Northeast Neighborhood area is developed. This requirement is in addition to and distinct from the 65 foot deep rear yard building setback required for all lots located along the Trail.

Transportation:

- Design new or expanded collector roads and an interconnected network of local streets in a manner compatible with adjoining land uses, topography, and natural areas, including:
 - Recommended extension of Brookwood Drive, including a crossing of Schlapbach Creek drainageway and Military Ridge State Trail
 - Extension of Brian Street
 - Extension of Manor Drive
- Establish bicycle paths and routes to connect neighborhoods with schools, parks and shopping.
- Northern extensions of collector streets across the Schlapbach Creek corridor. The Plan recommended extensions of both Telemark Parkway and Perimeter and East-West connections between.
- Establishment of a footpath parallel to the Military Ridge State Trail along the Schlapbach Creek drainageway.

Community Facilities:

- Plan for, officially map, and acquire a community park in the Northeast Growth Area, adjacent to the Military Ridge State Trail to provide a connection west to Waltz and Liberty Parks, and potentially adjacent to a new school site.
- Work with the School District to identify a new school site, and potentially a shared park and recreation facility of 15-25 acres of generally level to gently sloping grade.

Utilities:

- Detailed study of treatment plant and pipe capacity limitations to understand maximum density of growth for the area.

Housing:

- Require that the mix of development in the new neighborhood complies with the Village's historic housing mix. In general, not less than 65% of all new housing units in any new neighborhood should be single family detached, and a maximum of 20% two-family and 25% multi-family.

F. Recommendations of the Village of Mount Horeb Comprehensive Outdoor Recreation Plan

The Village of Mount Horeb Comprehensive Outdoor Recreation Plan made recommendations for both active and passive recreation facilities in the NENP area. These included:

- Acquire and develop a New Northeast Community Park, containing a combination of active recreation space and natural area. The plan recommended the following associated with a Northeast Community Park:
 - Location adjacent to the Military Ridge State Trail is preferred
 - Explore collaboration with School District to co-locate park and new school facility, ideally 15 acres minimum in size
 - Explore potential for community center in this location
 - Prepare a detailed park development master plan to determine the facilities offered at the park, and plan for capital improvements. Some potential facilities suggested included: playground facilities, basketball court, playfields, shelter & restrooms, a PAR course.
- Develop an Integrated Paths and Trail System. In the NENP, recommendations included:
 - Off-road bicycle and pedestrian path connecting the Military Ridge State Trail to the intersection of STH 78 and CTH S, ultimately extending to Stewart Park
 - Footpath walking trail in the Schlapbach Creek environmental corridor roughly paralleling the Military Ridge State Trail
 - On-street bicycles routes, including dedicated bicycle lanes on major new streets, and bicycle route markers and street improvements in other locations. In particular, routes were recommended for extensions of Brookwood Drive, Brian Street, Manor Drive, Perimeter Drive, and Telemark Parkway.
- Designation of the Schlapbach Creek environmental corridor as a special use conservation area, in particular the area that includes the drainageway north to the Military Ridge State Trail.

G. Recommendation of the Official Map

Under State Statutes, the Village's Official Map reserves rights-of-way for future streets, pedestrian and bicycle paths, schools, parks, drainageways and other public facilities – both within municipal limits and its extraterritorial jurisdictions (generally extending 1.5 miles from the boundary of the Village in all directions). The Village's Official Map has been recently updated. The key recommendation that relates to the NENP area is an extension of a collector street to provide a connection from CTH ID to STH S through the planning area. The 2007 Official Map illustrates this as an extension of Brookwood Road north to CTH S.

Plan Objectives

The Mount Horeb Northeast Neighborhood Plan Map, included at the end of this document, depicts several distinct planned development groupings characterized by different land uses, mixes, and densities. These groupings are intended to be tied together by an interconnected road network and the area's open space system. The planned road network is also designed to provide appropriate connections to the rest of the Village and region.

The development scheme is complemented by environmental and recreation corridors that anchors the planning area. The open space corridors, featuring Schlapbach Creek and the Military Ridge State Trail, follow existing areas with significant development limitations. They also could link various development areas with existing and planned recreation facilities.

The NENP is based on and reflects the following more specific objectives:

Growth Management

1. Manage the rate and intensity of planned development to coincide with the Village's ability to provide services and manage impacts. In the Northeast Neighborhood, overall development density is limited by sanitary sewer pumping station capacity.
2. Direct development away from Schlapbach Creek and other environmentally sensitive areas through providing substantial undeveloped and vegetated buffers; and plan for new development that does not negatively impact the environment or other property owners.
3. Attempt to work cooperatively with the Town of Springdale on issues such as municipal boundaries (e.g., making sure annexations do not create town islands), stormwater management, and road maintenance.

Development Arrangement

1. Provide attractive settings for housing, recreation, school facilities, small-scale neighborhood compatible business, and high-quality planned commercial development in proper relationships to one another.
2. Consider the topography in the site in proposing the arrangement of uses to minimize grading costs to the extent possible.
3. Concentrate higher intensity development (planned commercial and neighborhood commercial) near major intersections (e.g. STH 78 and CTH S, CTH ID and Telemark Parkway).
4. Direct lower intensity, predominantly residential and active recreation uses to areas adjacent to the Schlapbach Creek corridor and other open space areas.
5. Locate a school facility and community park considering access and ultimate site planning, proximity to the Schlapbach Creek environmental corridor and Military Ridge State Trail, traffic circulation, bicycle and pedestrian connectivity, and stormwater management impacts.
6. Relate neighboring land uses to each other through integrated site planning, lighting and signage control, and interconnections for walking, biking, and driving.

Community Design and Identity

1. Assure that new development includes high-quality building, site, landscaping, signage, and lighting design (consistent with Village ordinances), and fits within the context of a mid-sized Village.
2. Design new developments in a manner that respects the pedestrian as well as the automobile (e.g., separated walkways, connections between developments).
3. Orient new development to adjoining open space without restricting public access or views to that open space.
4. Within planned residential areas (single-family, two-family and multi-family), promote the following design concepts:

- Mix of housing types, lot sizes, and densities, including single family housing, condominiums, apartments, and senior housing.
- Orientation to the pedestrian through sidewalks, paths, and inter-connections.
- Modest front yard setbacks and avoidance of “garage-scape” street appearance.
- Use of natural stormwater management to control water quality and quantity.

Residential Streetscape Example



Transportation

1. Provide safe, convenient transportation connections for motorists, non-motorists, children, and adults within different parts of the neighborhood and to important community facilities outside of the neighborhood.
2. Extend Brookwood Drive to provide a critical north-south connection between the north and south sides of the neighborhood across the Schlapbach Creek environmental corridor while maintaining residential speeds on that street, and in particular in the area of the potential school facility and community park. The dispersion of neighborhood cut-through traffic should be achieved through providing multiple connections with CTH S and throughout the Northeast Neighborhood area.
3. For planned local streets, emphasize safety, access and connectivity over moving traffic quickly.
4. Provide bike and pedestrian routes through the environmental corridor, park and school sites, and along neighborhood streets.
5. Prohibit driveway access onto STH 78, CTH S, and CTH ID and minimize driveway access onto collectors, such as Brookwood Drive. When such streets are built or reconstructed, consider traffic control features to control speeds and increase pedestrian and bicyclist safety, including pedestrian refuge medians, bulb-outs at intersections, and bike lanes.

Open Space and Recreation

1. Protect and buffer the Schlapbach Creek environmental corridor and other natural resources, and recognize development opportunities and constraints that these features present.
2. Recognize that environmentally constrained lands shown in this Plan have been mapped from generalized sources, and that actual conditions may vary. Refine the boundaries of environmentally constrained lands as development projects are proposed, with refinements based on actual site conditions.
3. Encourage neighborhood and site development design that responds to, and is sensitive towards water quality issues.
4. Pursue the dedication and acquisition of land for the community park adjacent to the Schlapbach Creek environmental corridor.
5. Reserve low-lying areas for stormwater management basins. Develop an on-line stormwater management basin in the Schlapbach Creek drainage way. Encourage regional stormwater basins wherever possible. Design stormwater management facilities to reduce pollutants entering surface water from developed properties, considering features such as bioretention, vegetated swales, infiltration trenches, and filter/buffer strips.
6. Use low-impact street design techniques for roads crossing and adjacent to environmentally sensitive lands to minimize surface water pollution.

Specific Recommendations

The following recommendations are intended to expand upon the above objectives and the attached Mount Horeb Northeast Neighborhood Plan Map. The recommendations are divided into three categories: A) Transportation, B) Environment/Recreation, and C) Land Development. Existing and planned roads and environmentally constrained lands establish a critical framework for the planned land use pattern.

A. Transportation

The Neighborhood Plan Map depicts recommendations for highways, major streets, local streets, and bike and pedestrian routes based on land use, environmental constraints, and travel patterns. In addition, the Village should work cooperatively with surrounding governments on future road alignments and maintenance.

Specific development proposals and detailed traffic engineering may justify adjustments to the road plan, including slight changes to the arterial and collector road intersection points, changes in the shapes and alignments of roads, and possibly even removal of certain local roads. However, the following principles in road system and land use planning should be maintained:

- Public roads should respond to the surrounding land uses. Public rights-of-ways should be designed to standards that help reinforce travel speeds, serve the intended users of the street, and provide opportunities for pedestrian and bike travel.
- Public road connections should be made through and between parcels so that local traffic does not have to use major streets to travel between adjacent developments and subdivisions, unless this objective is prevented by topographic or environmental constraints.
- Where different categories of planned land use are shown on either side of a planned road, any approved realignment of that road should consider the reconfiguration of planned land use areas to maintain the same relationship across the road.

Major transportation recommendations of this Plan include:

- **The STH 78 and CTH S Intersection** provides an opportunity for realignment to more efficiently and safely move traffic through this intersection. Currently, much of the traffic commuting from the Village into the Madison area travels through this intersection – resulting in defined peaks, with relatively low volume at non-peak travel times. The current intersection is not signalized. A consideration for realignment is to design the intersection as a roundabout, providing access to an eventual westward connection. This may require re-aligning the intersection south of the existing intersection to facilitate this western connection in a location with more gentle terrain.
- **Brookwood Drive** is a planned neighborhood collector that has long been planned and Officially Mapped as the crossing of Schlapbach Creek and the Bike Trail, extending north to CTH S. This road will be designed with limited access, driveway cuts, and landscaping that provides a strong connection, yet maintains the residential character of the area. The connection is important for the following reasons:
 - Provides an alternative north-south STH 78 connection that effectively connects the southern edge of the Village with the northern edge of the Village.
 - Significantly improves safety and access for public safety concerns.
 - Provides a grade-separated crossing of Schlapbach Creek.
 - Locates the Creek and Bike Trail crossings where the road can drain into the proposed water quality basin being required by WisDNR to reduce stormwater quality impacts to Schlapbach Creek.
 - Locates the Creek crossing in conjunction with the stormwater quality basin impoundment berm to minimize disruptions to the Creek and save money.

- Coordinates with the planned location of the stormwater management basin on the north side of the Bike Trail.

Special attention will be taken to create a pedestrian friendly environment along Brookwood Drive. Crosswalks will be prevalent, and intersections will be designed to maintain safe speeds. Additional traffic calming measures should be designed to maintain safe travel speeds for both automobiles and pedestrians. In particular, a pedestrian underpass and well-signed crosswalks should be installed at the crossing between the potential school facility and the proposed community park. Brookwood Drive is planned to be routed below the Military Ridge State Trail; the path/railroad grade is currently raised nearly 25-ft above the ground at the location that Brookwood Drive crosses.

Extending Perimeter Road as the means of crossing Schlapbach Creek and the Bike Trail, as the alternative to Brookwood Drive, was closely examined by the Village Engineer during the Spring of 2007, and again in September of 2007. The Perimeter Road alternative was not recommended because it:

- Disrupted the location and design of the stormwater quality basin at the headwaters of Schlapbach Creek as approved in concept by WisDNR.
- Conflicted with the location of the stormwater quality and quantity basin planned adjacent to the north side of the Bike Trail.
- Would create an oblique crossing of the Bike Trail, thereby raising costs.
- Was not consistent with over 25 years of Comprehensive Plan or Official Map recommendations.
- **Coordinate with the Town of Springdale on the alignment of Witte Road north and south of CTH S, and the extension of Brookwood Drive to CTH S.**
- **Recommended Street Type and Cross-sections:** The Transportation Map included at the end of the document illustrates proposed street locations and cross-sections. The letters of the streets correspond with the proposed street cross-sections. The street hierarchy ranges from widest (Street A) rights-of-way to narrowest (Street D). The roads vary in width based on intensity of use. All streets should have sidewalks on both sides of the street. The following describes proposed road dimensions:
 - Neighborhood Collector Streets (Street A) are proposed in two locations in the Northeast Neighborhood. The first location is an extension of Brookwood Drive and serves as a major north/south collector. This street would provide a grade-separated crossing of Schlapbach Creek. The second location is off of Springdale Street/Highway ID and provides access to future commercial uses north of Springdale Street. The recommended design and cross-sections of these streets are as follows:
 - 80' r.o.w.
 - 50' pavement
 - Two 12' travel lanes
 - Two 8' parking lanes
 - Two 5' bicycle lanes
 - 10' terraces; 5' sidewalks
 - The existing portion of Brookwood Drive, located between CTH ID and Schlapbach Creek, is not recommended for widening. Traffic calming measures, however, should be considered for this area, as well as along the bike trail, school and park frontage areas to the north, including:
 - Pedestrian crossing "bump-outs" or circular landscaped islands at intersections
 - Speed reduction platforms
 - Landscaped medians

- The retrofitting of public sidewalk along one or both sides of the existing portions of Brookwood Drive should also be evaluated. Brookwood residents, who have indicated their opposition to the extension of Brookwood to CTH S, do not wish to bear the costs of either traffic calming or sidewalk retrofits in front of their homes.
- Residential Collector Streets (Street C) are proposed throughout the Northeast Neighborhood. These streets provide primary access through residential neighborhoods and connect the Northeast Neighborhood to existing Village neighborhoods.
 - 60' r.o.w.
 - 34' pavement
 - Two 9' travel lanes
 - Two 8' parking lanes
 - 7' terraces; 5' sidewalks

- Residential Collector Streets with Bike Lanes (Streets B1 and B2) connect residential land uses to the proposed school. For this reason, on-street bike lanes are proposed on these streets to provide a designated area for bicyclists.

Street B1 is proposed as new street connecting Alan Drive to the elementary school site on the north edge of the neighborhood.

- 70' r.o.w.
- 44' pavement
- Two 10' travel lanes
- Two 7' parking lanes
- Two 5' bicycle lanes
- 7' terraces; 5' sidewalks

Street B2 is proposed as an extension of existing Manor Drive, which has a 66' r.o.w. and development on both sides of the street. Bike lanes located on Manor Drive will connect to bike lanes on Brookwood Drive Extended. Since Manor Drive has an existing 66' wide cross section, the proposed cross section has bike lanes on both sides of the street with parking only on the north side of the street, adjacent to Manor Street fronting homes.

- 66' r.o.w.
- 37' pavement
- Two 10' travel lanes
- One 7' parking lane on the north side of the street
- Two 5' bicycle lanes
- 9.5' terraces; 5' sidewalks
- The narrowest streets, Low Volume Residential (Street D), are located to the interior of residential neighborhoods. These streets are designed for local traffic only.
 - 60' r.o.w.
 - 28' pavement
 - One 12' shared travel lane
 - Two 8' parking lanes
 - 10' terraces; 5' sidewalks
- **On and Off-Street Bicycle and Pedestrian Routes** provide safe and convenient routes for pedestrians and bicyclists within the neighborhood, and connections between the neighborhood and other parts of the Village. Given the location of a potential school facility and community park, it is particularly important to provide accommodations for pedestrians and bicyclists. The key recommendations are as follows:

- Off Street Paths are illustrated on the Neighborhood Plan Map. These paths are illustrated to form an interconnected loop in the neighborhood, running along the west side of the proposed park, around the perimeter of the potential school site, along the south side of the CTH S from Brookwood Drive to STH 78, and potential extension west across STH 78 to Stewart Park. This is envisioned as a paved pathway of 10 feet in width to accommodate two-way bicycle traffic as well as other types of activity – such as inline skating. In certain cases, off street paths may substitute for sidewalk on one side of the road as approved by the Plan Commission.
- Schlapbach Creek Path: a 6' wide crushed gravel path that is primarily intended to serve as a footpath is recommended to be located away from the creek, within the environmental corridor area. Locating the path away from the creek will help maintain water quality.
- On-Street Bicycle Routes: several of the streets in the neighborhood are proposed to be designed to accommodate bicycle traffic. On particular streets, 5 foot wide bicycle lanes are recommended on both sides of the street. All proposed on-street bicycle routes should be signed and properly maintained.

B. Environment/Recreation

The NENP is bisected by the Schlapbach Creek environmental corridor. Because of this critical resource in the planning area, this neighborhood plan seeks to create a connected network of open spaces consisting of undisturbed natural areas and active recreation areas tied together with paths. Overall, the planned natural and recreational areas will help define the planning area as it develops in the future.

Major environmental and recreational recommendations of the NENP include:

- **Refinement and Protection of “Planned Open Space/Environmental Corridors”:** Protected open space comprises more the half of the planning area. The Schlapbach Creek environmental corridor is a functional center-point of the NENP. The Environmental Corridors/Preserved Open Space delineation on the plan map includes all Dane County recognized environmental corridors, as well as additional preservation areas recommended by the Village through this Plan. New development should be discouraged in these areas. Development types on adjacent lands should be limited to those which will not impair the resource, and should ideally be buffered from the edges through space and vegetation. Generally appropriate uses within the environmental corridors include open space, non-structural recreational uses, and farming. These lands may be considered for more intensive uses if (a) detailed studies reveal that the characteristic(s) which resulted in their designation as Environmental Corridors/Preserved Open Space is not actually present, (b) approvals from appropriate agencies are granted to alter a property so that the characteristic which resulted in its designation will no longer exist, or (c) a mapping error has been identified.

Within the Schlapbach Creek environmental corridor, the Village, Dane County, WisDNR, and Upper Sugar River Watershed should collaborate on the establishment of buffer margins between yards/lots and the environmental corridor. Potential dedication of this area should be explored, or management by a homeowners association. The following are areas where the above parties could collaborate:

- Seeking County, State and Federal funding for conservation practices within the environmental corridor area
- Promoting best management practices – including “do not mow” policies and planting of native grassland species in the buffer margin
- Developing and promoting adherence to standards for the buffer area
- Exploring potential enforcement mechanisms for buffer area standards
- **Progressive erosion control and stormwater management:** Given its location at the headwaters of Schlapbach Creek and the Upper Sugar River Watershed, the Village should practice and require progressive stormwater management. Overall, post-development stormwater runoff should not exceed

pre-development levels—both in terms of water quantity and quality. Various techniques may achieve that goal, including overland water transfer, maximum impervious surface ratios for development sites, natural landscaping, rain gardens, and site or regional detention basins. All development should be required to follow the Village’s stormwater ordinance. In addition, the Village could consider collaboration with the Upper Sugar River Watershed Association, Dane County, and the WisDNR on cooperative erosion control and stormwater management practices, identification of existing and potential erosion problems, establishment of buffer margins between yards/lots and the Schlapbach Creek environmental corridor, and competing for County, State and Federal funding to ensure the ability to adopt and enforce Best Management Practices.

The Plan map identifies conceptual areas for regional stormwater detention, based on an analysis of drainage patterns and low points.

- **Development of off-street bike and pedestrian path system:** A key recommendation of the Village’s 2005 Comprehensive Plan and Comprehensive Park and Outdoor Recreation Plan is a Village-wide path system – connecting existing parks and recreational resources such as Waltz Park and the Military Ridge State Trail with new neighborhoods and facilities – specifically the proposed community park and potential school facility. The bike and pedestrian routes advised in the NENP provide an important component of this Village-wide system.
- **Dedication of a New Community Park:** The Plan suggests a park to be located adjacent to the Military Ridge State Trail and Schlapbach Creek corridor, and in close proximity to a school site. Given the varied topography of the area, this park should contain a combination of active recreation space and natural areas. There is a strong benefit to locating the park adjacent to the potential school site in consolidating the total acreage that is required for both sites. This co-location of a community park and potential school facility also provides the opportunity for educational programs that are focused around the park. For instance, classes could use natural areas in the park for ecological studies, for instance, as a cooperative partner in the Schlapbach Creek watershed protection.
- **Provision of a Private Park Associated with Multi-Family Development:** A 1.5 acre private park is proposed on the western side of the NENP area. The park serves several benefits, including:
 - Provides active recreational space and a central gathering place for the multi-family development.
 - Serves as an effective land use transition between more intensive multi-family residential development and single-family residential development.

C. Land Development

The Neighborhood Plan Map presents a relatively diverse planned land use pattern with a mix of different future uses and densities. The following text provides additional detail on the recommended character, density, and design of the major land use designations depicted on the Neighborhood Plan Map. All future uses depicted on this map should be provided with municipal sewer and water services.

Planned Single Family Residential

The Planned Single Family Residential land use category advises generally single family housing. This is the predominant land use in the Plan. Located on the edge of the Village, away from downtown, single family residential uses are appropriate and a marketable use in this area. Also sewer capacity is limited in this area, which limits dense development. Single family residential is a good use based on sewer capacity.

The Neighborhood Plan features two basic areas planned for Single Family Residential land use. The area bounded by Highway S to the north, Manor Road to the south, Brookwood Drive to the east, the proposed neighborhood park to the west. The second area of Planned Single Family Residential is located in the southern part of the neighborhood, between CTH ID and Schlappbach Creek – accessed via an extension of Telemark Parkway from the roundabout.

Planned Single Family Residential areas have been laid out to exhibit “Community Design & Identity” strategies described earlier in this document. These include interconnected roads, sidewalks, and parks and open spaces. The Village should work to promote building styles designed to provide a high-quality living environment and foster neighborhood interaction. Houses should be oriented to the street, and building facades should be articulated through the use of such elements as porches, dormers, gables, chimneys, and ample window openings. “Thrust” garages should be avoided wherever possible. Ideally, garages should be either recessed, side-loaded or placed behind the dwelling (detached). Recommended design standards include: 1) recess the garage façade a minimum of 2’ from the front façade of the house, and 2) the garage should be no more than 50% of the entire front façade of the house.

Example of Single Family Residential Design & Character



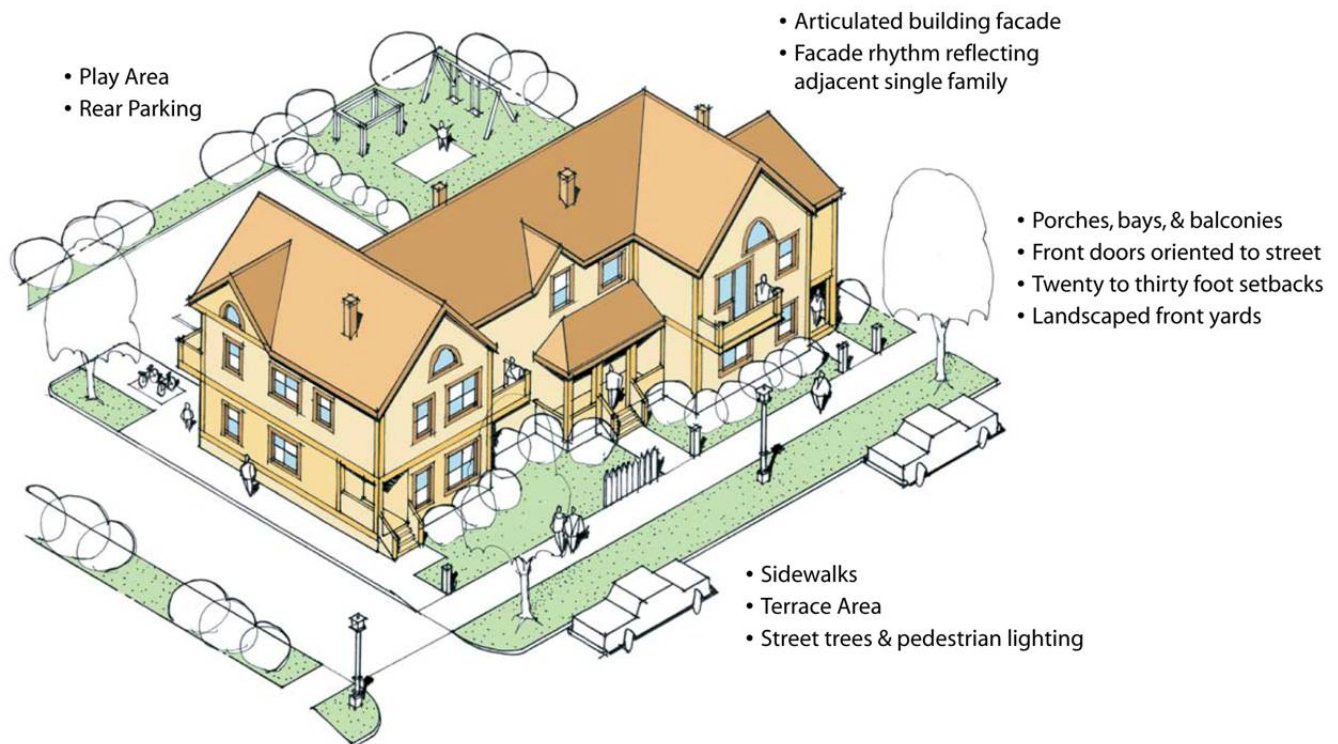
Planned Two-Family Residential

Planned Two-Family Residential uses (typically duplexes or zero-lot line owner occupied residences) are proposed in select areas of the neighborhood to expand the range of housing options available. Proposed locations include select lots along CTH S, adjacent to the Neighborhood Business and Multi-Family residential, and the neighborhood park – located in the western portion of the neighborhood. The Planned Two-Family Residential in these locations provides a logical land use transition, while achieving a broader range of housing choices in the neighborhood.

Planned Multi-Family Residential

Planned Multi-Family Residential areas are designed to provide a diversity of housing options for residents of the Village. Appropriate residential types for this land use are two-family and multiple family residences; including condominiums and apartments. Alternative housing options such as manufactured homes could fall under this land use. Multi-Family Residential areas are also appropriate for retirement or elderly care communities, including medical and other services for residents. In general, Planned Multi-Family Residential uses are proposed in the northwestern part of the neighborhood at the intersection of STH 78 and CTH S, and in the southern part of the neighborhood as a transition between Planned Commercial uses and predominantly Single-Family Residential. Adjacent to the multi-family residential, a private park is planned to serve the residents. Development and maintenance of this Private Park area would be the responsibility of the developers. In the long-term maintenance would likely be the responsibility of a residents' association or property manager.

Example of Multi-Family Residential Design & Character



The following design guidelines should apply within the Planned Multi-Family Residential areas:

1. Incorporate architectural design that fits the context of the surrounding neighborhood. Particularly in areas near the center of the planning area, encourage layouts where buildings appear as a grouping of smaller residences.

2. Promote use of brick and other natural materials on building facades.
3. Avoid monotonous facades and box-like buildings. Incorporate balconies, porches, garden walls, varied building and facade setbacks, varied roof designs, and bay windows.
4. Orient buildings to the street with modest front yard setbacks, bringing street-oriented entries close to public sidewalks to increase pedestrian activity. Include private sidewalk connections.
5. Locate dumpsters and other unattractive uses behind buildings and/or screen them.
6. For parking lots and garages, (a) locate garage doors and parking lots so they are not the dominant visual element; (b) screen parking areas from public view; (c) break up large parking lots with landscaped islands and similar features; (d) provide direct links to building entrances by pedestrian walkways physically separated from vehicular movement areas; (e) large parking garages are undesirable, but where necessary, break up facades with foundation landscaping, varied facade setbacks, and recessed garage doors.
7. Provide on-site recreational and open space areas to serve the needs of residents.
8. Provide generous landscaping of sufficient size at time of planting. Emphasize landscaping (a) along all public and private street frontages; (b) along the perimeter of all paved areas and in islands in larger parking lots; (c) along all building foundations; (d) along yards separating land uses which differ in intensity, density or character; (e) around all outdoor storage areas such as trash receptacles and recycling bins (also include screening walls in these areas); (f) around all utility structures or mechanical structures visible from public streets or less intensive land uses

Neighborhood Commercial

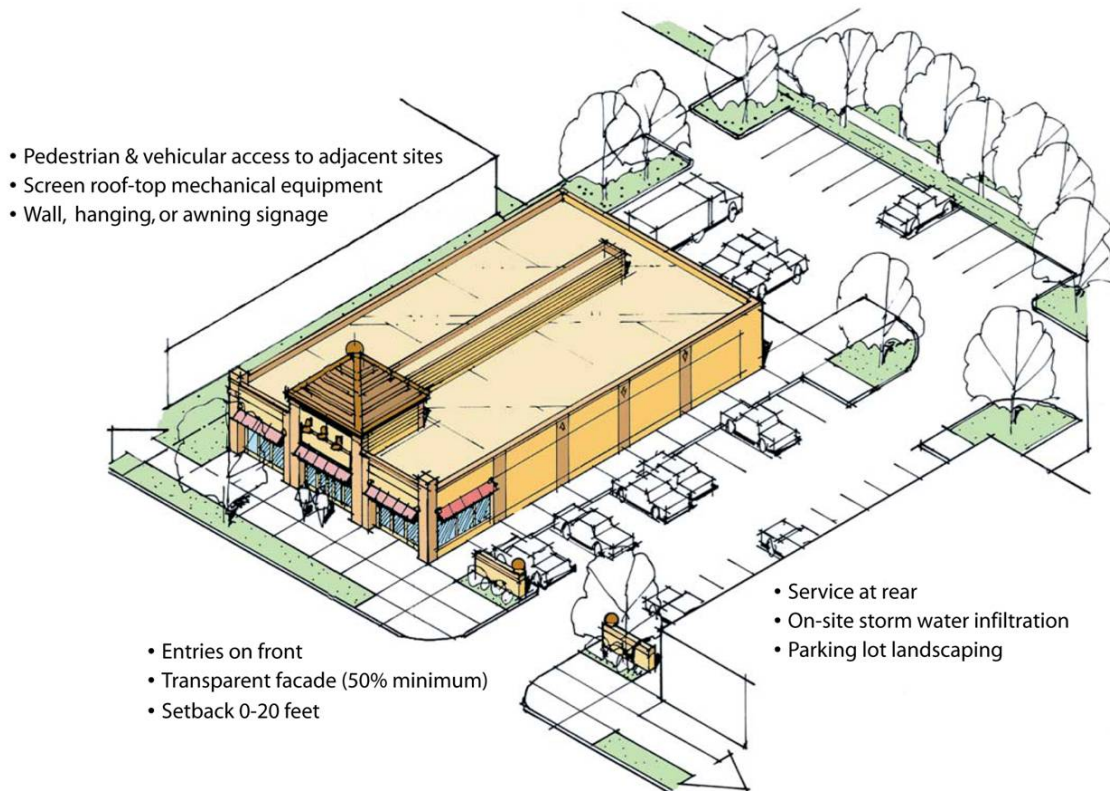
The Neighborhood Commercial land use designation identifies areas appropriate for neighborhood supporting retail, service and office uses that preserve residential character of the area through appropriate building scale and appearance, generous landscaping, and limited signage. The portion of the neighborhood where Neighborhood Commercial is mapped is at the southeast corner of the intersection of STH 78 and CTH S. Neighborhood Commercial areas should generally be zoned Neighborhood Business (NB).

Planned Commercial

The Planned Commercial land use designation is designed for retail and commercial service uses serving both community residents and travelers. This designation is intended to allow high-quality indoor retail, commercial services, office, and institutional uses with generous landscaping, modest lighting, and limited signage. Development approvals within these areas should only be granted after submittal and public review of unified, high-quality, detailed development plans. If developed incrementally, the individual pieces should be in accordance with a well-conceived plan for the entire area. Site layouts, development scale, and building groupings should be designed to promote the proper relationships between different land uses.

The map identifies Planned Commercial Uses along CTH ID.

Example of Planned Commercial Design & Character



As the location of Planned Commercial Development at the Village's "entryways," development should be tastefully designed. Signs should not be allowed to clutter the landscape or present hazards to motorists. Perimeter landscaping should be used to tie the development together and soften its exterior. In many cases, lots may be fronting on a planned local access road rather than CTH ID. In these cases of reverse frontage, four-sided architecture should be required to ensure the appearance from CTH ID is attractive.

The following design guidelines should be applied in the development of these areas:

1. High quality landscaping treatment of bufferyards, street frontages, paved areas and building foundations.
2. Intensive activity areas such as building entrances, service and loading areas, parking lots, and trash receptacle storage areas oriented away from less intensive land uses.
3. Parking lots heavily landscaped with perimeter landscaping and/or landscaped islands, along with screening to block views from streets and residential uses.
4. Parking to the sides and rear of buildings, rather than having all parking in the front.
5. Signage that is high quality and not excessive in height or total square footage. Monument signs are the preferred type of ground signs.
6. Location of loading docks, dumpsters, mechanical equipment, and outdoor storage areas behind buildings and away from less intensive land uses.
7. Screening of loading docks, dumpsters, mechanical equipment, and outdoor storage areas through use of landscaping, walls, and architectural features.
8. Limited number of access drives along arterial and collector streets.

9. Safe, convenient, and separated pedestrian and bicycle access to the site, from the parking areas to the buildings, and to adjacent commercial developments.
10. Illumination from lighting kept on site through use of cut-off luminaries.
11. High quality building materials, such as brick, wood, stone, and tinted masonry, with a de-emphasis on corporate franchise architecture.
12. Low reflectant, solid earthtone, and neutral building colors.
13. Canopies, awnings, trellises, bays, windows and other architectural details to add visual interest to facades.
14. Variations in building height and roof line, including parapets, multi-planed, and pitched roofs and staggered building facades (variations in wall depth and/or direction).
15. Materials on all building facades of similar quality as the front building facade.
16. Central features which add to community character, such as patios and benches.

Planned Commercial areas should generally be zoned Planned Business (PB).

Planned School Site and Community Park

One of the overall objectives of this Plan was to identify a potential site for a new school facility and community park. Some of the criteria that were considered in identification of the sites included adequate acreage (15 to 20 acres minimum in combination with park); relatively level land; and adequate access for automobiles, bicycles and pedestrians. The area identified on the Neighborhood Plan for the potential school facility is located in the center of the northern portion of the neighborhood – bounded by CTH S to the north and the extension of Brookwood Drive to the east. The proposed park is located to the east of the Brookwood Drive extension, south of the school.

Due to the topography of the overall neighborhood, these were among the only feasible locations to site a use necessitating the amount of acreage required by a school and park facility. Still, several issues will need to be taken under consideration when the site plans for the school and park are developed – configuration of the school building, driveway access points to the sites, bicycle and pedestrian access to and within the sites, stormwater management impact and mitigation measures, and relationship between the potential school facility and the proposed community park. It is desired to establish strong connectivity between the school facility and the Schlapbach Creek environmental corridor to take advantage of opportunities for ecological and environmental studies opportunities. The crossing of Brookwood Drive between the potential school facility and the proposed community park will need to be carefully considered, engineered, and designed.

Additional input and planning should be considered in developing the park site, including an assessment of desired facilities and activities, to complement those offered at nearby facilities – including Waltz Park and the proposed new neighborhood park in the NENP area.

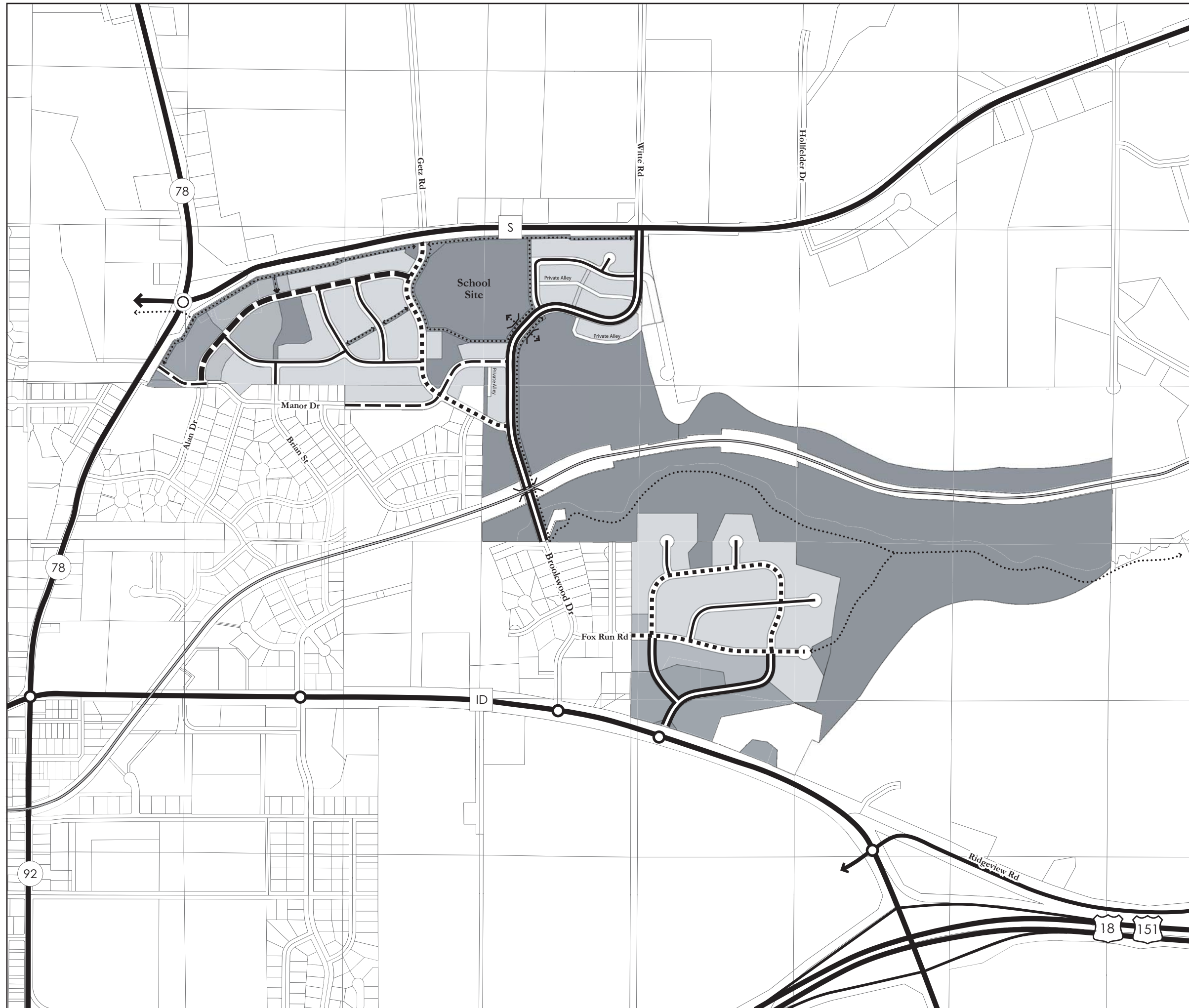
Although it is the strong recommendation of this Plan to provide a school site within the Northeast Neighborhood, if the “Planned School Site” does not develop as a school as intended, there may be an opportunity to develop up to 45 residential units on the site. The feasibility from a layout and sewer system capacity would have to be examined in greater detail if this contingency arose, which should ultimately determine the number of additional residences that could be served in this area. It is the Village’s objective to promote connectivity throughout the neighborhood through the school site and minimize cul de sacs on this site, if it is developed as anything other than a school site. The following illustration shows a potential alignment of streets and connectivity with the rest of the neighborhood should the school not be sited at this location.



The Village of Mount Horeb

NORTHEAST NEIGHBORHOOD PLAN

TRANSPORTATION MAP



-  Planned Single Family Residential
-  Planned Multi-Family Residential
-  Planned General Business & Neighborhood Commercial
-  Planned Open Space & School Site
-  Existing Streets
-  Planned Neighborhood Collector with Bike Lanes (Street A)
-  Planned Residential Collector with Bike Lanes (Street B)
-  Planned Residential Collector with Bike Lanes & Parking on One Side (Street C)
-  Planned Residential Collector (Street D)
-  Planned Low Volume Residential (Street E)
-  Exiting Roundabout
-  Planned Roundabout
-  Military Ridge Trail
-  Planned Bike and/or Pedestrian Trails



0' 400' 800' 1600'

Initial planning by Vandewalle & Associates, preliminary engineering by Held Engineering Associates Inc.

Vandewalle & Associates, Inc.
© 2007

Adopted: September 24, 2007

The Village of Mount Horeb NORTHEAST NEIGHBORHOOD PLAN

LEGEND

Planned Land Use

- Planned General Business
- Planned Neighborhood Commercial
- Planned Mixed Residential
- Planned Two Family Residential
- Planned Single Family Residential
- Planned School Site with Playground
- Planned Park & Public Open Space
- Planned Conservancy, Environmental Corridor & Woodlands

Existing Land Use

- General Business
- Office
- General Industrial
- Mixed Residential
- Two Family Residential
- Single Family Residential (*Sewered*)
- Single Family Residential (*Rural*)
- Institutional
- Agriculture/Rural/Vacant
- Public Open Space
- Woodlands

- Existing Stormwater
- Planned Stormwater

- Existing Major Roads
- Existing Roundabout
- Planned Roundabout
- Military Ridge Trail
- Planned Bike and/or Pedestrian Trails

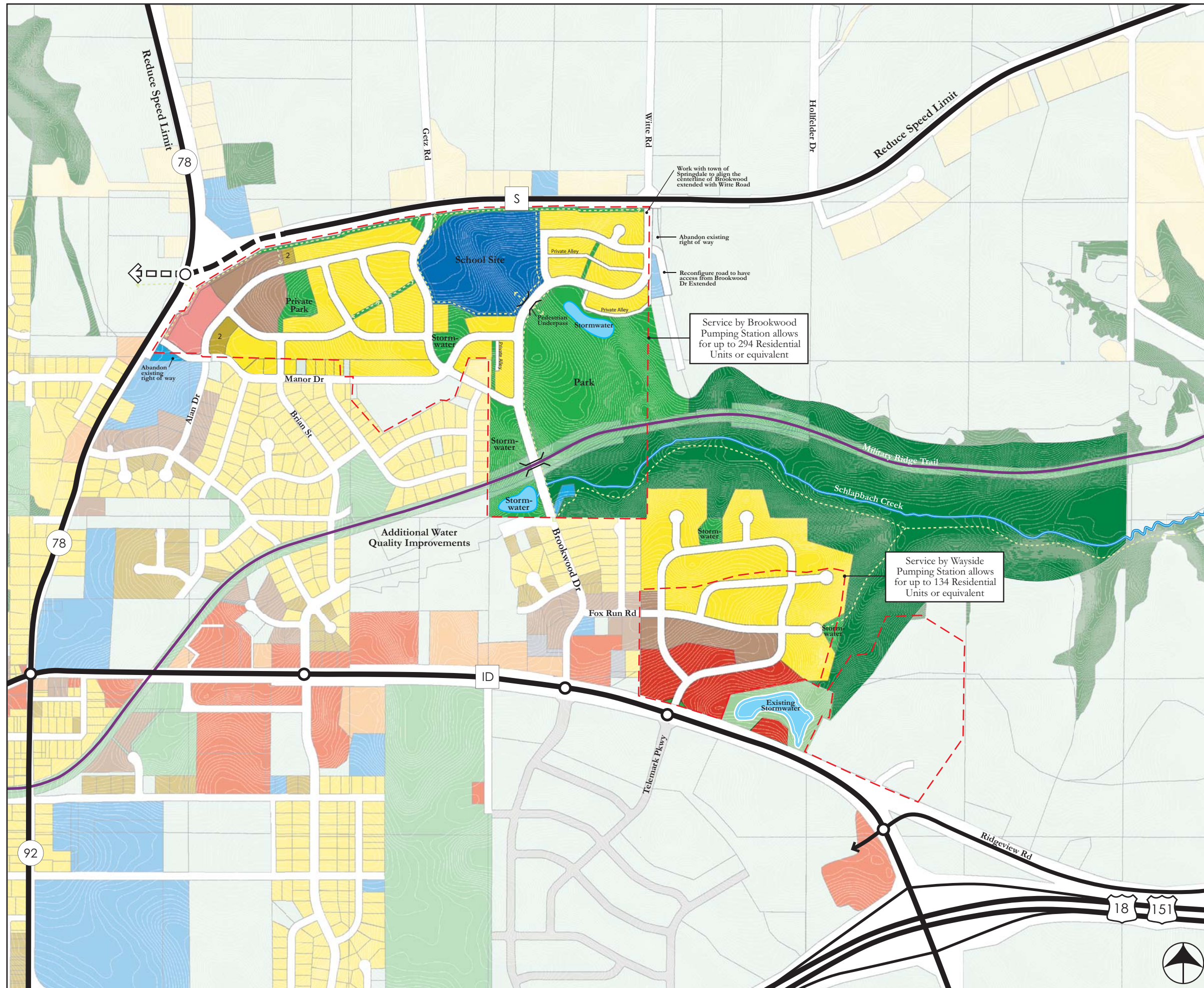
- Current Pump Station Service Areas

NOTE: Stormwater management facilities and local road networks illustrated on this plan are conceptual and for illustrative purposes. For instance, the pattern of local roads depicted is intended to communicate that the Village will encourage connectivity and internal flow when evaluating planned transportation improvements. Those illustrated on this map are not intended to be the precise locations or alignments. The specific local road network layout and locations of stormwater management facilities will be refined upon more detailed engineering study prior to, or during preliminary plat development.

Initial planning by Vandewalle & Associates, preliminary engineering by Held Engineering Associates Inc.

Vandewalle & Associates, Inc.
© 2007

Adopted: September 24, 2007





AGENDA ITEM REPORT

MEETING DATE

October 30, 2024

PREPARED BY

Nicholas Owen, Administrator

AGENDA ITEM # 4.b

Information on Parkland planning

BACKGROUND

Administrator Owen is working with MSA to prepare a concept plan for the park development prior to issuing the RRP so we can be as specific as possible on how much land is available for development. I will provide some examples of how the parkland could be developed at the meeting for discussion purposes only.

RECOMMENDATION

ATTACHMENTS

None



AGENDA ITEM REPORT

MEETING DATE

October 30, 2024

PREPARED BY

Nicholas Owen, Administrator

AGENDA ITEM # 4.c

Information on Housing RFP

BACKGROUND

Kristen Fish-Peterson has prepared the attached Request for Proposals (RFP) for the development of the Lukken Farm. The Community Development Authority (CDA) has had an initial review of the document. A lot of the blanks that still need to be filled in are the technical aspects such as zoning, total acreage, etc. We will be meeting with Village Planner Ben Rohr upon his return from leave to discuss how to incorporate the new zoning categories into the process.

RECOMMENDATION

ATTACHMENTS

1. Draft RFP



HERITAGE
COMMUNITY
OPPORTUNITY



Request for Proposals

Residential Property for Development

110 acres on Hwy. S and Hwy. 78 (N. 8th St.)

Proposals Due: March 31, 2025

Village of Mount Horeb, 138 W. Main St., Mount Horeb, WI

nic.owen@mounthorebwi.info

608-437-9409

Request for Proposals (RFP)

For the Purchase and Development Of Village-Owned Real Estate

The Village of Mount Horeb (“Village”) invites developers and interested parties (collectively, “Proposer” or “Proposers”) to submit a development plan (“Proposal”) for Village-owned property on Hwy. S and Hwy. 78 (N. 8th St.). This site is known as the “Lukken Farm”, and includes approximately 117 acres of developable property, suited for residential development.

Proposals (in digital format only) will be accepted until 3:00 pm Central Time on Monday, March 31st, 2025. Digital submissions must be made by email to Nic Owen, Village Administrator, at nic.owen@mounthorebwi.info

1. Community Overview

Mount Horeb is located approximately 20 miles west of Madison on Hwy. 18/151 in the Driftless Region of southwestern Wisconsin. The population is approximately 7,700. Mount Horeb offers a premier quality of life that boasts the benefits of a small town, with excellent school district, charming downtown, State Recreational Trail (Military Ridge Trail), and all the big city amenities within easy access.

2. Development Site – Information and Context

The development property is located on the north edge of the village, contiguous to existing residential neighborhoods to the south, and is bordered on the north by County Hwy. S. The Military Ridge Trail crosses through the southeast portion of the property.

The northwestern most 20 acres (where farm structures are located) will be dedicated to parkland and may possibly host a future recreation center and/or field space for area sports.

The development acreage has been farmed for decades and is not known to have any environmental contamination. The Village completed environmental testing (Phase I and Phase II) and will provide those results to interested parties (or attached in Exhibit A).

3. Property Overview

Location: East on County Hwy. S at County Hwy. 78
Land Area: 110 acres (we will fine tune this number)
Land Use Category: Planned Neighborhood
Expected Zoning:

4. Development Objectives

The Village’s intent with this RFP is to provide a new, well-designed residential neighborhood for the community. The Village is expecting to see a variety of housing types and price points. A developer may or may not propose to develop all the acreage available but may propose to develop a portion of the acreage, as there may be multiple developers

working on various types of housing in this area. There is an opportunity to include mixed-use development within the Planned Neighborhood zoning.

A summary of Village goals for this development includes:

- a. A variety of housing types, including single family detached and attached housing, cottage court, townhomes, or other styles serving the missing middle
- b. Safe streets, a development designed for safety
- c. Consideration for future public works costs
- d. An interesting and uniquely designed neighborhood

The Village is expecting proposals that incorporate and demonstrate high-quality architectural elements and site design, including but not limited to the following:

- a. Use of quality architectural design and building materials, with varying relief elements incorporated into the exterior framework of the homes. The design and architecture of new homes in this area should respect, complement, and enhance the surrounding residential developments.
- b. Visual interest and harmony shall be fostered through creative design and quality building materials.
- c. Landscape design should enhance the development and streetscape.
- d. The project should meet perceived market needs for type(s) of housing, and should incorporate housing units at various price points, sizes, configurations and scales.
- e. As a result of a grant (CDBG PRO Housing) with the office of Housing Access & Affordability, Dane County Department of Human Services, the equivalent of five acres of the overall residential development must be dedicated to affordable housing, meeting housing needs for residents at XX% of the county area median income. Developers are encouraged to form partnerships or join ventures with other developers to encourage this mix of housing type and price point. The value of the acreage is to be contributed by the Village to the developer who is developing the affordable housing.

5. Zoning and Land Use Requirements – (is there new text from the zoning code rewrite applicable here?)

6. Streets and Utilities

The property has access from County Hwy. S at XXXXX. Water, sewer, electricity and storm sewer are XXXXXXXXXXXXXXXXXXXXXXXX. A map of the infrastructure is shown in Exhibit B. Direct connections to electricity, natural gas, and communications infrastructure are available as well.

7. Mandatory Pre-Proposal Conference

The Village will hold a mandatory virtual pre-proposal conference on XXXXXXX via Microsoft Teams. Any questions about the property, phasing, this RFP and the proposal review/approval process will be discussed. Please email nic.owen@mounthorebwi.info for a link to the pre-proposal meeting.

8. Concept Review

Proposers are encouraged to submit a concept plan to the Village Administrator's office for review and comment prior to the deadline. The Village can provide a confidential technical review of a project's conceptual design to the proposer related to the requirements of zoning code, building and fire codes, and other site considerations such as infrastructure, access and utilities.

9. Proposal Submission Requirements

Respondents must submit a digital copy of their proposal that meets the requirements below. The proposal should be submitted as a single combined file, although attachments may be provided. Upon submission, all materials will become the property of the Village of Mount Horeb. **All proposals must be submitted via email to nic.owen@mounthorebwi.info by 3:00 pm on Monday, March 3rd 2025.** No submissions will be accepted after this date and time, or by any other delivery method other than email.

To avoid submittal issues, please observe the following guidelines:

- a. The Village is not responsible for technical difficulties on the part of the proposer. Please develop a plan to submit materials in an appropriate manner prior to the submittal deadline. Contact Nic Owen with any technical questions.
- b. Submittals are highly encouraged to be in the Adobe .pdf file format.
- c. Please ensure all maps and graphics are of sufficient resolution to be viewed and understood digitally. The Village may reject a proposal that cannot be easily viewed.
- d. It is encouraged that any submittal over 10 MB in file size be uploaded to a file sharing site with a link to the document or folder emailed to the address above.

Each submission must contain, at a minimum, the following information. Proposers are encouraged to include additional information as needed to fully describe and promote the project.

A. Developer Qualifications

1. Developer Contact – Name, address, and contact information of firm or individual responding to the proposal.
2. Firm Overview – Provide a brief description of the organization, year established, types of projects completed, yearly financial volume of projects, and current projects underway.
3. Development Team – Provide a listing, qualifications, and role of all team members anticipated to participate in the project. If subconsultants will participate, include them in this listing.
4. Experience – Provide a list, description and photos of relevant projects detailing the role of the firm in each of the projects. Provide relevant contact information for each project.

B. Project Proposal

1. Project Narrative – Provide a detailed narrative description of the proposed project including, but not limited to:

- a. Occupancy types, including square footage or area percentages of each type, and unit mix across the development.
- b. The Village is encouraging a mix of price points, sizes and configuration in this neighborhood.
- c. Discuss street design and landscaping proposal
- d. Connection to existing infrastructure including sidewalks, bike trail, paths
- 2. Conceptual Site Plans – Provide conceptual site plan of the neighborhood, including:
 - a. Street layouts
 - b. unit types and density
 - c. number of units by type and location
 - d. Setbacks
 - e. Site access
 - f. Storm water management improvements if needed
- 3. Timeline – Provide a proposed timeline for the project including site design, site plan approval, securing financing, issuance of permits, construction phasing, substantial completion, and estimated final completion.

C. Project Financials

Development Budget Outline – Provide a preliminary budget that outlines the estimated development costs of the project, identifying hard costs, soft costs and financing terms.

D. Land Purchase Price –The property must be exchanged for fair market value as determined by an appraisal. Proposers shall include a land purchase price as part of the proposal.

10. Proposed RFP Schedule

January 8, 2025	Village Board approval of a resolution authorizing the RFP process and setting a public hearing
March 31, 2025	Proposals due.
April 28, 2025	Review Committee determines recommended proposal
	CDA reviews the recommendation of the Review committee
May 7, 2025	Village Board reviews Review Committee recommendation and authorizes Staff to begin negotiations with selected developer.
June 4, 2025	Village Board public hearing to approve the selected developer and authorizes Village execution of a Purchase, Sale and Development Agreement.
June 5, 2025	Negotiation for Purchase, Sale and Development Agreement begins; developer to execute prior to Village Board approval

July 2, 2025	Village Board approval of Purchase, Sale and Development Agreement (if negotiations complete; if not, approval will be at soonest available meeting).
After approval	Developer is authorized to begin the Development Review (site plan approval) process. Construction anticipated as soon as possible thereafter.

11. Review Committee

All proposals will be reviewed and evaluated by a Review Committee consisting of Village Staff, one member of the CDA, and one designated Village Board member. The committee serves as a recommending body, and only provides a recommendation of a preferred development proposal for the Village Board's consideration. The committee will make a recommendation of the preferred proposal for consideration based on the proposal that best meets the evaluation criteria provided in Section 11.

12. Proposal Evaluation

Proposals will be evaluated for meeting the following elements (in no order).

- a. Capacity, experience, and capability of the proposer
- b. Ability and commitment to meet the objectives of the RFP
- c. Quality of design (site and units) and conformance with adopted Village Plans and ordinances, and meeting site and infrastructure requirements
- d. Innovative sustainability features in the site and unit design
- e. Inclusion of a variety of price points and configurations of housing units

During the review process, the Review Committee may request additional information from proposers. This may include request for information from the proposer supporting the financial and market feasibility of the proposed project.

The Review Committee may request interviews with a chosen list of one or more proposers. These interviews may be conducted virtually or in person.

The Village Board will review the recommendation of the Review Committee and make a recommendation for a proposer to move on to negotiations. After the Village Board's decision, the Village will draft a Purchase, Sale and Development Agreement for review and approval by the chosen proposer. This document will outline the terms of the sale of the property and will include any Village and developer commitments necessary to complete the project as proposed. Upon Village Board approval of the Agreement, the developer will be authorized to proceed.

13. Key Contacts

Nic Owen, Village Administrator, 608-437-9409, nic.owen@mounthorebwi.info.

Kristen Fish-Peterson, Economic Development Consultant to the Village of Mount Horeb, 715-581-1452, Kristen@redevelopment-resources.com

14. Resources

Village zoning code: [\(link to zoning code\)](#)

Maps of area: [\(link to maps\)](#)

Exhibits:

Exhibit A – Environmental Reports

Exhibit B – Utility Map

DRAFT



AGENDA ITEM REPORT

MEETING DATE

October 30, 2024

PREPARED BY

AGENDA ITEM # 4.d

Update on process and timing of next steps

BACKGROUND

Closing of the property is scheduled for the end of December. The RFP feedback will go to the CDA for review and a formal recommendation to the Village Board. Following Village Board approval, we anticipate issuing the RFP shortly after the new year. We will have a pre-bid meeting to discuss the project with interested developers and try to get as many questions out of the way prior to submittal of proposals. From there we will evaluate proposals and make a determination on how to proceed.

At the same time we will be reviewing the Park Development and proceed with seeking the final design and development of the park space.

RECOMMENDATION

ATTACHMENTS

None