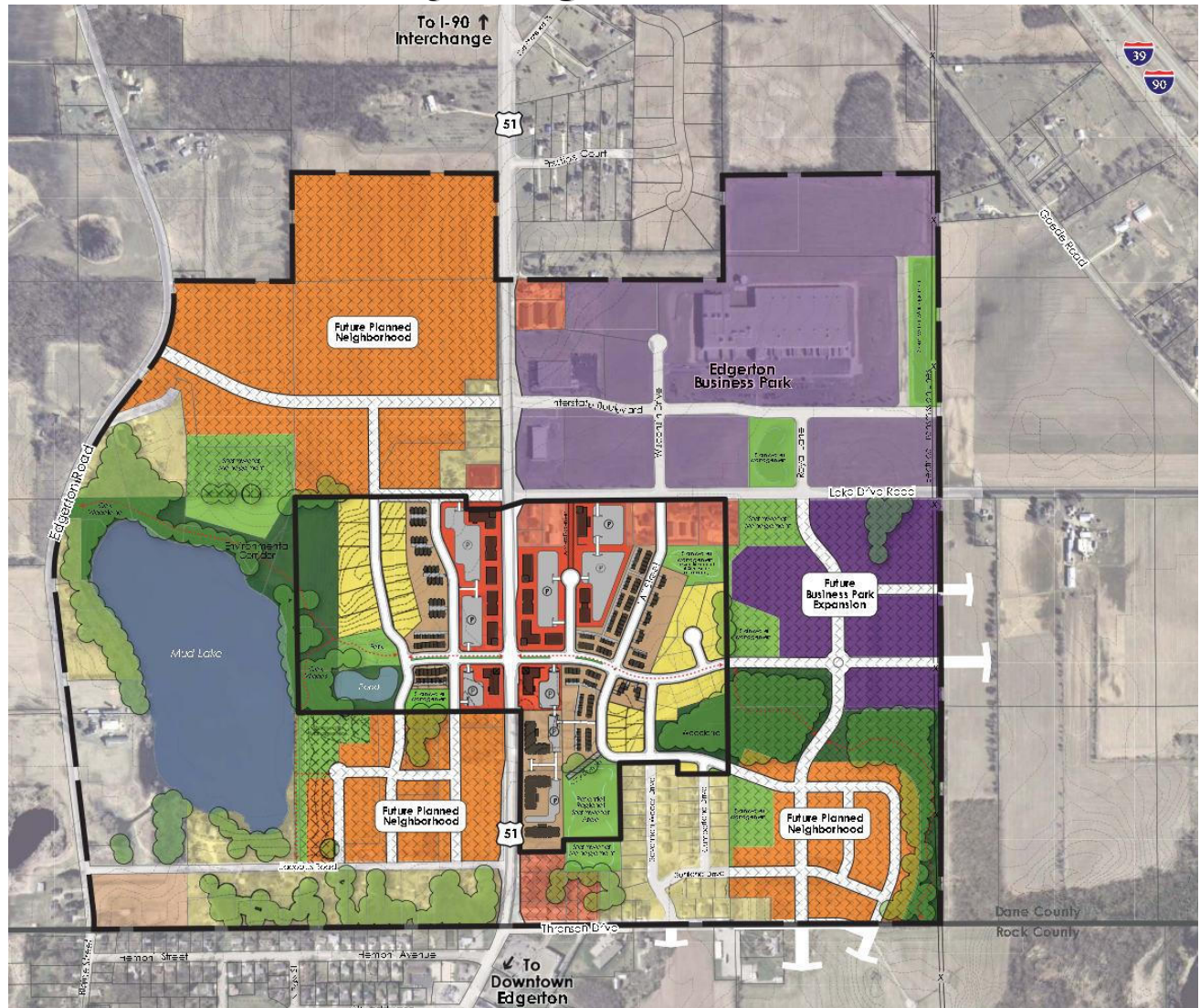


A Planning Document for...

The City of Edgerton, Wisconsin



North Gateway Neighborhood Development Plan

Adopted by Plan Commission: June 23, 2007

Certified by City Council: July 2, 2007

Acknowledgements

PREPARED FOR:

City of Edgerton, Wisconsin
12 Albion Street
Edgerton, WI 53534
Phone: (608) 884-3341
www.cityofedgerton.com

CITY STAFF

Ramona Flanigan, City Administrator
Randy Oren, Utility Director
Tom Hartzell, Public Works Director

PLAN & ARCHITECTURAL REVIEW COMMISSION

Erik Thompson (Chair)
Chris Lund
Ron Webb
Joan Fox
James Kapellen
Joe Zanter
Judy Scharfenberg

PLANNING ASSISTANCE BY:

VANDEWALLE & ASSOCIATES, INC.
120 East Lakeside Street
Madison, WI 53715
Phone: (608) 255-3988
www.vandewalle.com

CONSULTANT STAFF

Brian Munson, Urban Designer, Principal
Chris Landerud, Urban Designer, Project Manager
Rebecca Maskin, Cartographer
Stephanie Robey, Administrative Assistant

Table of Contents

Acknowledgements	2
Table of Contents	3
I.Introduction	4
<hr/>	
Base Map/Site Analysis Map	5
II.Summary of Existing Conditions	6
<hr/>	
A. Location.....	6
B. Natural Features	6
C. Existing Land Use Pattern	6
D. Existing Transportation Facilities	7
III.Plan Objectives	8
<hr/>	
A. Growth Management.....	8
B. Development Arrangement.....	8
C. Community Design & Identity.....	9
Residential Design Standards.....	12
Commercial Design Standards.....	15
D. Transportation Connections.....	16
E. Open Space & Recreation.....	16
Development Plan Map	18

I. Introduction

The purpose of the North Gateway Neighborhood Development Plan (NGNDP) is to provide detailed recommendations for the arrangement of land uses, appropriate zoning, private development concepts, transportation systems, and parks and open spaces within the planning area.

This plan will provide a clear understanding of the City'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 NGNDP; however, future development needs will change over time based on market demand. The City should be open to considering refinements to this Plan as future private development proposals are brought forward, in response to detailed engineering, environmental studies, and market demand may necessitate change.

The NGNDP is an outgrowth of the City's North Neighborhood – Section 34 Plan (1997) and the City's Comprehensive Plan, adopted in 2006. The NGNDP 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 north edge of Edgerton. In instances where conflicts between the recommendations of the NGNDP and previous plans occur, the recommendations of the NGNDP take precedence.

Preparation of the NGNDP was guided by:

- | | |
|--|------------|
| ▪ Site Assessment & Property Owner Interviews | March 2007 |
| ▪ City Staff Work Session | April 2007 |
| ▪ Neighborhood Development Plan (public meeting) | May 2007 |

NORTH GATEWAY NEIGHBORHOOD

City of Edgerton, Wisconsin

Base Map/Site Analysis

A. US Highway 51 & Access Points

- Highway runs north-south through the city connecting to Janesville to the south and Stoughton & Madison to the north.
- Interstate interchange located just north of study area
- Preserve ROW and allow for expansion to 5 lanes (120' ROW)
- Potential access points located with attention to sight lines, road alignments, and spacing

B. Potential Road Extensions

- General road pattern is located as outlined in the Comp Plan
- ROWS to be 80' in width

C. Edgerton Business Park

- Total acres: 93
- Several available sites
- High visibility from Highway 51
- Good access from interstate interchange

D. Woods Edge Estates

- Single family development currently under construction
- Typical lot size: 80' wide by 125' deep
- Total lots: 36

E. Mud Lake

- Natural feature serves as amenity to the community
- Bounded by steep slopes, mature oaks/woodland
- Area of natural drainage patterns

Future Land Uses

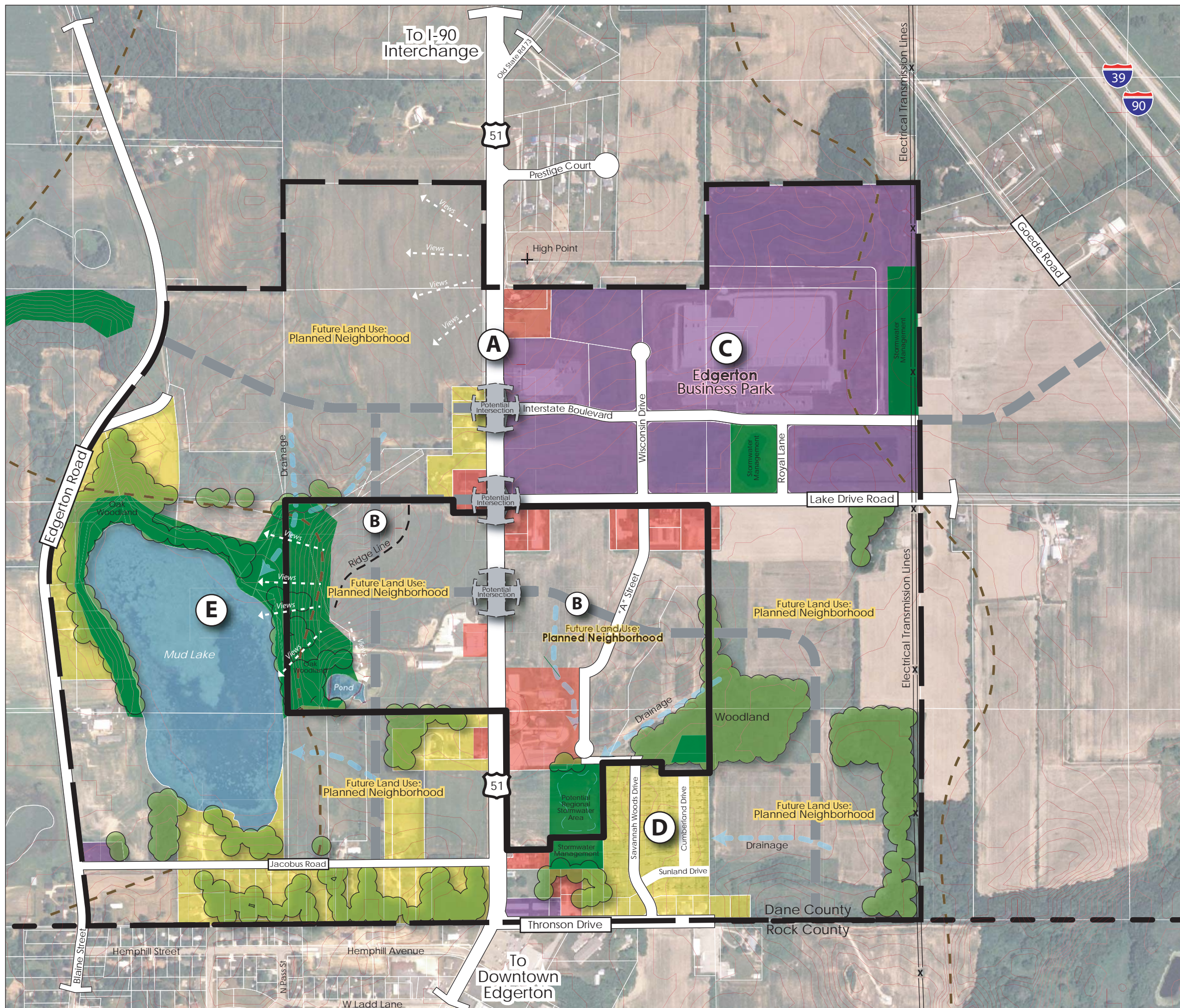
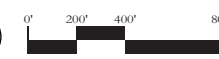
- Planned Neighborhood – A combination of residential, office, commercial, institutional, and open space facilities.
- Planned Business – High-quality indoor commercial, office, and institutional, with generous landscaping and limited signage.

Legend

- Study Area Boundary
- Project Area Boundary
- County Boundary
- Potential Road Extensions (80' ROW)
- Potential Intersections
- Natural Drainage
- Woodland
- 5' Contours

- Business Park/Industrial
- Single Family Residential
- Commercial
- Environmental Corridor*/Open Space

* Environmental corridors consist of wetlands, water, hydric soils, and 100 year flood plains. All data is based on county data and has not been surveyed on site. This compiled data provides general regional information and is not accurate for specific development purposes. Site surveys will be required for detailed planning and development of individual sites within this neighborhood.



II. Summary of Existing Conditions

A. Location

The NGNDP planning area encompasses areas with and adjacent to the north side of the City of Edgerton. The study area is generally bounded by the municipal boundary line; Edgerton Road to the west, Thronson Road to the south, and the overhead transmission lines to the east. The entire study area is located within Dane County, just north of Rock County.

The project area, within the broader study area, is the primary area of focus. The project area is more specifically a 95 acre area located on both sides of USH 51 and south of Lake Drive Rd. The project area will have a more refined development plan including road layouts and land use patterns.

B. Natural Features

The planning area is comprised primarily of undeveloped farm land and includes some areas of woodlands, and moderate topography with some steep slopes surrounding Mud Lake. A majority of the western planning area drains towards Mud Lake. Eastern portions of the planning area generally drain towards the planned regional stormwater basin located just west of the Woods Edge Estates.

Mud Lake is the most significant natural feature within the planning area. This small lake is surrounded by mature oak trees, wooded hillsides, and pockets of wetlands. The considerable topography allows for beautiful views of this amenity, but also channels a significant amount of stormwater to this water feature. As land within this watershed develops, special care and attention will have to be given to stormwater management with a priority given to the treatment of stormwater prior to reaching Mud Lake. Environmental corridors including steep slopes, woodlands, wetlands, and/or flood plains shall be undisturbed and maintained as a natural feature for the entire community.

The east side of the planning area features a drainage corridor surrounded by woodlands and a pocket of wetlands. This area of woodlands extends both east and south to a more regional wooded area. The City's Comp Plan calls for this wooded connection to be preserved as a transition buffer.

The natural features illustrated on the Base Map/Site Analysis map are based on county data and have not been surveyed on site. The mapped environmental corridors consist of wetlands, water, hydric soils, and 100 year flood plains. The compiled data provides general regional information, and may not be of sufficient accuracy for specific development purposes. Site surveys will be required for 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 lands, rural residences, and commercial uses located along USH 51 and Lake Drive Road.

The 93 acre Edgerton Business Park consumes land east of USH 51 and north of Lake Drive Road. This Business Park has been strategically located for access and visibility from the Interstate and USH 51. Future expansion of the Business Park could potentially occur both east and southeast of the existing facilities.

The Woods Edge Estates, a 36 lot single family subdivision, is under construction just north of Thronson Drive and east of USH 51.

D. Existing Transportation Facilities

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

- **US Highway 51** is the dominant transportation facility in the planning area. USH 51 connects Edgerton with municipalities to the north and south, with an interchange connection to Interstate 94/39 north of the study area. In the future, the right-of-way is planned for expansion to 5 lanes (120' ROW). Potential access points onto USH 51 are limited and will need evaluation with attention to sight lines, road alignments and intersection spacing.
- **Lake Drive Road** an east-west connection intersects with USH 51 and serves as an entry to the Edgerton Business Park. The Edgerton Comp Plan suggests Lake Drive Road extends west, across USH 51.
- **Interstate Boulevard** intersects with USH 51 and also serves as an entry to the Edgerton Business Park. The Edgerton Comp Plan suggests Interstate Boulevard extends both east to Groede Road and west to Edgerton Road.
- **“A” Street** is a platted public right-of-way with installed utilities, but the roadway has not been constructed. When development in this area occurs, the remaining improvements of the right-of-way should take place.
- **Edgerton Road** a rural north-south connection ties into the City and serves as the western edge of our planning area.
- **Savannah Woods Drive, Cumberland Drive, & Sunland Drive** are residential streets located within the Woods Edge Estates subdivision. Neighboring development will connect with these temporary dead end roads.

III. Plan Objectives

The North Gateway Neighborhood Development Plan map, included at the end of this document, depicts several distinct planning areas characterized by different land uses, mixes, and densities. These areas are intended to be tied together by an interconnected road network and an integrated open space system. The planned road network is also designed to provide appropriate connections to the rest of the City and region.

The development scheme is complemented by environmental and recreation corridors that anchors the planning area. The open space corridors, featuring Mud Lake and woodlands, are environmental areas with significant development limitations.

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

A. Growth Management

1. Encourage orderly and planned growth within the planning area to secure high quality employment, commercial, and housing opportunities.
2. Plan for a mix of uses that complements, and does not jeopardize, development objectives.
3. Manage the rate and intensity of planned development to coincide with the City's ability to provide services and manage impacts.
4. Direct development away from environmentally sensitive areas and plan for new development that does not negatively impact the environment or other property owners. Specifically, protect Mud Lake, the surrounding wooded slopes, environmental corridors, and drainage ways.
5. Discourage premature development within the Sanitary Sewer Service Area.
6. Attempt to work cooperatively with surrounding governments on issues such as municipal boundaries (e.g., making sure annexations do not create town islands), stormwater management, and road maintenance.

B. Development Arrangement

1. Provide attractive settings for housing, jobs, shopping, and recreation in proper relationships to one another.
2. Concentrate higher intensity, mixed-use, commercial, and mixed residential development near major intersections.
3. Direct lower intensity, predominantly residential uses to areas around open space.
4. Use the transportation and open space systems to provide appropriate breaks between different land use types and intensities while supplying appropriately designed transportation connections.
5. Relate neighboring land uses to each other through integrated site planning, lighting and signage control, and interconnections for walking, biking, and driving.

Specific Recommendations:

- Maintain the Edgerton Business Park entrances at Interstate Boulevard and Lake Drive Road. Through road standards and signage, reinforce these two roadways as primary Business Park entrances.

- Develop a “Commercial Node” around the east-west boulevard intersection at USH 51. (see Development Plan Map) Utilize the access and visibility of USH 51 for commercial sites and transition surrounding land uses with mixed residential.
- Develop a “Neighborhood Gateway” near the southern portion of the project area. (see Development Plan Map) Locate higher density residential near USH 51 and transition with mixed residential to a single family land use.
- Locate active park spaces adjacent to natural open space features, specifically the Mud Lake area. Provide public access and visibility to these amenities.
- Provide network of pedestrian/bike connections that are both on and off street. These connections should connect both active parks and natural open spaces.
- Utilize opportunities of the potential regional stormwater area to serve a majority of stormwater needs east of USH 51.

C. Community Design & Identity

1. Assure that new development includes high-quality building, site, landscaping, signage, and lighting design (consistent with city ordinances), and fits within the context of a small-sized, free-standing community.
2. Design new developments in a manner that respects pedestrians as well as vehicular needs (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. Effectively mark important approaches, transitions, and gateways to significant community features, such as the Edgerton Business Park, Commercial Centers, or Neighborhood Gateways.
5. Within planned residential areas, promote the following design concepts:
 - Mix of housing types, lot sizes, and densities, including single family housing, duplexes, 4-units, townhomes, condominiums, apartments, and senior housing.
 - Development of neighborhood focal points, such as parks.
 - An interconnected network of streets sized to correspond to traffic volumes.
 - Orientation to the pedestrian through sidewalks, paths, and inter-connections.
 - Using clustered development layouts where projects are adjacent to natural areas.
 - Modest front yard setbacks and avoidance of “garage-scape” street appearance.
 - Use of natural stormwater management to control water quality and quantity.
 - Restoration of degraded environmental features, such as wetlands, woodlands, and lakes.
 - Street cross section designs should facilitate connections without compromising surrounding land uses.

Single Family Residential

Planned Single Family Residential areas have been laid out to exhibit “Community Identity & Residential Design” strategies as listed above. The City 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. This Single Family Residential district may also include the integration of duplex units. Duplex units should also abide to the design recommendations of this land use.

Planned Single Family Residential areas should generally be zoned:

- Residential District One (R-1)
- Residential District Two (R-2)
- Planned Developments (PD)

Mixed Residential

Planned Mixed Residential areas are designed to provide a diversity of housing options for residents of the City. Appropriate residential types for this land use are two-family and multiple family residences; including townhomes, four-units, and apartments. Opportunities for rental and condominium units should be explored. Mixed Residential areas are also appropriate for retirement or elderly care communities, including medical and other services for residents. In general, planned Mixed Residential areas are located near major street intersections and commercial areas.

In addition to the “Community Identity & Residential Design” strategies, the following design guidelines should also apply within the Mixed Residential areas:

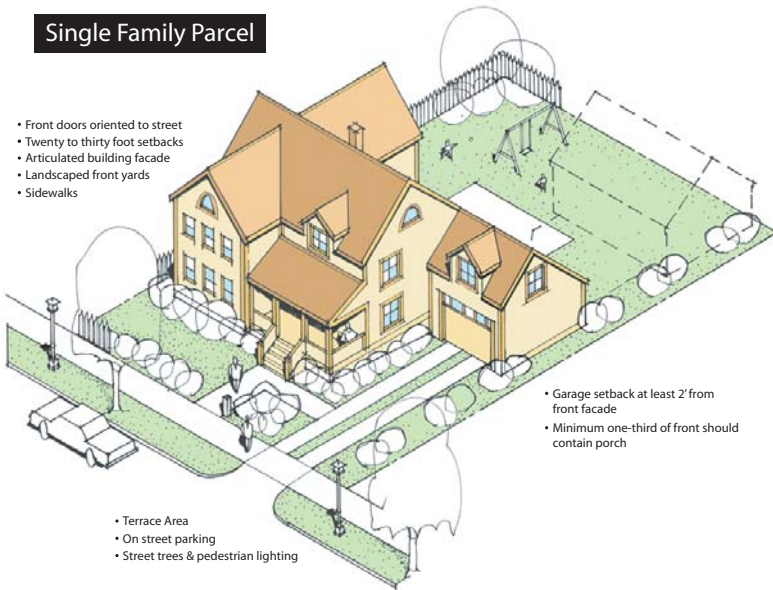
- a. Incorporate architectural design that fits the context of the surrounding neighborhood. Particularly in areas near the center of the planning area, encourage layouts where buildings appear as a grouping of smaller residences.
- b. Promote use of brick and other natural materials on building facades.
- c. Avoid monotonous facades and box-like buildings. Incorporate balconies, porches, garden walls, varied building and facade setbacks, varied roof designs, and bay windows.
- d. 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.
- e. Locate dumpsters and other unattractive uses behind buildings and/or screening treatments.
- f. 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.
- g. Provide on-site recreational and open space areas to serve the needs of residents.
- h. 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.

Planned Mixed Residential areas should generally be zoned:

- Residential District Two (R-2)
- Residential District Three (R-3)
- Residential District Four (R-4)
- Planned Developments (PD)

Community Identity & Residential Standards

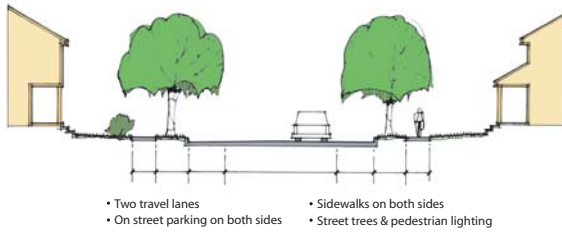
Single Family Parcel



Townhome Parcel



Residential Street



Multi-Family Parcel



Residential Streetscape



Community Commercial

The planned community commercial and institutional areas are located along a key community entryway and adjacent to residential areas; as such, high-quality building design and landscaping are essential. Open space from adjacent parks should be extended and incorporated into the design of these areas.

The following design guidelines should be implemented for community commercial uses in the planning area:

- a. Orient buildings to the public street, avoiding excessive setbacks.
- b. Use brick, split-faced block, high-quality prefabricated concrete panels, glass, wood, or some combination in all buildings. Do not allow metal siding.
- c. Construct all building façades of similar quality to the front building façade.
- d. Incorporate several of the following features to add visual interest to façades: staggered facades (variations in wall depth and/or direction), canopies, awnings, trellises, bays, doors, windows, and variations to building height and roof lines. It is particularly important that any buildings greater than 20,000 square feet incorporate such features to reduce apparent building scale.
- e. Make building entryways prominent, and provide public entrances on all sides of a building that directly face a public street.
- f. Use landscaping and architectural detailing along building foundations to soften the visual impact of large buildings.
- g. Include central features on the site which contribute to community character, such as landscaped open spaces, patios, benches, and pedestrian areas.
- h. Locate loading docks, dumpsters, mechanical equipment, and outdoor storage areas behind buildings, or in the case of mechanicals, on the tops of buildings.
- i. Completely screen loading docks, dumpsters, and mechanical equipment, through use of landscaping, walls, and architectural features compatible with those used on the building exterior.
- j. Retain existing, mature landscaping wherever possible. For new landscaping, emphasize native plantings.
- k. Implement high-quality landscaping within and near bufferyards, street frontages, paved areas, and building foundations, including a mixture of canopy deciduous trees, ornamental trees, evergreen trees, and shrubs.
- l. Install street trees along all public street frontages.
- m. Place most parking to the sides and rear of buildings, rather than having most parking in the front. Avoid large parking lots on primary street frontages.
- n. Divide larger parking lots into smaller “pods” or compartments where possible, rather than laying one continuous sheet of parking.
- o. Heavily landscape parking lots with perimeter landscaping and landscaped islands. In general, landscape islands should be required at the ends of all internal parking rows, and at intermediate locations within rows.
- p. Design entrance drives with adequate throat depths for proper vehicle stacking.
- q. Control the number and location of driveways to arterial and collector streets. Use common drives to serve more than one commercial use, where possible.
- r. Provide for safe, convenient, and separated pedestrian and bicycle access to the site, and from the parking areas to the buildings. Provide secure bicycle parking and pedestrian furniture in appropriate quantities and locations.

- s. Incorporate site design features which allow pedestrians to walk parallel to moving cars.
- t. Confine illumination from lighting through use of modest light intensities and pole heights, and through cut-off luminaries.

Planned Community Commercial areas should generally be zoned:

- Local Business District (B-1)
- Large Scale Commercial District (B-3)
- Suburban Commercial District (B-4)
- Planned Developments (PD)

Community Commercial Design Standards

Commercial Parcel

- Pedestrian & vehicular access to adjacent sites
- Screen roof-top mechanical equipment
- Wall, hanging, or awning signage



- Entries on front
- Transparent facade (50% minimum)
- Screen side parking lot
- Setback 0-20 feet

- Service at rear
- On-site storm water infiltration
- Parking lot landscaping

Commercial Boulevard



- Landscaped boulevard
- On street parking on both sides
- On street bike lanes (5') in both directions
- Sidewalks on both sides

- Street trees & pedestrian lighting
- Turn lanes where needed
- Limited access to parkway (no SF driveways)

D. Transportation Connections

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. For planned local streets, emphasize access and connectivity over moving traffic quickly.
3. Provide multiple road connections in accordance with the Comp Plan's Transportation Map (5).
4. Provide connections to all new subdivisions and other large developments.
5. Provide bike and pedestrian routes through the environmental corridor and along neighborhood streets.
6. Minimize driveway access onto arterial and collector streets. 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.

Specific Recommendations:

- As shown on the Development Plan Map, provide regional road connection in accordance with the Comp Plan's Transportation Map (5).
- Locate intersections/access points on USH 51 with attention to sight lines, road alignments, and intersection spacing. At said intersections, provide crosswalks and opportunity for pedestrian/bike travel.
- Within the "Commercial Node" design a roadway that incorporates landscaping, bike lanes, sidewalks, street trees, pedestrian lighting, travel lanes where needed, and limited access points. Implement appropriate road widths, traffic calming measures, and signage that reinforce safe travel speeds, discourage large truck traffic, and to mark adjoining land use changes.
- Specifically along the planned east-west commercial roadway and the future north-south neighborhood collector, explore the idea of implementing traffic circles, roundabouts and/or street islands to maintain safe traffic speeds throughout the neighborhood and discourage cut-through traffic.
- Provide crosswalks and traffic calming features around the active park spaces.

E. Open Space & Recreation

1. Protect and buffer environmental and archeological resources, and recognize development opportunities and constraints that these features present.
2. Use environmentally constrained lands to define the edges of development areas, serve multiple natural and recreational functions, and enhance neighboring property.
3. 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 near these areas, with refinements based on actual site conditions.
4. Encourage neighborhood and site development design that responds to, and is sensitive towards, the open space system.
5. Pursue the dedication and acquisition of park lands within and adjacent to natural areas.

6. Reserve low-lying areas for stormwater management basins. 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.
7. Use low-impact street design techniques for roads crossing and adjacent to environmentally sensitive lands to minimize surface water pollution.
8. Ensure that residential development projects protect environmentally sensitive lands, properly manage stormwater, and provide adequate parkland suitable for active recreational uses or contribute fees to pay for such facilities nearby.
9. Encourage developers to conserve constrained lands to complete connections of these areas to parks and properly manage stormwater.

Specific Recommendations:

- Mud Lake and the surrounding area must be managed and maintained in order to conserve this natural feature. Preservation of the woodlands, steep slopes, and wetlands should be given top priority. Stormwater should be detained and treated prior to reaching Mud Lake. Views and public access to this amenity should be preserved. An area of active parkland should be encouraged to locate adjacent to the Mud Lake area.
- The woodland areas on the east side of the planning area should be maintained and preserved as a permanent green connection as indicated in the City's Comp Plan. The area of woodland also serves as a transition buffer. An area of active parkland should be encouraged to locate adjacent to these woodlands.
- Pedestrian/bike connections should connect active parks spaces and natural areas. These connections should extend outside this planning area; specifically around Mud Lake and also southeast to the regional woodland area.
- The entire study area allocates roughly 10% of the land for stormwater management. The identified locations are general and are sited according to existing topography and drainage patterns. The timing of development, grading plans, and site conditions will alter the illustrated locations and sizes of the stormwater areas. Specific stormwater plans will be determined at time of development on a site by site basis.

NORTH GATEWAY NEIGHBORHOOD

City of Edgerton, Wisconsin

Development Plan

Legend

- Study Area Boundary
- Project Area Boundary
- County Boundary
- Woodland
- 5' Contours
- Existing Roads
- Proposed/Future Roads
- Pedestrian/Bike Connections
- Future Development
- Business Park/Industrial
- Community Commercial
- Single Family Residential
- Mixed Residential
- Future Planned Neighborhood
- Park/Stormwater Management
- Environmental Corridor*
- Suggested Building & Parking Locations**

* Environmental corridors consist of wetlands, water, hydric soils, and 100 year flood plains. All data is based on county data and has not been surveyed on site. This compiled data provides general regional information and is not accurate for specific development purposes. Site surveys will be required for detailed planning and development of individual sites within this neighborhood.

**All building footprints and parking areas illustrated on the map are suggested configurations. The actual development of these sites will probably be different from the general design shown on this map. See text of the North Gateway Neighborhood Development Plan for details of the design guidelines.

Proposed road alignments and boundaries of proposed parks, land use areas, and environmentally constrained lands may be adjusted based on future City acquisition interests, specific private development design, or detailed site environmental surveys. See text of the North Gateway Neighborhood Development Plan for details.

