

CITY OF STOUGHTON, 207 S. Forrest Street, Stoughton, WI 53589

ORDINANCE OF THE COMMON COUNCIL			
AN ORDINANCE TO ADOPT THE AMENDED COMPREHENSIVE PLAN OF THE CITY OF STOUGHTON			
Committee Action:		Planning Commission recommends approval	
Fiscal Impact:		None	
File Number:	O-23-2019	First Reading:	August 13, 2019
		Second Reading:	August 27, 2019

RECITALS

A. Pursuant to Wis. Stat. § 62.23(2) and (3), the City of Stoughton is authorized to prepare, adopt, and amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2).

B. The Common Council of the City of Stoughton, Dane County, Wisconsin adopted the City of Stoughton Comprehensive Plan (the “Comprehensive Plan”) on May 31, 2005, and subsequently amended the Comprehensive Plan on June 26, 2012 and July 11, 2017 pursuant to Wis. Stat. § 66.1001.

C. Attached hereto and incorporated herein as Exhibit A is a proposed Amendment to the Comprehensive Plan (the “Amendment”).

D. The Amendment, together with all maps and descriptive materials included or referred to, has been on file and available for public inspection in the office of the City Clerk.

E. On August 13, 2019 following notice as required by Wis. Stat. § 66.1001, the Common Council held a public hearing regarding the Amendment.

F. The Comprehensive Plan, as amended by the Amendment, contains all of the elements specified in Wis. Stat. § 66.1001(2).

G. The Planning Commission of the City of Stoughton, by a majority vote of the entire Planning Commission, has adopted a resolution recommending that the Common Council adopt the Amendment.

ORDINANCE

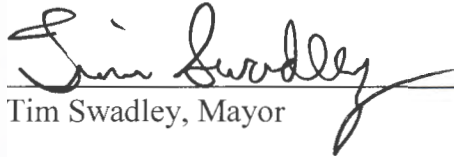
NOW, THEREFORE, pursuant to Wis. Stat. § 66.1001(4), in consideration of the above recitals that are expressly incorporated herein, the Common Council of the City of Stoughton, Dane County, Wisconsin ordains as follows:

1. The Amendment is adopted as an amendment to the Comprehensive Plan pursuant to Wis. Stat. § 66.1001.

2. The City Clerk is directed to file a copy of this Ordinance and the Amendment with all of the entities specified in Wis. Stat. § 66.1001(4)(b).

3. This Ordinance shall take effect upon passage by a majority vote of the members-elect of the Common Council and publication as required by law.

This Ordinance was duly considered and adopted by a majority vote of the Common Council of the City of Stoughton on 2019.



Tim Swadley, Mayor

ATTEST:



Holly Licht, City Clerk

Attachment: Exhibit A – Amendment to City of Stoughton Comprehensive Plan

Council Adopted: 8/27/19

Mayor Approved: 8/27/19

Published: 9/5/19

Exhibit A

This proposed Comprehensive Plan Amendment includes

- Adoption of the Kettle Park West Master Plan as a supplement to Comprehensive Plan Future Land Use Plan (Maps 6A, 6B, 6C, 6D)
- Adoption of Maps 9A and 9B as supplements to Map 9 and
- Revisions to the current plan text in Chapter Four – Transportation. Specifically the recommendations for the Collector Streets serving the area that are itemized under Section C.2 et seq. The proposed text revisions are listed below as inserts and ~~deletions~~. See pp 105-106 of the Comprehensive Plan (2017)

C.2. PLAN FOR NEW, EXPANDED, AND ENHANCED COLLECTOR ROADS

Roads that serve as collectors disperse traffic off of USH 51 and provide direct access into residential neighborhoods and commercial areas. These roads are those shown on Map 9 and 9A with various rights-of-way widths as appropriate right-of-way widths of either 100 feet or 120 feet. The minimum right-of-way width for a collector street is 80-feet. As the City expands eastward, southward and to the west, some of these existing collector roads should be extended and/or widened. Moreover, Map 9 and 9A recommends new roads be built to maintain a complete, interconnected collector road system.

Of particular importance will be the provision of new major collector roads in several locations:

- A north-south major commercial collector street or network of collector streets with appropriate right-of-way widths to accommodate projected traffic should be with a 100-foot right-of-way located about 2,000 feet west of, and parallel to USH 51 ~~— from STH 138 north into the~~ extending from the Northwest Planned Mixed Use Area (transitioning from a 100-foot wide office park collector road north of Rutland-Dunn Town Line Road and extending south and southwesterly to STH 138 at Starr School Road an 80-foot wide residential collector south of STH138). This north-south collector street system would interconnect with east-west collector streets connecting with USH 51 at Roby Road and Jackson Street and, via Oak Opening Drive (collector street), would also connect to STH 138. Because the existing frontage road (Hults Road) is poorly designed and located too close to USH 51, development of this new collector road network as the primary local north-south traffic mover in this key *Planned Mixed Use* area is of critical importance.
- A north-south residential collector with a 100/80-foot right-of-way located midway between Spring Road and Pleasant Hill Road serving the three eastside Planned Neighborhoods.
- An east-west residential collector with a 100-foot right-of-way located midway between Skaalen Road and USH 51 in the Eastside Planned Neighborhood.
- An east-west commercial collector with a 100-foot right-of-way located north of, and parallel to the USH 51 East corridor to serve as a reverse frontage road from Pleasant Hill Road to east of Spring Road.
- An east-west industrial collector with a 100-foot right-of-way located south of USH 51 and north of CTH A in the proposed *General Industrial* area at the planned southeast corner of the community.
- An east-west commercial collector with a 100-foot right-of-way located south of, and parallel to STH138 to serve as a reverse frontage road.

- An east-west commercial collector with appropriate 100-foot right-of-way located north of, and roughly parallel to STH 138 – connecting to the north-south collector street that is located west of Jackson street across USH 51 via Kettle Park West.
- An east-west commercial collector with an 80-foot right-of-way located south of, and parallel to STH 138, a westward extension of Milwaukee Street.
- ~~A north-south commercial collector with a 100-foot right-of-way located west of, and parallel to STH 51 as an extension of the existing USH 51 frontage road.~~
- An east-west commercial collector with appropriate a 100-foot right-of-way located either as an extension of Roby Road, or with convenient and functional access to Roby Road, and extending westerly to Starr School Road west of USH 51.
- An east-west commercial collector with a 100-foot right-of-way located within the proposed Northwest Planned Mixed Use Area.
- The westerly extension of Jackson Street from USH 51, connecting to Oak Opening Drive, and extending to the north-south collector street located west of Kettle Park West.
- Designate Starr School Road as a collector street between Rutland-Dunn Town Line Road and STH 138.
- Designate Rutland-Dunn Town Line Road as a collector street between USH 51 and Starr School Road.
- Provide intersection upgrades to improve Level of Service (LOS), capacity, and safety (both pedestrian and vehicle) at USH 51 intersections at Rutland-Dunn Town Line Road, Velkommen Way, Roby Road, Jackson Street, STH 138 and Hoel Avenue ; and STH 138 intersections at Oak Opening Drive, and Starr School Road.

To assure and maintain satisfactory traffic circulation, public street intersections and private access drives Access limitations will be important on these collector streets should be regulated based on the type of adjoining land uses, street design, topography, and projected traffic. For instance, the number of driveways or curb cuts may be limited and intersection spacing standards may be needed. For roads with 120' rights-of-way, one to four intersections per mile may be appropriate. For roads with 100' rights-of-way, one to two per quarter mile may be more appropriate. Finally, for smaller roads with 80' rights-of-way, up to four access points per quarter mile may be appropriate. It should also be acknowledged that some land uses may need to be prohibited from having direct access to collector streets. For instance, single family homes generally should not have direct driveway access to high traffic volume collector streets with greater than 80-foot rights-of-way.

All of the roads identified on Map 9 and Map 9A as new collector streets or expanded rights-of-way should be designed with on-street bike lanes meeting per AASHTO standards and with general design considerations for on-street parking, pedestrian safety, and intersection functionality.

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



1. Planned Business
2. Institutional
3. Recreation or Public Open Space
4. Multi-Family Residential
5. Planned Office
6. Planned Industrial

- Future Land Use**
- Agriculture/Rural
 - Unsewered Residential
 - Single Family Residential
 - Two Family Residential
 - Multi-Family Residential
 - Planned Neighborhood
 - Central Business
 - Planned Mixed Use
 - Planned Office
 - Neighborhood Office
 - Planned Business
 - Neighborhood Business
 - Planned Industrial
 - General Industrial
 - Heavy Industrial
 - Landfill/Extraction
 - Institutional
 - Recreation or Public Open Space
 - Environmental Corridor (subject to...)
 - Surface Water
 - Right-of-Way

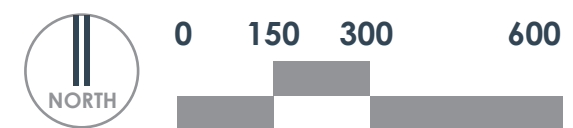
138

BUILDING FOOTPRINTS AND SITE IMPROVEMENTS ARE SHOWN FOR CONTEXT PURPOSES ONLY AND MAY NOT REFLECT ACTUAL STRUCTURES ERECTED AS OF MAY 2019

PROJECT NUMBER • 157018

PROPOSED AMENDMENT
CITY OF STOUGHTON COMPREHENSIVE PLAN - MAPS 6A,6B,6C,6D

**KETTLE PARK WEST
 PHASE 2**



Map 9A

Future Street Network

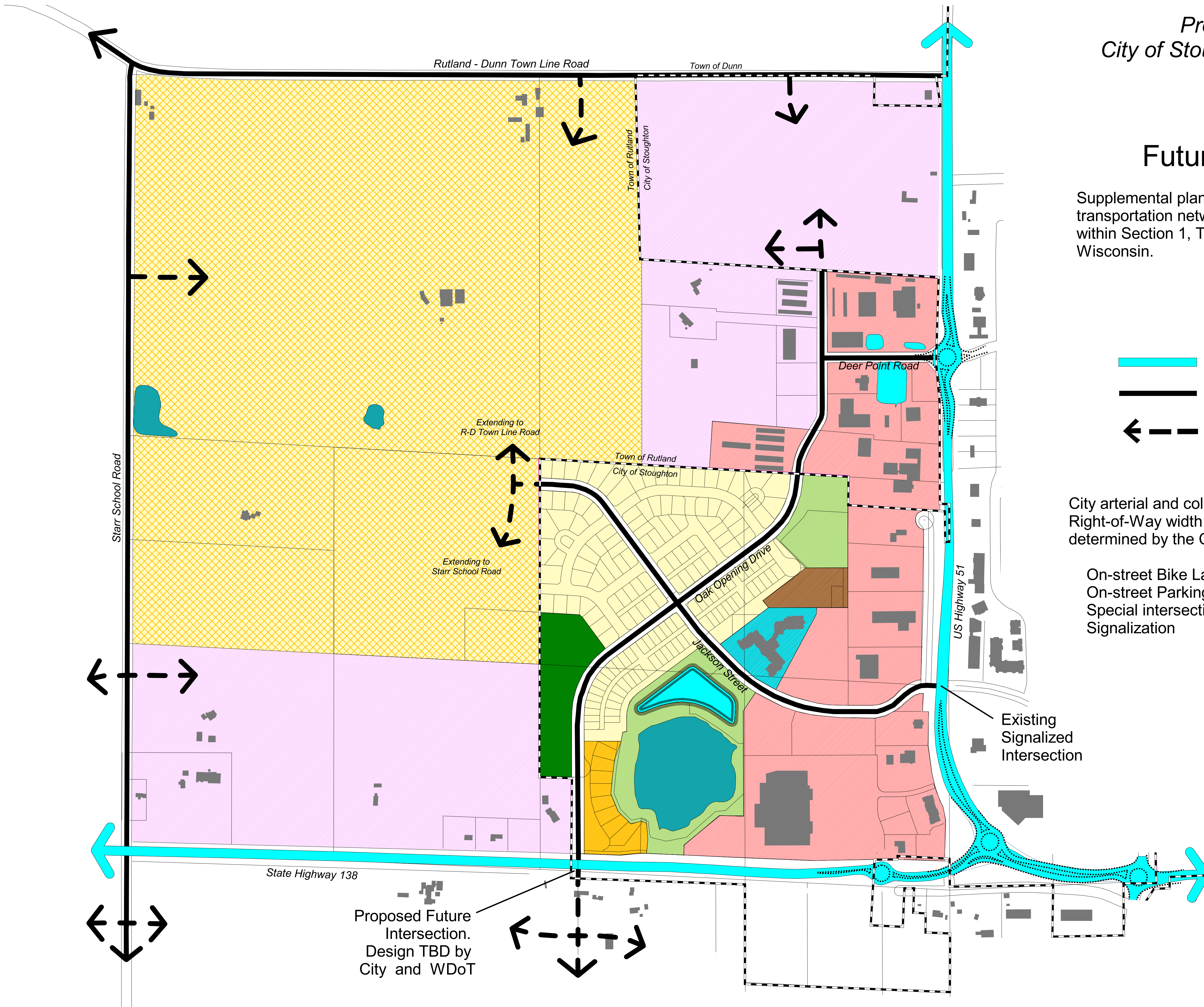
Supplemental planning map illustrating the City's planned transportation network to facilitate future general land development within Section 1, Township 05 North, Range 10 East, Dane County, Wisconsin.

LEGEND

- Arterial Streets
- Planned Collector Streets
- Generalized Future Collector Street Extension

City arterial and collector streets will have a minimum Right-of-Way width of 80 feet. Facility design to be determined by the City and may potentially include:

- On-street Bike Lanes
- On-street Parking
- Special intersection and cross-walk improvements, and
- Signalization



Map 9B

Future Public Parks and Open Spaces

Supplemental planning map illustrating the City's planned public parks and open space network to facilitate future general land development within Section 1, Township 05 North, Range 10 East, Dane County, Wisconsin.

LEGEND

-  Planned Public Parks
-  Planned Open Spaces
-  Planned Public Paved Multi-use Paths

The size and configuration of public park land and park facilities will be determined by the City. Public park land may be adjacent to other open spaces including: stormwater management facilities and conservancy areas, which may be enhanced for public recreation purposes with compatible amenities such as walking trails and benches.

Paved multi-use paths along City collector streets are typically installed with the public improvements constructed to support land development. Paved multi-use paths and unpaved trails through public parks and open spaces are planned and constructed in accordance with an approved park master plan.

