



**VILLAGE OF WAUNAKEE/TOWN OF WESTPORT
JOINT PLAN COMMISSION
5387 MARY LAKE RD, WESTPORT
October 11, 2016 - 6:00 PM**

Agendas may change prior to the commencement of the meeting.
Please check the posting board at the Village Hall, 500 W. Main Street,
Waunakee, Wisconsin for the current agenda.

AGENDA

CALL TO ORDER

ROLL CALL: Ken Sipsma, John Van Dinter, Eileen Bruskewitz, Pat McGowan, Brad Zeman, Brian Malich

MINUTES

PUBLIC COMMENT

NEW BUSINESS

- 1. Initial Consultation, Borke CSM, 5089 STH 19, Town of Westport**
- 2. Discussion/Recommendation, Draft Digital Billboard Ordinance**
- 3. Review and Discuss Comprehensive Plan Items. Final Draft Economic Development and Housing Policy Issues, and Initial Drafts of Transportation, Utilities, and Intergovernmental Cooperation Sections**
- 4. Update on Farmland Preservation Certification**

ADJOURN

Any person who has a qualifying disability as defined by the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible location or format should contact the municipal clerk at (608) 850-8500, 500 West Main Street, Waunakee, Wisconsin, at least twenty-four hours prior to the commencement of the meeting so that any necessary arrangements can be made to accommodate each request.

**VILLAGE OF WAUNAKEE BOARD AND PLAN COMMISSION MEETING
TOWN OF WESTPORT BOARD AND PLAN COMMISSION MEETING**

Notice is hereby given that the Village or Town Board or Village or Town Plan Commission may attend this meeting. No action will be taken by the Village or Town Board or Village or Town Plan Commission at this meeting.

Next scheduled meeting is November 8, 2016.



**Village of Waunakee and Town of Westport
Joint Plan Commission
Minutes**

A regular meeting of the Waunakee/Westport Joint Plan Commission was held
Monday, September 12, 2016, 7:00 p.m. at the Waunakee Village Hall
500 W. Main Street, Waunakee, Wisconsin

CALL TO ORDER

Mr. Sipsma called the meeting to order at 8:06 p.m. due to the previous meetings running behind schedule.

Members Present: Ken Sipsma, John Van Dinter, Eileen Bruskewitz, Pat McGowan, Bill Pellino (Alternate)

Members Absent: Brad Zeman

Also Present: Tom Wilson, Kevin Even, Tracy Meinholz, Brian Malich, Randy Meffert, Don & Jerry Tierney, Chuck Bongard, Mike Lawton.

APPROVAL OF MINUTES

Motion McGowan, second John, to approve the minutes from the August 9, 2016 Joint Plan Commission meeting. Motion carried.

PUBLIC COMMENT

None

NEW BUSINESS

Discuss and Take Action on Site Plan/SIP, Rainbow Daycare, Kilkenny Farms Lot 266

Mr. Even presented the plans and outlined some minor outstanding issues. The Village Plan Commission recommended approval at their earlier meeting. Motion Van Dinter, second Bruskewitz, to approve the Rainbow Daycare site plan/SIP subject to approval of the following items by the Village Engineer:

1. Pedestrian access easement for sidewalk
2. Confirmation that parking meets code requirements
3. Sewer and water easements to serve the lot



4. Confirmation of lighting, fencing materials, and sign location
5. SIP approval and changes to the GDP map

Motion carried 5-0.

Administrative Lot Line Adjustment, Whitehouse Associates, 5407 CTH M, Town of Westport

Mr. Wilson and Mr. Even wished to inform the members of this administrative lot line adjustment as a matter of record. The applicant owns both properties and is joining a small portion of one to the other. No action necessary.

ADJOURN

Motion Van Dinter, second McGowan, to adjourn the meeting at 8:12 p.m. Motion carried.

Submitted By: Tracy Meinholz, Recording Secretary

Approved: _____



**SPECIAL JOINT MEETING OF THE
VILLAGE OF WAUNAKEE AND TOWN OF WESTPORT PLAN COMMISSIONS AND
THE WAUNAKEE/WESTPORT JOINT PLAN COMMISSION
MINUTES**

A special joint meeting of the Waunakee and Westport Plan Commissions and JPC was held Monday September 12, 2016, 6:00 p.m., at the Waunakee Village Hall, 500 W. Main Street, Waunakee, WI.

CALL TO ORDER

Mr. Zellner called the meeting to order a 6:50 p.m. due to the previous meeting running long.

ROLL CALL

VILLAGE PLAN COMMISSION:

Present: Chris Zellner, Steve Kraus, Gary Herzberg, Pat McGowan, Bill Pellino

Absent: Mark McGuire, Brad Zeman

TOWN PLAN COMMISSION:

Present: John Van Dinter, Ronald Bowen, Eileen Bruskewitz, Dean Grosskopf, Mary Mannering, Chris Ohm

Absent: Dennis Ruskin

WAUNAKEE/WESTPORT JOINT PLAN COMMISSION:

Present: Ken Sipsma, John Van Dinter, Eileen Bruskewitz, Pat McGowan, Bill Pellino (Alternate)

Absent: Brad Zeman.

Also Present: Kevin Even, Tracy Meinholz, Todd Schmidt, Caitlyn Stene, Tom Wilson, Bryan Kleinmaier, Bill White, Mike Lawton, Chuck Bongard, Phil Willems, Sara Rigelman, Mark Trotter, Brian Malich, Susan Springman, Randy Meffert, Don Tierney, Kyle Jenson, Ellen Schaff, Roger Wolter, Scott Herbert

PUBLIC COMMENT

Bill White addressed the commission members regarding his desire to alter the community separation zone to allow for development.

NEW BUSINESS

POLICY ISSUES RELATED TO HOUSING AND ECONOMIC DEVELOPMENT

1. 75% Owner Occupied Housing Restriction. Currently the Village restricts multifamily housing to no more than 25% of our housing stock in R-4,-R-5 and PUD zoning. Downtown Commercial owner occupied condominiums are exempt from this ordinance. The Commission directed staff to include language that supported additional research into a possible change.
2. Workforce Housing
The Commission directed staff to include language in the Comp Plan regarding workforce housing as a stated goal within the plan.
3. Rehabilitation of Aging Homes
As our traditional downtown housing ages does the Village want to explore housing programs that would provide assistance to rehabilitate the aging homes? The commission directed staff to include language to further explore an incentive program to promote the rehabilitation of aging homes and to keep more owner occupied housing.
4. Big Box Policy
Currently our ordinance restricts big box commercial development to no more than 75,000 SF, and over 50,000 SF with a CUP. There was no desire by the Plan Commission to change this policy.
5. Business Park Standards
The Village's business park features restrictions on use and stringent standards for building design and materials. The Commission directed staff to have the EDC further review our standards.

COMPREHENSIVE PLAN AMENDMENT PROGRESS REPORT AND SCHEDULE REVIEW

No comments or concerns. Next Public Informational Meeting set for Nov. 10 from 6-8 p.m. at the Village Center.

REVIEW AND DISCUSSION OF FUTURE LAND USE MAP AND TEXT

Staff went through the proposed map amendments with the commission members. There were no concerns.

ADJOURN

Motion Herzberg, second Van Dinter, to adjourn the meeting at 8:04 p.m. Motion carried.

Submitted By: Tracy Meinholz, Recording Secretary Approved: _____

ITEM #1.



Borke CSM



DISCLAIMER: The Village of Waunakee does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives. SCALE: 1" = 710'

**VILLAGE OF
WAUNAKEE**

500 W. Main St
Waunakee, WI 53597
(608) 850-8500

Print Date: 10/7/2016

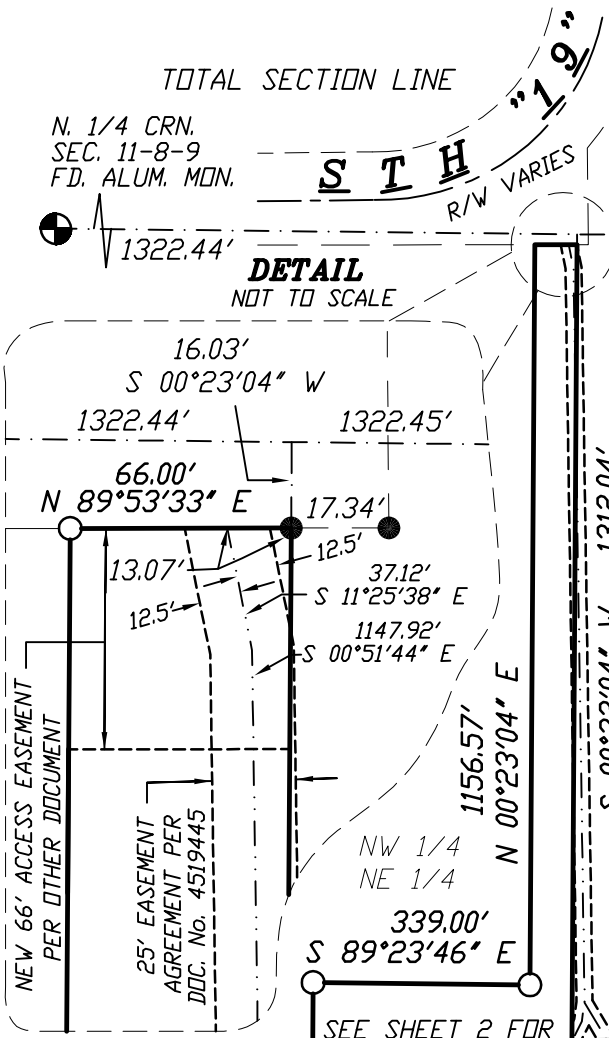


CERTIFIED SURVEY MAP

WILLIAMSON SURVEYING AND ASSOCIATES, LLC

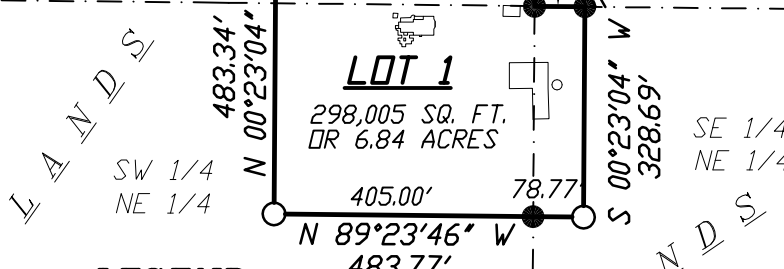
NDA T. PRIEVE & CHRIS W. ADAMS, PROFESSIONAL LAND SURVEYORS
104 A WEST MAIN STREET, WAUNAKEE, WISCONSIN, 53597 PHONE: 608-255-5705

Located in part of the NW 1/4 of the NE 1/4, SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 11 T8N, R9E, Town of Westport, Dane County, Wisconsin.



NOTES:

- 1.) THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT FOR THE SUBJECT TRACT OR ADJOINERS AND IS THEREFORE SUBJECT TO ANY EASEMENTS, AGREEMENTS, RESTRICTIONS AND STATEMENT OF FACTS REVEALED BY EXAMINATION OF SUCH DOCUMENTS.
- 2.) WETLANDS AND FLOOD PLAIN, IF PRESENT, HAVE NOT BEEN DELINEATED OR SHOWN.
- 3.) ALL LOTS ON THIS CSM SHALL CONNECT TO MUNICIPAL WATER AND SEWER UTILITIES, AT THE OWNERS' EXPENSE AND WITHOUT CHALLENGE, SHOULD SUCH SERVICES BE EXTENDED TO THE PROPERTY BOUNDARIES OR WITH FUTURE DEVELOPMENT.
- 4.) ALL LOTS IN THE CSM AND THE REMAINING 43 +/- ACRES FROM WHICH THESE LOTS WERE DIVIDED SHALL BE RESTRICTED TO NO FURTHER LAND DIVISIONS OR CREATION OF ADDITIONAL BUILDING SITES AND NO ANNEXATION, AND ADDITIONALLY THE REMAINING APPROXIMATE 43 +/- ACRES FROM LOT 1 WERE DIVIDED SHALL BE RESTRICTED FOR NO RESIDENTIAL USE AND ONLY AGRICULTURAL BUILDINGS / STRUCTURES.
- 5.) NO ANNEXATION OF ANY PART OF THE CSM PROPERTY SHALL BE ALLOWED WITHOUT PRIOR TOWN BOARD APPROVAL.



PREPARED FOR:

ED & JUDY BORKE
3714 DEERFIELD RD.
DEERFIELD, WI 53531-9763

LEGEND

- = SET 3/4"x24" REBAR
WT 1.5 LB PER LIN FT
- = FOUND 3/4" REBAR
- ⊙ = FOUND DANE COUNTY
SECTION CORNER (AS NOTED)

SCALE 1" = 300'



DOCUMENT NO. _____

CERTIFIED SURVEY MAP NO. _____

Sheet 1 of 4

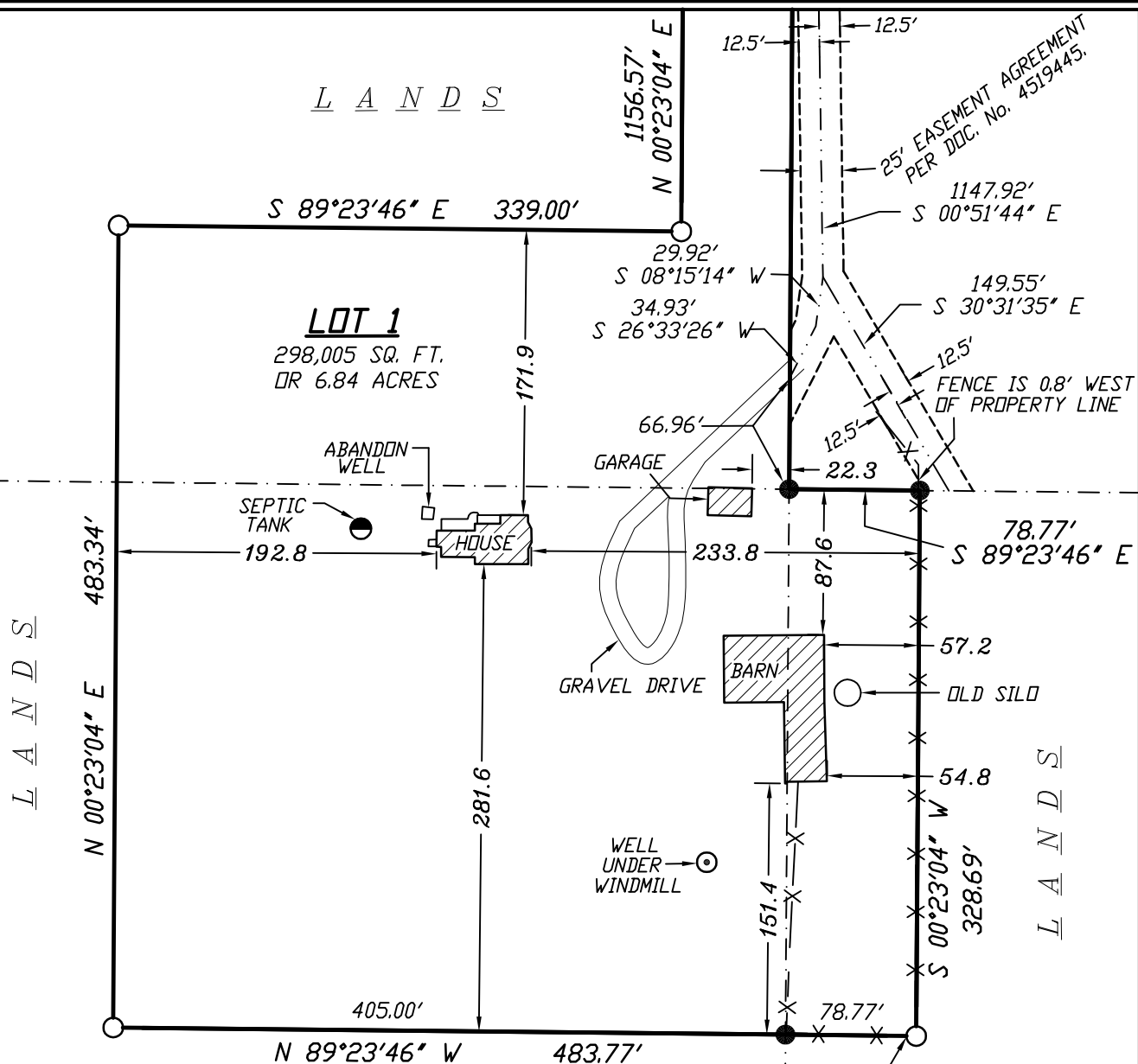
SURVEYORS SEAL

PRELIMINARY
FOR REVIEW

16W-329

WILLIAMSON SURVEYING AND ASSOCIATES, LLC

Located in part of the NW 1/4 of the NE 1/4, SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 11 T8N, R9E, Town of Westport, Dane County, Wisconsin.



● = SEPTIC TANK

CERTIFIED SURVEY MAP NO. _____

SURVEYORS SEAL

PRELIMINARY
FOR REVIEW

16W-329



CERTIFIED SURVEY MAP

WILLIAMSON SURVEYING AND ASSOCIATES, LLC

NOA T. PRIEVE & CHRIS W. ADAMS, PROFESSIONAL LAND SURVEYORS
104 A WEST MAIN STREET, WAUNAKEE, WISCONSIN, 53597 PHONE: 608-255-5705

Located in part of the NW 1/4 of the NE 1/4, SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 11 T8N, R9E, Town of Westport, Dane County, Wisconsin.

SURVEYOR'S CERTIFICATE

I, Noa T. Prieve, Professional Land Surveyor hereby certify that in full compliance with the provisions of Chapter 236.34 Wisconsin Statutes, the subdivision regulations of Dane County, and by the direction of the owners listed below, I have surveyed, divided, and mapped a correct representation of the exterior boundaries of the land surveyed and the division of that land, being part of the NW 1/4 of the NE 1/4, SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 11 T8N, R9E, Town of Westport, Dane County, Wisconsin, more particularly described as follows:

Commencing at the North 1/4 corner of said Section 11, thence S 89°22'20" E, 1322.44 feet; thence S 00°23'04" W, 16.03 feet to the South Right of Way of State Trunk Highway "19" and to the point of beginning.

Thence continue S 00°23'04" W, 1312.04 feet; thence S 89°23'46" E, 78.77 feet; thence S 00°23'04" W, 328.69 feet; thence N 89°23'46" W, 483.77 feet; thence; N 00°23'04" E, 483.34 feet; thence S 89°23'46" E, 339.00 feet; thence N 00°23'04" E, 1156.57 feet to the South Right of Way of State Trunk Highway "19"; thence along said South line N 89°53'33" E, 66.00 feet to the point of beginning. This parcel contains 6.84 acres or 298,005 sq. ft. and is subject to an Easement Agreement per Document Number 4519445.

Williamson Surveying and Associates, LLC
by Noa T. Prieve & Chris W. Adams

Date_____

Noa T. Prieve S-2499
Professional Land Surveyor

OWNERS' CERTIFICATE:

As owner, I hereby certify that I caused the land described on this certified survey map to be surveyed, divided and mapped as represented on the certified survey map. I also certify that this certified survey map is required by sec. 75.17(1)(a), Dane County Code of Ordinances, to be submitted to the Dane County Zoning and Land Regulation Committee for approval.

WITNESS the hand seal of said owners this _____day of_____,20____.

STATE OF WISCONSIN)
DANE COUNTY)

Edwin M. Borke

Judith J. Borke

Personally came before me this _____ day of _____, 20____ the above named Edwin M. Borke and Judith J. Broke to me known to be the person who executed the foregoing instrument and acknowledge the same.

County, Wisconsin.

My commission expires _____

Notary Public

Print Name

Sheet 3 of 4

SURVEYORS SEAL

PRELIMINARY
FOR REVIEW

16W-329

ITEM #1.



CERTIFIED SURVEY MAP

WILLIAMSON SURVEYING AND ASSOCIATES, LLC

NOA T. PRIEVE & CHRIS W. ADAMS, PROFESSIONAL LAND SURVEYORS
104 A WEST MAIN STREET, WAUNAKEE, WISCONSIN, 53597 PHONE: 608-255-5705

Located in part of the NW 1/4 of the NE 1/4, SW 1/4 of the NE 1/4, and the SE 1/4 of the NE 1/4, Section 11 T8N, R9E, Town of Westport, Dane County, Wisconsin.

TOWN BOARD RESOLUTION

Resolved that this certified survey map is hereby acknowledged and approved by the Town of Westport on this ____day of _____, 20__.

Thomas Wilson
Town Clerk

VILLAGE OF WAUNAKEE APPROVAL

Resolved that this certified survey map in the Town of Westport is hereby acknowledged and approved by the Village of Waunakee on this ____day of _____, 20__.

Julee Helt
Village Clerk

DANE COUNTY APPROVAL

Approved for recording per Dane County Zoning and Land Regulation Committee action on _____.

Daniel Everson
Assistant Zoning Administrator

REGISTER OF DEEDS:

Received for recording this ____ day of _____, 20__ at ____ o'clock ____M. and recorded in Volume _____ of Dane County Certified Surveys on pages _____ through _____.

Kristi Chlebowski
Register of Deeds

DOCUMENT NO. _____

CERTIFIED SURVEY MAP NO. _____

SURVEYORS SEAL

PRELIMINARY
FOR REVIEW



WILLIAMSON SURVEYING & ASSOCIATES, LLC

104 A WEST MAIN STREET, WAUNAKEE, WISCONSIN, 53597.

NDA T. PRIEVE & CHRIS W. ADAMS

PROFESSIONAL LAND SURVEYORS

PHONE: 608-255-5705 FAX: 608-849-9760 WEB: WILLIAMSONSURVEYING.COM

EXHIBIT MAP

STH "19"

R/W VARIES

TOTAL SECTION LINE

S 89°22'20" E 2644.89'

N. 1/4 CRN.
SEC. 11-8-9
FD. ALUM. MON.

NE CRN.
SEC. 11-8-9
FD. CONC. MON.
W/ BROKEN TOP

1322.44' 16.03' S 00°23'04" W 66.00' N 89°53'33" E 1322.45'

ACCESS
EASEMENT
4,356 SQ. FT.
OR 0.10 ACRES

P.O.B.

66.00' S 89°53'33" W

LEGEND

● = FOUND 3/4" REBAR

NOTES:

1.) THIS IS NOT INTENDED TO BE A SURVEY OF THE PROPERTY LINES. THIS EXHIBIT MAP IS DONE FOR VISUAL PURPOSES IN ORDER TO CLARIFY THE DESCRIPTIONS PER THE CORRESPONDING DOCUMENTS.

SCALE 1" = 60'

SITE PLAN DATE: 9-22-16

JOB NO: 16W-329

ITEM #2.

VILLAGE OF WAUNAKEE

AMENDMENT TO CHAPTER 106 (ZONING) OF THE CODE OF ORDINANCES, VILLAGE OF WAUNAKEE, WISCONSIN

RECITALS

- A. Pursuant Wis. Stat. §§ 61.35 and 62.23, the Village Board of the Village of Waunakee has the authority to amend Village zoning ordinances, including zoning ordinances affecting signs and billboards.
- B. On _____, the Village of Waunakee Plan Commission held a public meeting regarding the proposed amendment to Chapter 106 contained in this ordinance (the “Zoning Amendment”), and recommended approval of the Zoning Amendment to the Village Board.
- C. On _____, the Village Board held a public hearing regarding the Zoning Amendment at which citizens were provided an opportunity to comment on the Zoning Amendment. The public hearing was preceded by the publication of a class 2 notice under chapter 985 of the Wisconsin Statutes.
- D. The Village Board expressly finds that the public benefits from digital billboards so long as digital billboards are used, in part, to provide public service announcements and other emergency alerts to the public. Thus, if a conditional use permit is granted to permit the construction and use of a digital billboard, the conditional use permit shall contain conditions addressing the provision of public service announcements and other emergency alerts on the digital billboard.
- E. The Village Board has determined that it is in the public interest to adopt the Zoning Amendment.

NOW, THEREFORE, the Village Board of the Village of Waunakee, Dane County, Wisconsin, do ordain that Article VIII, Chapter 106 of the Code of Ordinances, Village of Waunakee, Wisconsin is amended as follows:

- 1. Section 106-957(3m) is created to read as follows:

(3m) *Digital Billboard.* A billboard capable of displaying multiple static images controlled by electronic means or communications.

2. Section 106-970 is created to read as follows:

Sec. 106-970. – Billboard Replacement Program.

An owner of a legally nonconforming billboard existing upon the effective date of this Chapter may apply for a conditional use permit to replace an existing billboard with a digital billboard. The digital billboard shall comply with the following criteria, and any conditions identified in the conditional use permit:

- (1) The digital billboard shall comply with Wis. Stat. § 84.30(4) and any other applicable Wisconsin Statutes.
- (2) The area of the digital billboard shall be equal to or less than the billboard being replaced.
- (3) No portion of the digital billboard shall be located closer to the public road right-of-way than the billboard it is replacing, nor shall it be located within fifteen (15) feet of any public road right-of-way as calculated by the shortest measurable distance between the nearest point of the digital billboard to the edge of the right-of-way.
- (4) The illumination of a digital billboard shall not exceed a brightness level of 0.3 footcandles above ambient light, as measured using a footcandle meter at the following pre-set distances from the base of the digital billboard:

300—375 square feet digital billboard face150 feet

376—475 square feet digital billboard face200 feet

476—672 square feet digital billboard face250 feet
- (5) No embellishments or cutouts may be utilized on digital billboards.
- (6) All of the standards and procedures applicable to conditional use permits contained in Article V, Chapter 106 shall apply, and, in addition, the conditional use permit shall contain conditions addressing the provision of public service announcements and other emergency alerts on the digital billboard.
- (7) No digital billboard may be located within 1,000 feet of another digital billboard.

ITEM #2.

The foregoing ordinance was duly adopted by the Village Board of the Village of Waunakee at a meeting held on _____, 2016.

APPROVED:

Chris Zeller, Village President

ATTEST:

Julee Helt, Village Clerk



Memo

To: Waunakee Plan Commission, Joint Planning Commission
From: Jason Valerius, AICP
Subject: Housing and Economic Development policies in the Comprehensive Plan
Date: October 4, 2016

At the joint meeting of the three Plan Commissions on September 12, Kevin submitted for your consideration five issues. This memo describes our proposed policy revisions based on your feedback at that meeting.

1. 75% Owner Occupied Housing Restriction

Current adopted Village ordinance requires that new housing in your PUD and Multifamily R-4 and R-5 zoning districts be no more than 25% multifamily.

Your current adopted comp plan says:

Maintain regulations that require new developments maintain a ratio of 75 percent owner-occupancy and 25 percent rental occupancy. Redevelopment projects and senior housing projects are exempt from this policy.

Our first draft comp plan said:

Maintain regulations that require new developments maintain a ratio of 75 percent detached, single family units and 25 percent attached units. Redevelopment projects and senior housing projects are exempt from this policy.

Based on discussion on September 12, we propose the following version instead:

Evaluate current Village regulations requiring a maximum percentage of multifamily units in multifamily zoning districts. Consider changes that would allow greater flexibility for the construction of multifamily housing while managing the pace of new unit construction and the balance between multifamily and single family units in the Village.

The above suggested policy acknowledges a legitimate concern that the suggested ordinance change could trigger a rush of multifamily growth. Right now you have a policy in the draft plan regarding the pace of single-family housing:

Maintain the average number of additional single-family detached dwelling units approved at no more than 125 dwelling units per calendar year.

We propose a revision to that policy that would enable you to manage the pace of new multifamily housing in the same way that you do single family housing:

Maintain the average number of additional single-family detached dwelling units approved at no more than 125 per calendar year, and the average number of additional multifamily dwelling units at no more than 35 per calendar year.

Offices in Illinois, Iowa, Minnesota, and Wisconsin

2901 International Lane, Suite 300, Madison, WI 53704-3133
 (608) 242-7779 (800) 446-0679

FAX: (608) 242-5664 WEB ADDRESS: www.msa-ps.com

Page 1 of 2

\\manas2\projects\1600s\1630s\1631\01631002\Correspondence\ED and
 Housing policy memo 2016_10_4.docx

ITEM #3.

MEMO

October 4, 2016

2. Workforce Housing

We discussed various approaches to encourage housing that is affordable to people fully employed in the Village. Based on your discussion, we recommend no further changes to the content in the current draft plan, which includes the following items:

Objective 1.2 – There will be a range of unit sizes and price points in most neighborhoods

Shared Policies and Programs

- 1. Encourage housing developers to integrate different housing types and levels of affordability, especially within larger developments. This could include smaller, more affordable units accessible to first-time homebuyers.*
- 2. Preserve and rehabilitate existing stock of affordable housing.*
- 3. Allow the development of low-income and moderate-income housing units when integrated appropriately with the surrounding neighborhood. Avoid concentrating such units in one location and avoid isolating such units from other housing.*

3. Rehabilitation of Aging Home

We discussed the possibility of an incentive program that would encourage reinvestment in older homes in your communities.

Based on your discussion, we recommend no further changes to the content in the current draft plan, which includes the following item:

Explore development of a housing rehabilitation program to help property owners maintain and rehabilitate older housing stock, particularly in the central portion of the Village.

4. Big Box Policy

We discussed whether there is any interest in revising the Village's policy on big box retail, limiting them to 75,000 square feet.

Based on your discussion, we recommend no further changes to the content in the current draft plan, which includes the following item:

Discourage expansion of "big box" retail businesses that would undermine efforts to sustain retail in Downtown Waunakee and the Westport Town Center

5. Business Park Standards

We discussed whether there is any interest in adjusting the strong design standards in the Waunakee Business Park

Based on your discussion, we recommend a new policy in the plan:

Review design standards for the Waunakee Business Park to ensure that the standards allow use of the best available materials while also allowing property owners to manage construction costs effectively.

Mobility & Transportation

COMMUTING

In general, Waunakee's and Westport's workforces (16 years or older) have longer commutes than the workforces within Dane County and the State as a whole. A majority of the workforce in Waunakee (94%) and Westport (99%) work within Dane County which is similar to those who live in Dane County (95%).

Commuting in Waunakee and Westport is mostly done by car, with 87.0% of commuters in Waunakee and 82.1% in Westport traveling in a single occupant vehicle. This number is higher than both the County (72.6%) and the State as a whole (80.4%). A greater portion of local residents work at home; with 5.3% of Waunakee's and 7.6% of Westport's workforce working from home compared to 4.5% of Dane County and 4.1% of the State as a whole.

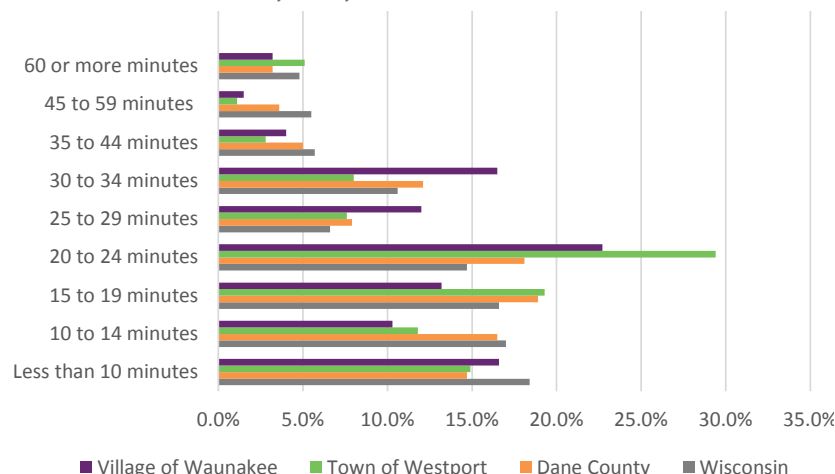
MAJOR MODES OF TRAVEL

Waunakee and Westport are connected to a robust regional transportation network. The communities are served by air, shipping, trucking and a variety of roadways which serve different types of traffic:

Aviation Service: Waunakee and Westport are located near the Dane County Regional Airport, accessible via a short drive on WIS 113. The airport is a convenient amenity for residents and businesses. Morey Field in Middleton serves as a secondary airport to the Dane County airport. Morey Field offers business travel and flight instructions. The airport has two runways. One that is a 4,000 foot by 100 foot hard service. The second runway is a 2,000 foot by 120 foot grass strip. The Waunakee Airport is a privately-owned airfield located in the Village and is one of only a few active airfields with adjoining residences that have direct access to the taxi way and airfield. The airport's location has not presented any major land use conflicts at this point. The Village will maintain its height restrictions on developments near the airfield to meet FAA standards for a private airfield.

Commuting Time to Work, 2010-2014 Average

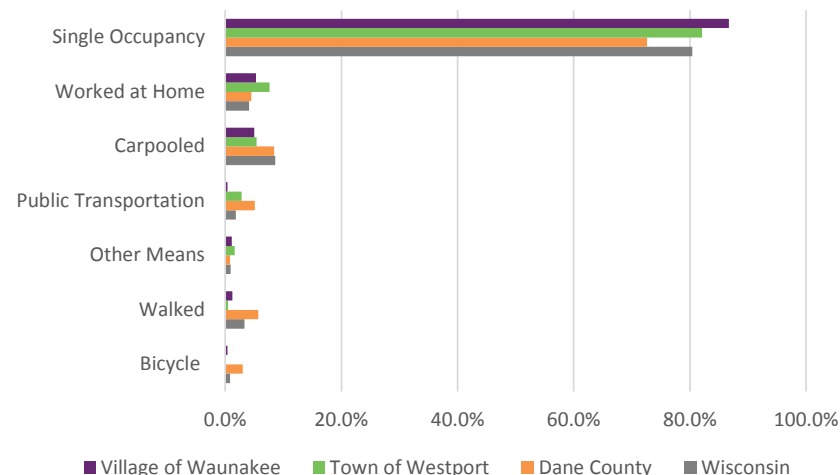
Source: American Community Survey



* error exceeds 10% for all estimates except Dane County and Wisconsin

Commuting Method to Work, 2010-2014 Average

Source: American Community Survey



* error exceeds 10% for all estimates except Dane County, Wisconsin, and SO in Waunakee

Place of Work, 2010-2014 Average

Source: American Community Survey

	Village of Waunakee	Town of Westport	Dane County
Within Dane County	93.5%	99.0%	94.5%
Outside of County, Within State	5.2%	1.0%	4.7%
Outside of State	1.3%	0.0%	0.8%

ITEM #3.

Railroad Service: Waunakee and Westport are both served by freight service on the Chicago & Northwestern Railroad line which is operated by the Wisconsin & Southern Railroad Company. The rail facilities are important to a number of regional businesses.

The nearest passenger service (AMTRAK) station is located approximately 30 miles north in Portage. This stretch of rail is part of Amtrak's Empire Builder Route, which is a major east-west route that runs between Chicago and the Pacific Northwest.

Water Transit: There is currently no water transit in Waunakee or Westport, though over the years there have been discussions about possible ferry service across Lake Mendota. This ferry would connect Waunakee, Westport and other North Mendota Communities more directly with downtown Madison and the UW campus area.

Truck Routes: Trucking is an important transportation element and is used extensively throughout the region because of the intermodal transfer options, including the Interstate and National Highway network, Wisconsin River, freight rail and aviation facilities. Officially designated truck routes within Waunakee and Westport include WIS 19 which runs through downtown Waunakee, US 51 and I-90/94 to the east and US 12 to the south and west.

WIS 113 is not an official truck route, however trucks travelling from the northeast side of Madison sometimes use this route to access I-90/94. The proposed North Mendota Parkway will run from the intersection of WIS 19 and the Interstate along WIS 19 to WIS 113, south on WIS 113, and then west on Highway M. It is intended to facilitate traffic flow across the north end of the Madison metro region, while alleviating congestion on the existing rural highways and in Downtown Waunakee.

Road Classifications: All federal, state, county, and local roads are classified into categories under the "Roadway Functional Classification System" based upon the type of

service they provide (see map on the next page for road classifications in the Plan Area). In general, roadways with a higher functional classification should be designed with limited access and higher speed traffic.

Roadway Improvement Projects: Wisconsin's Six Year Highway Improvement Program identifies projects by county and project limits. This list provides projects to be completed between 2016 and 2021. The Village of Waunakee and Town of Westport will be impacted by one main project during this time frame: the STH 19 Broadway Drive intersection that is occurring between Waunakee and Sun Prairie during 2016. There will be 0.42 miles of highway affected by this project. No other major projects are currently anticipated over the next six years.

BIKE, PEDESTRIAN & TRANSIT

Sidewalks, Trails, & Routes: Both Waunakee and Westport view creating regional and safe bike and pedestrian facilities as a priority in the communities. In Waunakee and Westport's previous Joint Bike and Pedestrian Plan (2005), the communities identified a series of improvements intended to create a system of trails in the region. The plan identified Woodland Drive as a barrier for bicycles and pedestrians in the communities. This route is seen as the missing link to connect residential areas to recreation areas, Waunakee to Westport, and both communities to Governor Nelson Park, Madison and Middleton. It was recommended that Woodland Drive be widened to accommodate bike lanes to connect to existing bike lanes and construct an off-street path along the west side of the road from County M to Mill Road. Railroad tracks and creeks are other barriers that were identified. The Public Kickoff Meeting, held as part of this 2016 Comprehensive Plan update, also revealed that stakeholders have concern with kids crossing the road safety at Woodland Drive. In its previous Comprehensive Plan, Waunakee identified key "spine trails" along Six Mile Creek. Waunakee also has a policy of installing 8 foot to 10 foot curvilinear sidepaths along major arterials and collector streets. The Village also requires all new developments to provide sidewalks or alternative sidepaths and trails.

Transit Service: There is no public transportation in Waunakee and Westport. Dane County does offer transportation for older adults and those with disabilities in the County. The County offers the following:

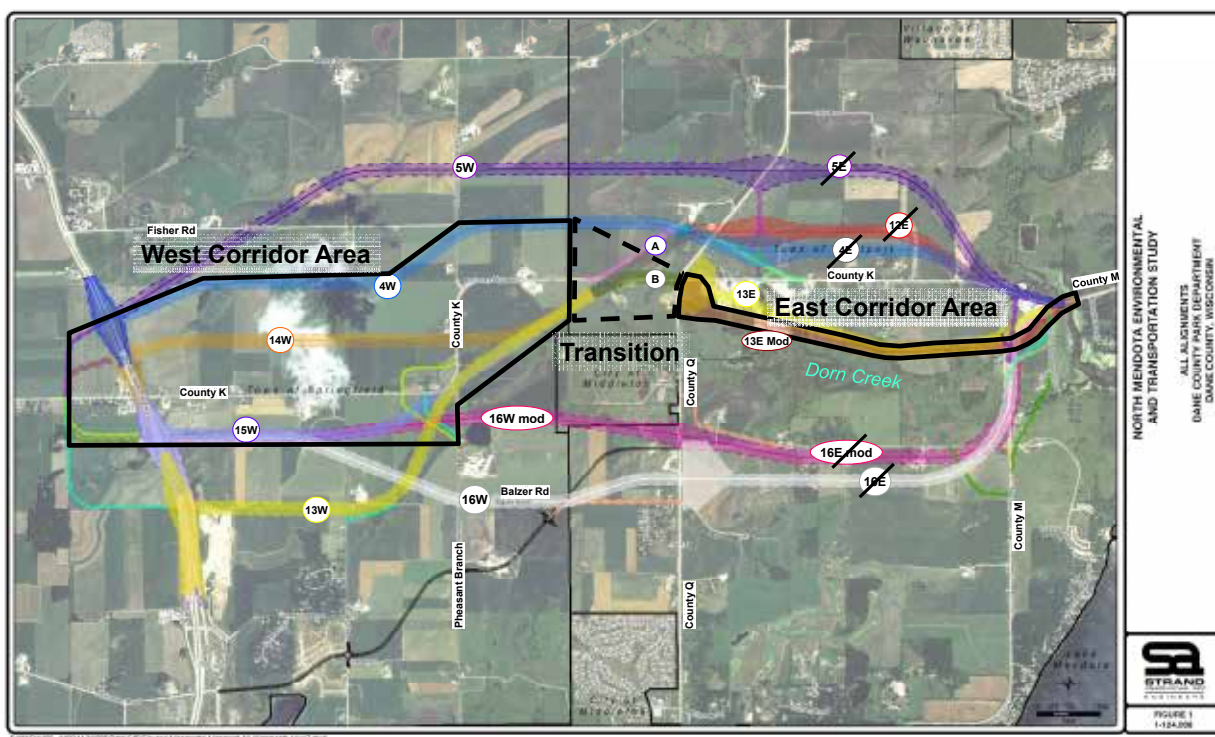
- Rural Senior Group Transportation Program: for older adults and persons with disabilities. There are scheduled group trips to destinations such as meal sites, community/senior centers, and grocery and general shopping. This is a door-to-door service.
- Older Adult Transportation Assistance Program: for those age 60 and over living in their own homes or apartments. The program provides rides to appointments and services which enhance older adult's ability to remain independent and in their own homes. This is a door-to-door service.
- RSVP Driver Escort Service: medical rides for those age 60 and over. This is a door-to-door service.
- RideLine Service: provides rural persons with disabilities with rides to work or volunteer opportunities, education or training, or selected medical trips. The service is door-to-door.
- Supplemental Medical Transportation Assistance Program: provides rides for persons with medical treatments which are frequent, or of long duration, or more than 25 miles from a patient's home.

The area is also served by private taxi services.

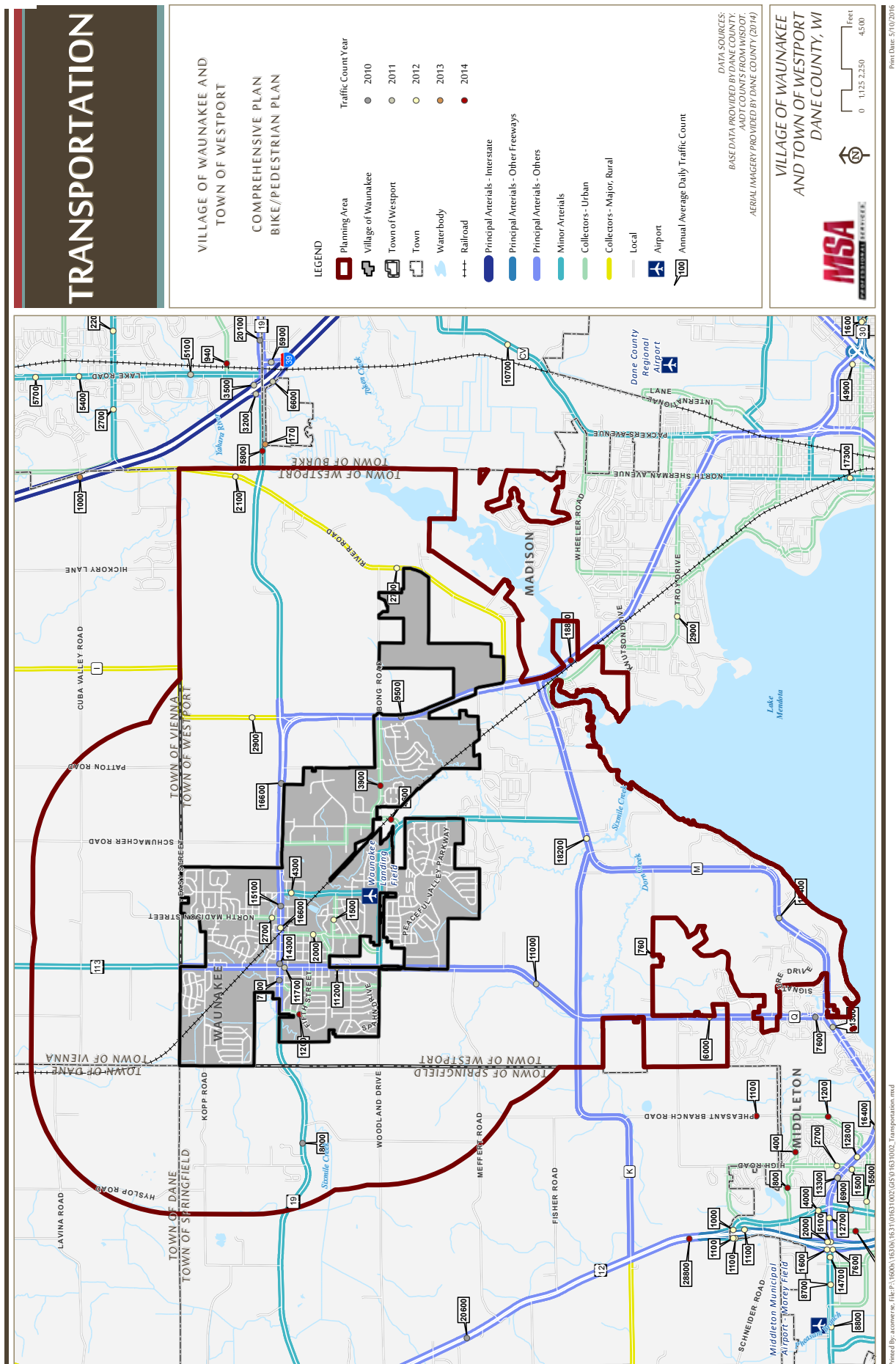
North Mendota Parkway Planning: The Village and Town have participated in a series of planning efforts to establish an improved route for regional traffic around the north side of Lake Mendota, connecting to US Highway 12 and Interstate 90/94/39. This route would utilize the existing County Highway M, State Highway 113 and US Highway 19 routes, but it's route is not firmly established between the intersection of County Highways M and K, and US Highway 12. In the most recent active work on this project, completed in 2009, the North Mendota Parkway Implementation Oversight Committee (NMPIOC) recommended three study areas for a future north-metro parkway route west of the M/K intersection:

- An Eastern Corridor Area between County Highway M and County Highway Q;
- A broader Western Corridor Area between the Town of Westport / Town of Springfield line and U.S. Highway 12, and;
- A transition area to connect the Eastern Corridor and Western Corridor areas.

These areas are outlined in black on the map below.



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Compilation of Plan Content from existing adopted plans relevant to Transportation

October 5, 2016

JPA COMP PLAN (2003)

Goals and Objectives

10. Preserve the primary highway corridors forming entrances into the Waunakee- Westport area as aesthetically pleasing approaches into the community. Design controls and landscaping standards should be adopted to preserve the appearance of corridors.
11. Regional transportation needs, including the proposed "North Lake Parkway," should be met, to the maximum extent possible, by existing transportation corridors, rather than by creating new highway corridors.

Commented [JV1]: This comes up when land is developed, and is covered under Land Use.

WAUNAKEE COMP PLAN (2003)

REGIONAL

Regional Transportation Goals and Objectives:

- 1.C.2.1. Address the region's transportation needs without encouraging unplanned or premature development.
- 1.C.2.2. Plan transportation systems in a long-term, comprehensive manner, rather than rely on short-term solutions.
- 1.C.2.3. Transportation planning should be multi-modal, not just auto-oriented.

Regional Transportation Policies and Programs:

- 1.C.2.a. Support the development of the "North Mendota Parkway."
- 1.C.2.b. Locate the route of the "North Mendota Parkway" so that it minimizes disruption to residential neighborhoods and avoids environmentally sensitive areas.
- 1.C.2.c. Ensure that development of a "North Mendota Parkway" does not discourage continued investigation and investment in alternative transportation modes.
- 1.C.2.d. Recognize the need to mitigate environmental, economic, and traffic consequences of improvements to the regional transportation system, particularly the "North Mendota Parkway."
- 1.C.2.e. Identify a timeframe for making improvements to the area's regional transportation system, particularly the "North Mendota Parkway."
- 1.C.2.f. Provide incentives to encourage the use of ride sharing.
- 1.C.2.g. Promote the development and use of electric and fuel efficient cars.
- 1.C.2.h. Expand regional public transit service to serve the North Mendota Communities.
- 1.C.2.i. Coordinate the activities and proposals of the Madison Area Metropolitan Planning Organization and the Dane County Highway and Transportation Department with local planning in the North Mendota Communities.

Commented [JV2]: OMITTED. I don't see these issues as related, here, because the NMP mostly serves regional through traffic.

Commented [JV3]: Revised to focus on advocating for establishment of the North Mendota Parkway

Commented [JV4]: Omitted the word "development", changed "cars" to "vehicles".

Local Street and Highway Policies and Programs:

- 1.C.2.j Control driveway access points onto local arterial and collector streets and county and state trunk highways.
- 1.C.2.k Ensure that parcels adjacent to roadways, particularly near interchanges and major intersections, are appropriately zoned so that regional highway improvements do not result in unplanned or premature development.
- 1.C.2.l Investigate tools and funding sources for purchase of land or development rights on key parcels in order to manage and control the land use impacts of regional highway improvements.
- 1.C.2.m Develop and maintain a network of local streets and traffic controls that prevents regional routes from becoming over loaded by local traffic.
- 1.C.2.n Use the local planning tool of "Official Mapping" to preserve and protect corridors for both regional and local arterials.

Commented [JV5]: OMITTED per staff direction

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Compilation of Plan Content from existing adopted plans relevant to Transportation

1.C.2.o Coordinate design standards for local streets and roads between local municipalities.

Bicycle/Pedestrian Policies and Programs:

1.C.2.p Develop safe and convenient bicycle routes serving both commuters and recreational riders in the North Mendota Communities.

1.C.2.q Develop bicycle and pedestrian facilities along key regional roadways, including County Trunk Highways K, M and Q.

1.C.2.r Support development of a combined bicycle and pedestrian off-road trail system along environmental corridors connecting the communities and key parcels of recreational and conservancy land north of Lake Mendota.

1.C.2.s Encourage developers of medium and high density residential areas to include sidewalks and off-street pathways within their subdivisions.

1.C.2.t Explore the feasibility of establishing a passenger ferry service across Lake Mendota, connecting the North Mendota Communities with downtown Madison and the UW campus area.

1.C.2.u Coordinate design standards for pedestrian and bicycle facilities between local communities.

Public Transit Policies and Programs:

1.C.2.v Encourage the development of inter-city bus service.

1.C.2.w Identify appropriate locations for park and ride lots that maximize the convenience of transferring between the private vehicle and public transit service.

1.C.2.x Support the region's Transport 2020 study, which is evaluating the future of the existing rail corridor that connects Waunakee, Westport, and Madison.

1.C.2.y Explore the feasibility of establishing a passenger ferry service across Lake Mendota, connecting the North Mendota Communities with downtown Madison and the UW campus area.

Aviation Policies and Programs:

1.C.2.z Support the City of Middleton's efforts to develop Morey Field as a municipal airport serving the general aviation needs of the west side of the metropolitan area.

LOCAL

Transportation Goals and Objectives:

4.B.1. Provide a street circulation system that offers safe and efficient access to and from all parts of the Village.

4.B.2. Maintain the efficiencies of regional arterials that carry both local traffic and through-traffic.

4.B.3. Plan, design and, construct transportation facilities that do not disrupt residential neighborhoods or create unsafe conditions for the residents of Waunakee.

4.B.4. Coordinate transportation facility planning for the Village of Waunakee with regional transportation efforts of the Wisconsin Department of Transportation, Dane County, and other municipalities.

4.B.5. Preserve options for future passenger rail service to the Waunakee area.

4.B.6. Provide safe, attractive, and efficient pedestrian and bicycle facilities in all residential neighborhoods.

4.B.7. Provide transportation facilities and services for those individuals who do not rely on private automobiles as their primary source of transportation.

Street and Highway Policies and Programs:

4.B.a. Require developers and subdividers to plan and design efficient through streets within new developments so that traffic is not funneled onto a limited number of existing corridors.

4.B.b. Require developers and subdividers to coordinate street design and layout with adjoining property owners.

Commented [JV6]: Covered in the CORP

Commented [JV7]: OMITTED. Not in that plan or the 2035 version.

Commented [JV8]: I reworded this, and replaced "efficient" with "effective". This is just wordplay, but I think you should be careful about appearing to prioritize efficiency in competition with safety and pedestrian-friendly design downtown and elsewhere.

Commented [JV9]: OMITTED. This is something you do automatically, it doesn't need to be spelled out in the plan unless there is some specific situation or practice that the plan seeks to address.

Commented [JV10]: Replaced "attractive" with "convenient"

Commented [JV11]: I changed this to a Goal: Local residents will have access to transportation alternatives to private automobiles

Compilation of Plan Content from existing adopted plans relevant to Transportation

4.B.c. Introduce the use of “traffic calming” devices such as speed bumps, roundabouts, and landscaped islands to reduce vehicular speed on through-streets in residential neighborhoods.

Commented [JV12]: Changed to “traffic circle”. A roundabout is not really a traffic-calming device, any more than a stoplight is.

4.B.d. As new areas are developed, upgrade existing rural roads to urban street standards consistent with the Village’s street design standards. The costs of such upgrades should be assessed proportionately against benefiting property owners and developers.

4.B.e. Develop new design standards for upgrading rural standard roads, such as Woodland Drive, to an urban standard while retaining “rural character.”

4.B.f. Officially map planned collector streets so that new homebuyers and residents are aware of planned street improvements at the time they purchase new homes.

Commented [JV13]: OMITTED. The official map isn’t a good mechanism to inform homebuyers about future streets.

4.B.g. Develop sidewalks or alternative pedestrian facilities within the public street right-of-ways.

4.B.h. Work with Wisconsin Department of Transportation and Dane County to install traffic signals at key intersections as warranted by traffic volumes.

4.B.i. Continue to allow reduced right-of-ways and street widths within lower density subdivisions.

Ultimately, changes in street widths may require conversion to maintenance and public safety equipment designed for use on narrower roadways.

Commented [JV14]: OMITTED. Adjustments have already been made to Village equipment.

4.B.j Support the design and construction of the North Mendota Parkway in a manner that utilizes existing highway corridors and results in the least disruption to existing neighborhoods.

Transit and Transportation for the Disabled Policies and Programs:

4.B.k. Participate in regional efforts to provide connections to the metropolitan transit systems to Madison and other Dane County communities.

4.B.l. Continue to support and promote para-transit facilities for senior citizens and disabled.

4.B.m. Preserve railroad corridors for potential future rail transit corridor service.

4.B.n. Encourage major employers to participate in ride-share programs and provide employees to use means of transportation other than private automobiles.

Pedestrian and Bicycle Policies and Programs:

4.B.o. Complete comprehensive pedestrian and bicycle plan. Note: The Village of Waunakee and Town of Westport have received a grant from WisDOT to prepare a comprehensive pedestrian and bicycle plan that is scheduled for completion in 2004.

4.B.p. Continue to require developers and subdividers to provide sidewalks and shared-use sidepaths in newly developing neighborhoods. Where feasible and appropriate, such pedestrian and bicycle facilities shall be connected to the regional trail system.

4.B.q. Install shared-use sidepaths along major arterials and collector streets as shown on the Trail Plan (Figure 5.7)

Commented [JV15]: Covered in CORP

4.B.r. At the time that streetscape improvements are made to Main Street, provide crosswalks and other pedestrian-oriented fixtures and installations in the Central Business District.

Commented [JV16]: Revised to be “As streets are improved in business districts, include improvements that ensure pedestrian safety, such as crosswalks, pedestrian-activated beacons, etc.”

4.B.s. Continue to coordinate with Dane County and other jurisdictions to complete a regional trail connection between the Village of Waunakee and Governor Nelson State Park generally following the Six Mike Creek corridor.

Commented [JV17]: Covered in CORP

Railroad Policies and Programs:

4.B.t. Maintain active freight rail service to the Waunakee area.

4.B.u. Preserve existing rail corridors for potential rail passenger and/or transit service.

4.B.v. Coordinate with the railroad company and the State of Wisconsin to maintain safe rail crossings in the community.

Air Transportation Policies and Programs:

4.B.w. Maintain and protect the approach space for Waunakee Airport as a private general aviation facility

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Compilation of Plan Content from existing adopted plans relevant to Transportation

- 4.B.x. Continue to support the improvement of Morey Field in the City of Middleton as a second general aviation airport serving the western portions of Madison and Dane Count.
- 4.B.y. Continue to support air services and routes into the Dane County Regional Airport.

Trucking Policies and Programs:

- 4.B.z. **Support competitive truck freight and delivery services to businesses in the Waunakee area.**
- 4.B.aa. Continue to designate safe and efficient truck routes to service Waunakee area businesses and provide safe and efficient access for through truck traffic on regional highways.

Commented [JV18]: OMITTED. No municipal role in this.

WESTPORT COMP PLAN (2003)

REGIONAL

Goal:

Address the region's transportation needs without encouraging undesirable development.

Objectives and Policies:

- a. Control development adjacent to roadways.
 - 1. Limit new access points onto county and state trunk highways.
 - 2. Ensure that parcels adjacent to roadways, particularly near interchanges and major intersections, are appropriately zoned.
 - 3. **Investigate funding sources for purchase of land or development rights on key parcels.**
 - 4. Evaluate other legal means for achieving this objective, such as securing open space easements.
- b. Develop and maintain a network of roads and streets
 - 1. Discourage regional routes from severing local streets that link residents in neighborhoods and farmers to their fields.
 - 2. Encourage short, local trips to take place on the local road network instead of relying on regional highways, which should be geared to carrying through traffic.
 - 3. Officially map necessary transportation corridors.

Commented [JV19]: OMITTED per staff direction.

Goal:

Plan transportation systems in a long-term, comprehensive manner instead of relying on short-term solutions.

Objectives and Policies:

- a. Identify and protect from development future transportation corridors through official mapping and compatible zoning.
- b. Consider the potential land use implications of transportation investment decisions, as well as the impacts of land development proposals on the existing and planned transportation network.
- c. Plan for the need to mitigate environmental, economic and traffic consequences of improvements to the transportation system, including the development of a North Mendota Parkway.
- d. Support short-term improvements that ameliorate unsafe conditions at particular intersections, but with an eye toward long-term solutions and conditions that are anticipated to exist in the future.

- e. Identify a timeframe for making improvements to the area's transportation system

Commented [JV20]: Revised to promote advocacy for the North Mendota Parkway

Goal:

Transportation planning should be multi-modal, not just auto-oriented

Commented [JV21]: I think this is implicit in having this goal and the related objectives and policies: "Local residents will have access to transportation alternatives to private automobiles" Agreed?

Objectives and Policies:

Compilation of Plan Content from existing adopted plans relevant to Transportation

a. Encourage the development of alternative transportation to reduce demands on road systems and incentives to use ride sharing, **electric and fuel efficient cars**, expanded bus system.

Commented [JV22]: OMITTED. Not related to demand for road use

b. Highways:

1. Support the development of a "North Mendota Parkway" that carries regional traffic away from neighborhoods and environmentally sensitive areas.
2. **Ensure that development of a "North Mendota Parkway" does not discourage the growth in use of alternative transportation.**
3. Support improvements to current standards to the extent practical when repaving or reconstructing local roads.

Commented [JV23]: OMITTED

c. Bicycle/Pedestrian accommodations:

1. Create safe and convenient bicycle routes serving both commuters and recreational riders.
2. Include bike lanes on regional roadways, including County Trunk Highways K, M and Q, and popular municipal "urban escape routes" such as Pheasant Branch Road.
3. Support development of a regional trail system along at least one environmental corridor connecting the communities and key parcels of recreational land north of Lake Mendota.
4. Encourage developers of medium and high density residential areas to include sidewalks in their subdivisions.
5. Explore the feasibility of establishing a pedestrian ferry service across Lake Mendota, connecting Westport with downtown Madison.
6. Refer to Dane County's and local municipal adopted bicycle plans for additional, specific recommendations.

Commented [JV24]: Added to CORP

d. Public transit:

1. Encourage the development of inter-city bus service.
2. Identify appropriate locations for park & ride lots which maximize the convenience of transferring between the private vehicle and public transit service.
3. **Support the region's Transport 2020 study which is evaluating the future of the existing rail corridor that connects Waunakee, Westport, and Madison.**

Commented [JV25]: Not added, pending discussion. In the Town? Is there service right now?

Commented [JV26]: OMITTED.

e. Aviation:

1. Support the City of Middleton's efforts to develop a small, municipal airport serving the general aviation needs of the west side of the metropolitan area.

Goal:

Manage the transportation system to address traffic volumes, safety, and congestion.

Objectives and Policies:

- a. Support measures to facilitate the flow of traffic on congested roadways while providing opportunities for safe access from side streets and driveways.
- b. Monitor the activities and proposals of the Madison Area Metropolitan Planning Organization and the County Highway and Transportation Department.

LOCAL

Goal 1

Provide and maintain adequate and safe transportation infrastructure for the Town.

Objectives and policies

- a) Incorporate anticipated traffic impacts on local and regional roads when evaluating potential development projects within and near the Town of Westport.
- b) Plan and implement a transportation network that separates local and regional traffic, and discourages through traffic from using local roads.

Commented [JV27]: 1.I offered a new version of this: "Require developers to evaluate the impact of new development on existing roads and intersections, and to contribute equitably to the cost of improving existing facilities if improvements are necessary to accommodate new traffic."

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Compilation of Plan Content from existing adopted plans relevant to Transportation

- c) Limit access on major arterial roads.
- d) Develop guidelines, procedures, and programs to ensure that adequate right-of-way is available for future transportation needs.
- e) Use the Town's access control ordinance when evaluating any new development on local, county and state roadways.
- f) Require that traffic impact analyses be conducted on all new development to aid in evaluating development proposals and establishing conditions for approval.
- g) Require new subdivisions or other more multiple unit developments to design separate local routes that channel into existing access locations to collector routes.
- h) Establish set-aside and dedication requirements for all plats and certified surveys that front on existing or potential transportation routes that may require future improvements.
- i) Evaluate additional traffic calming measures to discourage through traffic for rural roadways within the Town.

Goal 2

Prevent negative impacts on the Town from the development of a North Mendota Transportation Corridor.

Objectives and policies

- a) Develop area specific plans for the CTH M- STH 113 corridor.
- b) Encourage the Wisconsin Department of Transportation to upgrade the intersection of STH 19 and STH 113 to improve the overall safety of the area.
- c) Discourage new development in any potential new corridor for the CTH M realignment.
- d) Prohibit any new development in the proposed North Mendota Transportation Corridor, as stated in a formal Town resolution.
- e) Discourage regional traffic on River Road.
- f) Provide clear, standard definitions of proposed roadway types being evaluated for future transportation corridors to aid all communities potentially impacted by the project. (This will help to eliminate confusion created by referring to the corridor as a "parkway" until that roadway design is formally adopted.)
- g) Maintain the Town of Westport's approved policy regarding any proposed regional transportation corridor north of Lake Mendota, sometimes referenced as a "North Mendota Parkway," that consists of the following statements:
 - 1. Any such transportation corridor from U.S. Highway 12 to 1-90/94/39 on the north side of Lake Mendota should follow the existing corridors of CTH K, CTH M, STH 113, and STH 19.
 - 2. The corridor should be a state-funded roadway adjacent to the Dom Creek open space corridor. The precise location of any proposed roadway improvements must be based on an environmental impact assessment.
 - 3. A continuous, local collector road will be constructed north of Middleton and south of the freeway.
 - 4. A safe and viable local Town roadway system along CTH M from CTH K to STH 113 must be clearly defined and identified in any corridor plans impacting the Westport Town Center area. Access to the Town Center area from the proposed roadway will also be incorporated into any corridor plans.
 - 5. A multi-jurisdictional agreement regarding farmland preservation policy will be negotiated between the City of Middleton, the Town of Springfield, and the Town of Westport prior to design and construction of the roadway.

Commented [JV28]: Not added, pending discussion. Is it adequate to just have item H below?

Commented [JV29]: 1. Included with different wording: "Design the street network to accommodate future growth, and do not allow new growth to exceed the capacity of existing facilities."

Commented [JV30]: 1. I think these are covered by this new language "Use and enforce the Future Land Use Map in this plan to guide development locations in the North Mendota Transportation Corridor. Resist pressure to allow development of Rural Preservation and Community Separation areas for more urban uses of any kind."

Compilation of Plan Content from existing adopted plans relevant to Transportation

Goal 3

Establish objectives, policies, and illustrative maps on all applicable areas of transportation in the Town, including highways, transit, transportation facilities for the disabled, bicycles, walking, railroads, air transportation, trucking, and water transportation.

Objectives and policies

- a) Actively participate in regional transportation planning projects involving the Town of Westport.
- b) Coordinate the planning of mass transit and alternative transportation modes between neighboring jurisdictions.
- c) Protect and preserve the rail corridor for future uses including potential mass transit options.
- d) In the event that the existing rail corridor is abandoned, the Town recommends preservation of the corridor for future recreational trails and transportation needs.

Goal 4

Compare and coordinate state, county and regional transportation plans to local plans.

Objectives and policies

- a) Continue to work with the Madison Area Metropolitan Planning Organization (MPO) to ensure the Town of Westport's goals, objectives, and policies are incorporated into the MPO's decision-making processes.
- b) Designate a Town representative(s) to attend all local, county and regional transportation related meetings in the area to report back to the Town Board.
- c) Invite County, State and regional staff to provide formal updates to the Town Board on a regular basis.

Commented [JV31]: OMITTED. I don't think you need to say things like this if they're already in the same plan.

Commented [JV32]: Revised to "work with the County, MPO and State"

ITEM #3.

Draft plan content for the TRANSPORTATION chapter

DRAFT October 5, 2016

About This Shared Plan

This is a joint plan adopted by both the Village of Waunakee and the Town of Westport. Both communities will utilize this plan to guide private development and public projects and funding. Most of the goals, objectives, policies and programs are relevant and appropriate in both jurisdictions. Any items specific to only one jurisdiction are explicitly identified. Shared Village/Town policies that pertain to rural areas apply to all of the Town of Westport, and also to portions of other Towns in which the Village has extraterritorial interests and authority, including the Towns of Springfield, Dane and Vienna.

Goals and objectives are presented here as desired outcomes; objectives are added under a goal only when there is the need to describe multiple desired outcomes not adequately captured in the goal statement. Policies and programs include both actions and policy rules – they are the methods proposed to achieve the goals and objectives.

TRANSPORTATION

Goal 1 – The transportation network will offer safe and efficient access throughout the Village and Town

Objective 1.1 – Regional arterials will be maintained as effective routes for local and pass-through traffic.

Objective 1.2 – Neighborhood streets will be safe.

Objective 1.3 – Local roads will serve local users, while regional traffic will use County and State routes.

Shared Policies and Programs

1. Plan transportation systems in a long-term, comprehensive manner, rather than rely on short-term solutions.
2. The Village and Town will maintain Official Maps **as described by State Statutes 62.23(6)** to identify and protect future road corridors.
3. Require developers and subdividers to plan and design efficient through streets within new developments, including any routes identified in this plan or an Official Map, so that traffic is not funneled onto a limited number of existing corridors.
4. **Design the street network to accommodate future growth, and do not allow new growth to exceed the capacity of existing facilities.**
5. Require developers to evaluate the impact of new development on existing roads and intersections with a traffic impact analysis, **and to contribute equitably to the cost of improving existing facilities if improvements are necessary to accommodate new traffic**
6. Coordinate transportation facility planning for the Village and Town with regional transportation efforts of the Wisconsin Department of Transportation, Dane County, and other municipalities.
7. **Require developers and subdividers to coordinate street design and layout with adjoining property owners.**
8. The Village and Town will continue to coordinate on design standards for roads that transition from Village to Town jurisdiction. Where appropriate, utilize designs that meet urban performance standards while retaining rural character.
9. Where excessive vehicle speeds and/or cut-through traffic become a problem in neighborhood streets or rural roads, the Village or Town will consider the installation of traffic calming devices such as speed bumps or tables, traffic circles or landscaped center islands.

Commented [JV1]: My addition

Commented [JV2]: Restatement of a related policy in the Town plan

Commented [JV3]: This part is my addition

Commented [JV4]: What is the public role in this process, per local practice? Is this how it works?

Draft plan content for the TRANSPORTATION chapter

10. Work with Wisconsin Department of Transportation and Dane County to install traffic signals or roundabouts at key intersections to better manage safety and congestion, as warranted by traffic volumes.
11. Continue to allow reduced right-of-ways and street widths within lower-density subdivisions.
12. Support the design and construction of the North Mendota Parkway in a manner that utilizes existing highway corridors and results in the least disruption to existing neighborhoods.
13. Limit new access points onto county and state trunk highways.
14. Consider the potential land use implications of transportation investment decisions, as well as the impacts of land development proposals on the existing and planned transportation network.
15. Support the planned 2018 upgrades to the intersection of STH 19 and STH 113 to improve the overall safety of the area.
16. Promote the use of electric and fuel efficient vehicles.
17. As streets are improved in business districts, include improvements that ensure pedestrian safety, such as crosswalks, pedestrian-activated beacons, etc.
18. Establish set-aside and dedication requirements for all plats and certified surveys that adjoin existing or potential transportation routes that may require future improvements.

Commented [JV5]: My addition

Village Policies and Programs

1. As new areas are developed, upgrade existing rural roads to urban street standards consistent with the Village's street design standards. The costs of such upgrades should be assessed proportionately against benefiting property owners and developers.

Town Policies and Programs

1. Monitor the activities and proposals of the Madison Area Metropolitan Planning Organization and the County Highway and Transportation Department.
2. Use the Town's access control ordinance when evaluating any new development on local, county and state roadways.
3. Discourage regional traffic on River Road.
4. Support improvements to current standards to the extent practical when repaving or reconstructing local roads.

Goal 2 – Local residents will have access to transportation alternatives to private automobiles

Objective 2.1 – There will be safe, convenient and efficient pedestrian and bicycle facilities in all residential neighborhoods

Objective 2.2 – Rail lines that could host future passenger rail service to the Waunakee area will be preserved.

Objective 2.3 – There will be progress toward the establishment of regional transit service connecting Waunakee and Westport to Middleton and Madison

Commented [JV6]: My addition

Shared Policies and Programs

1. Maintain a detailed plan for the improvement of safe bike and pedestrian routes as part of the Village and Town's joint Comprehensive Bicycle, Pedestrian and Outdoor Recreation Plan (CBPORP). **See the CORP for details about how and where these routes are planned.**
2. Wherever medium- to high-density residential is proposed, sidewalks should be installed connecting that site to other uses and areas.

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Draft plan content for the TRANSPORTATION chapter

3. Coordinate transportation facility planning for the Village and Town with regional transportation efforts of the Wisconsin Department of Transportation, Dane County, and other municipalities.
4. Participate in local or regional efforts to provide transit connections to the metropolitan transit systems in Madison and other Dane County communities.
5. Encourage the development of inter-city bus service in collaboration with Metro Transit and the Madison Area Transportation Planning Board, including Express Commuter buses as described in the Regional Transportation Plan 2035. When more detailed planning occurs, address the interests of employers in the Waunakee Business Park to support employee transportation needs, and identify appropriate locations for park and ride lots that maximize the convenience of transferring between the private vehicle and public transit service.
6. Continue to support and promote para-transit facilities for senior citizens and disabled.
7. Continue to require developers and subdividers to provide sidewalks and shared-use sidepaths in newly developing neighborhoods. Where feasible and appropriate, such pedestrian and bicycle facilities shall be connected to the regional trail system.
8. In the event that the existing rail corridor is abandoned by the railroad, preserve the corridor for transportation use, including recreational trails and the future restoration of rail use.
9. Explore the feasibility of establishing a pedestrian ferry service across Lake Mendota, connecting Westport with downtown Madison.
10. Encourage major employers to participate in ride-share programs and provide employees incentives to use means of transportation other than private automobiles.

Commented [JV7]: My additions.

Village Policies and Programs

1. Develop sidewalks or alternative pedestrian facilities within the public street right-of-ways.

Commented [JV8]: Is this intended to apply only to new streets? Whatever the answer, I'd like to be more specific with this.

Goal 3 – Regional traffic will be accommodated without altering the existing rural character or land use patterns in the Town of Westport

Shared Policies and Programs

1. The Town and Village support and will advocate for the development of a "North Mendota Parkway" or similar that carries regional traffic away from neighborhoods and environmentally sensitive areas.
2. Regional transportation needs should be met, to the maximum extent possible, by existing transportation corridors, rather than by creating new highway corridors.
3. Use and enforce the Future Land Use Map in this plan to guide development locations in the North Mendota Transportation Corridor. Resist pressure to allow development of Rural Preservation and Community Separation areas for more urban uses of any kind.
4. Ensure that parcels adjacent to roadways, particularly near interchanges and major intersections, are appropriately zoned so that regional highway improvements do not result in unplanned or premature development.
5. Work to identify and mitigate the environmental, economic, and traffic consequences of improvements to the regional transportation system, particularly the "North Mendota Parkway."
6. Continue to work with the Madison Area Metropolitan Planning Organization (MPO), Dane County, and the Wisconsin Department of Transportation to ensure that local interests,

Commented [JV9]: My addition.

Draft plan content for the TRANSPORTATION chapter

including those described in this plan, are incorporated into the MPO's decision-making processes.

Village Policies and Programs

1. Continue to designate safe and efficient truck routes to service area businesses and provide safe and efficient access for through truck traffic on regional highways.

Town Policies and Programs

1. Where lands are under pressure for development due to highway improvements, consider the purchase or donation of development rights to preserve those lands as rural.
2. As new routes are improved, such as the North Mendota Parkway, protect the connectivity among and within neighborhoods, and the access of farmers to their fields.
3. Encourage short, local trips to take place on the local road network instead of relying on regional highways, which should be geared to carrying through traffic.
4. Develop more-detailed, area-specific land use and local roadway plans for the CTH M and STH 113 corridors in coordination with future planning for the parkway
5. Provide clear, standard definitions of proposed roadway types being evaluated for future transportation corridors to aid all communities potentially impacted by the project. (This will help to eliminate confusion created by referring to the corridor as a "parkway" until that roadway design is formally adopted.)
6. Maintain the Town of Westport's approved policy regarding any proposed regional transportation corridor north of Lake Mendota, sometimes referenced as a "North Mendota Parkway," that consists of the following statements:
 - a. Any such transportation corridor from U.S. Highway 12 to 1-90/94/39 on the north side of Lake Mendota should follow the existing corridors of CTH K, CTH M, STH 113, and STH 19.
 - b. The corridor should be a state-funded roadway adjacent to the Dom Creek open space corridor. The precise location of any proposed roadway improvements must be based on an environmental impact assessment.
 - c. A continuous, local collector road will be constructed north of Middleton and south of the freeway.
 - d. A safe and viable local Town roadway system along CTH M from CTH K to STH 113 must be clearly defined and identified in any corridor plans impacting the Westport Town Center area. Access to the Town Center area from the proposed roadway will also be incorporated into any corridor plans.
 - e. A multi-jurisdictional agreement regarding farmland preservation policy will be negotiated between the City of Middleton, the Town of Springfield, and the Town of Westport prior to design and construction of the roadway.
7. Actively participate in regional transportation planning projects involving the Town of Westport.
8. Designate a Town representative(s) to attend all local, county and regional transportation related meetings in the area to report back to the Town Board.
9. Invite County, State and regional staff to provide formal updates to the Town Board on a regular basis.

Goal 4 – Area residents will have access to airports that support air transport and general aviation needs

ITEM #3.

Draft plan content for the TRANSPORTATION chapter

Shared Policies and Programs

1. Continue to support the improvement of Morey Field in the City of Middleton as a second general aviation airport serving the western portions of Madison and Dane Count.
2. Continue to support air services and routes into the Dane County Regional Airport.

Village Policies and Programs

1. Maintain and protect the approach space for Waunakee Airport as a private general aviation facility

Goal 5 – The local transportation system will serve the needs of local businesses

Shared Policies and Programs

1. Maintain active freight rail service to the Waunakee-Westport area.

Village Policies and Programs

1. Continue to designate safe and efficient truck routes to service area businesses and provide safe and efficient access for through truck traffic on regional highways.

Community Facilities & Services

GENERAL FACILITIES

Healthcare Facilities

Dean Clinic has a branch in the Village of Waunakee which includes five family medicine doctors and one optometrist. Within Waunakee there are also nine dentists and six chiropractors.

Police, Fire & Emergency Facilities

The Waunakee Police Department has 21 FTEs which includes 19 police officers and two office staff. In 2014 office staff handled over 8,000 phone calls and 2,400 walk-in customers. The Waunakee Police Department provides service to public sites in the Town of Westport, under contract with the Town, and more generally as needed under mutual aid commitments. Westport is also served by the Dane County Sheriff's Department, including contracts for extra patrols. The Sheriff's deputies sometimes operate out of the Town Hall.

The Waunakee Fire Department is staffed with 38 volunteer firefighters. The Department also serves parts of the Towns of Westport, Springfield, Vienna and County of Dane. The Town of Westport is also served by the City of Middleton's Fire District.

The Waunakee Area Emergency Medical Service is a volunteer crew of roughly 65. They also provide services in the Towns of Westport, Dane, Vienna, Springfield, and Village of Dane. The group responds to mutual aid agreements in other surrounding districts as well.

Library Facilities

The Waunakee Public Library serves both Waunakee and Westport and is located at 710 South Street in Waunakee. The existing Library is in poor condition, lacks sufficient programming and meeting space and has no available land adjacent to it to expand its building or parking lot. A new library is currently being planned. In 2015 the Village Board approved funding the first phase of architectural planning and hiring a consultant to conduct a campaign feasibility study to determine fundraising potential in the Village.

The site the Village is most interested in for placement of the new library is the former Waunakee Alloy Casting Corp. site at North Madison Street. The parcel is 4.5 acres and is near Village-owned park land.

Other Governmental Facilities

- Village Hall, 500 W Main St., Waunakee
- Public Works & Parks Department, 504 Moravian Valley Rd., Waunakee
- Village Center, 333 S Madison St., Waunakee
- EMS, 201 N Klein Dr., Waunakee
- Fire Department, 205 N Klein Dr., Waunakee
- Town Hall, 5397 Mary Lake Rd., Westport



Senior Class at Village Center

Source: MSA

Public School Facilities

Waunakee and Westport are both served by the Waunakee Community School District (WCSD). Other communities in the District include portions of the Towns of Vienna, Dane and Springfield.

WCSD has seen minimal growth over the past ten years and, in 2014, saw its first annual enrollment decline, a drop of 0.3%. The average annual increase in enrollment over the past ten years is 2.6%. Enrollment for the 2014-2015 school year was 4,031.

Schools in the District include:

- Eight 4-K sites
- Arboretum Elementary (K-4)
- Heritage Elementary (K-4)

ITEM #3.

- Prairie Elementary (K-4)
- Waunakee Intermediate School (5-6)
- Waunakee Community Middle School (7-8)
- Waunakee Community High School (9-12)

The WCSS is currently building a new Intermediate School which is scheduled to be completed by Fall 2016.

The Town of Westport is also served by the Middleton-Cross Plains School District, which includes residents in the southwest part of the Town near Middleton.

The Town is also home to Madison Country Day School, a private, K-12 school located Westport at 5606 River Road.



Waunakee Community High School

Source: MSA

Childcare Providers in Waunakee and Westport

Source: Wisconsin Department of Children and Families

Facility	Class	Capacity	Age Served
A Barrel of Monkeys Family Child Care LLC	Family	8	6 weeks - 12 years
Adventures in Learning CCC	Group	130	6 weeks - 12 years
After School Arboretum	Group	85	5 years - 13 years
After School Prairie	Group	85	5 years - 13 years
After School Heritage	Group	45	5 years - 13 years
Arthouse Preschool LLC	Group	45	6 weeks - 11 years
Brenda Hamilton Day Care Inc.	Family	8	1 week - 13 years
Brilliant Beginnings	Group	80	6 weeks - 11 years
Burbacks Tiny Tot Family Daycare	Family	8	6 weeks - 13 years
Carol's House Family Day Care	Family	8	8 weeks - 13 years
Castleberry Childrens Center	Family	8	6 weeks - 13 years
Ginger Bear Day Care	Family	8	1 week - 13 years
La Petite Academy Woodland	Group	125	6 weeks - 12 years
Leap Academy	Group	83	6 weeks - 13 years
Lori's Family Day Care	Family	7	6 weeks - 10 years
Mary Lake Montessori Inc.	Group	80	6 months - 11 years
Mary Laufenberg Family Child Care	Family	8	10 weeks - 13 years
Moppet LLC	Group	75	6 weeks - 11 years
Nurturing Development	Regular	6	0 weeks - 13 years
Peace Lutheran Preschool	Group	50	2 years - 7 years
Shannon Bruns	Family	8	7 months - 12 years
The Seventeenth Radish	Group	30	6 months - 6 years

Higher Education Facilities

There are six higher education facilities located nearby in the City of Madison:

- University of Wisconsin - Madison
- Edgewood College
- Madison Area Technical College
- ITT Technical Institute
- Madison Media Institute
- Cardinal Stritch University

Childcare Facilities

There are 23 childcare providers located in Waunakee and Westport. See table on the previous page.

PARKS & RECREATION

See the Waunakee-Westport Bicycle, Pedestrian, Park and Open Space Plan for a complete listing of parks. The map on page A-41 displays the neighborhoods in Waunakee and Westport that are within a quarter-mile of a school or park.

There are several County and State Parks and Natural Areas located near Waunakee and Westport:

- Empire Prairie State Natural Area (14 acres) that stretches across southern Columbia and northern Dane Counties.
- Dorn Creek Conservancy (300 acres) is located between Hwy M and Hwy Q.
- Upland Prairie is located north of Bong Road and east of Hwy 113.
- Governor Nelson State Park (422 acres) is located on the north shore of Lake Mendota.
- Mendota County Park is located at the intersection of CTH Q and M.
- Six Mile Creek Resource Area - flows through the Village and the Town
- Yahara Heights/Cherokee Marsh (385 acres) is located north of Madison on the west side of STH 113 and the CTH M intersection off of River Road on Catfish Court.
- Pheasant Branch Conservancy (550 acres) located 1.5 miles north of Hwy M on Pheasant Branch Road, just west of Westport.
- Schumacher County Park (117 acres) located one mile east of Waunakee on WIS 113.
- Indian Lake County Park (483 acres) located in the Town of Berry on WIS 113 about two miles west of WIS 12.
- Ice Age Trail is located a few miles west of Westport.



Daleo Soccer Fields

Source: MSA

UTILITIES & SERVICES

Stormwater Management

The Town and Village are updating their Stormwater Management Plan (SWM), with DNR approval anticipated in November 2016. Waunakee and Westport are both MS4 communities are part of the Madison Area Municipal Storm Water Partnership (MAMSWaP) and engage in outreach activities as part of this group. Waunakee's Construction Site Erosion Control and Stormwater Management ordinances are located in Chapter 18, Article 8, Division 3 of its ordinances. Westport's Erosion and Stormwater Runoff Control ordinances can be found in Title 10, Chapter 4 of its ordinances. Neither community has a stormwater utility.

Waste Water & Sanitary Sewer System

Waunakee and Westport are part of the Madison Metropolitan Sewerage District (MMSD). MMSD's treatment plant is located on the south side of Madison off of Moorland Road. Waunakee's average wastewater gallons per day (taken from quarterly invoices from MMSD) for 2015 was 1,350,000. For 2014 the total was 1,425,000.

Most of the development in the Town of Westport is on MMSD sewer, though there is no data readily available describing average flows. There are some private sewer facilities in Waunakee, and there are no known problems with these private systems.

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Solid Waste & Recycling Facilities

Waunakee and Westport both use Advanced Disposal for their solid waste and recycling services. Advanced operates a transfer station and recycling facility at 300 Raemisch Road in the Village of Waunakee. Solid waste is transferred to the Dane County Landfill.

Within the Town of Westport there is a closed landfill on Bong Road.

Water Supply

Waunakee has its own water utility: Waunakee Utilities. The Village uses 466,588,000 gallons of water annually. The average is approximately 1.3 million gallons a day. The highest usage date in 2015 was September 6, at 2.7 million gallons. The Utility has four water towers (50,000; 200,000; 300,000; and 500,000 gallon tanks) and one reservoir at 300,000 gallons. The Utility is planning to construct another water tower in the next few years.

The Town of Westport has its own Westport Water Utility, which serves approximately 370 metered sites in the Town. This includes both commercial buildings and buildings with a single meter but multiple residences. The Utility maintains two wells and one water tower.

There are many homes with the Town that operate on individual and shared wells, however since the Town doesn't issue permits for them, there is no way to know how many exist.

Telecommunications Facilities

Charter and TDS both provide high speed internet and cable television service to Waunakee and Westport. In addition, AT&T provides high speed internet in the Town of Westport.

The Waunakee Library is working with the Madison Area Library System to get the Metropolitan Unified Fiber Network (MUFN) which would provide high speed internet to the Waunakee Library and community facilities.

Waunakee cell towers? There are several cell towers located within Westport: one at the intersection of CTH Q

and CTH K, one at the intersection of 113 and Bong Road, one on Westport's Water Tower, one near St. Benedicts on CTH M, and two or three on Bond Road near the Land Trust.

Gas & Power

MG&E provides natural gas to Waunakee and Westport. Waunakee Utilities provides electricity to Waunakee and parts of Westport. There are currently five substations in Waunakee at the following locations:

- 4.16/2.4 KV Division Street substation
- 12.4/7.2 KV West side substation
- 12.4/7.2 KV Industrial Park substation
- 12.4/7.2 KV North side substation

All of the substations are connected so if one goes offline the load can be shifted to other substations. The substations are connected primarily through a 69 KV transmission line that is owned by ATC. The Foundry and North Side substations connected to ATC's transmission line by 69 KV transmission lines owned by Waunakee Utilities.

Alliant Energy provides electricity to Westport. Within Westport there are three electrical substations: one at the end of Blue Bill Park Drive - Huiskamp, and one next to Endres Manufacturing on CTH Q.

COMMUNITY AND PUBLIC FACILITIES

VILLAGE OF WAUNAKEE AND TOWN OF WESTPORT COMPREHENSIVE PLAN BIKE/PEDESTRIAN PLAN

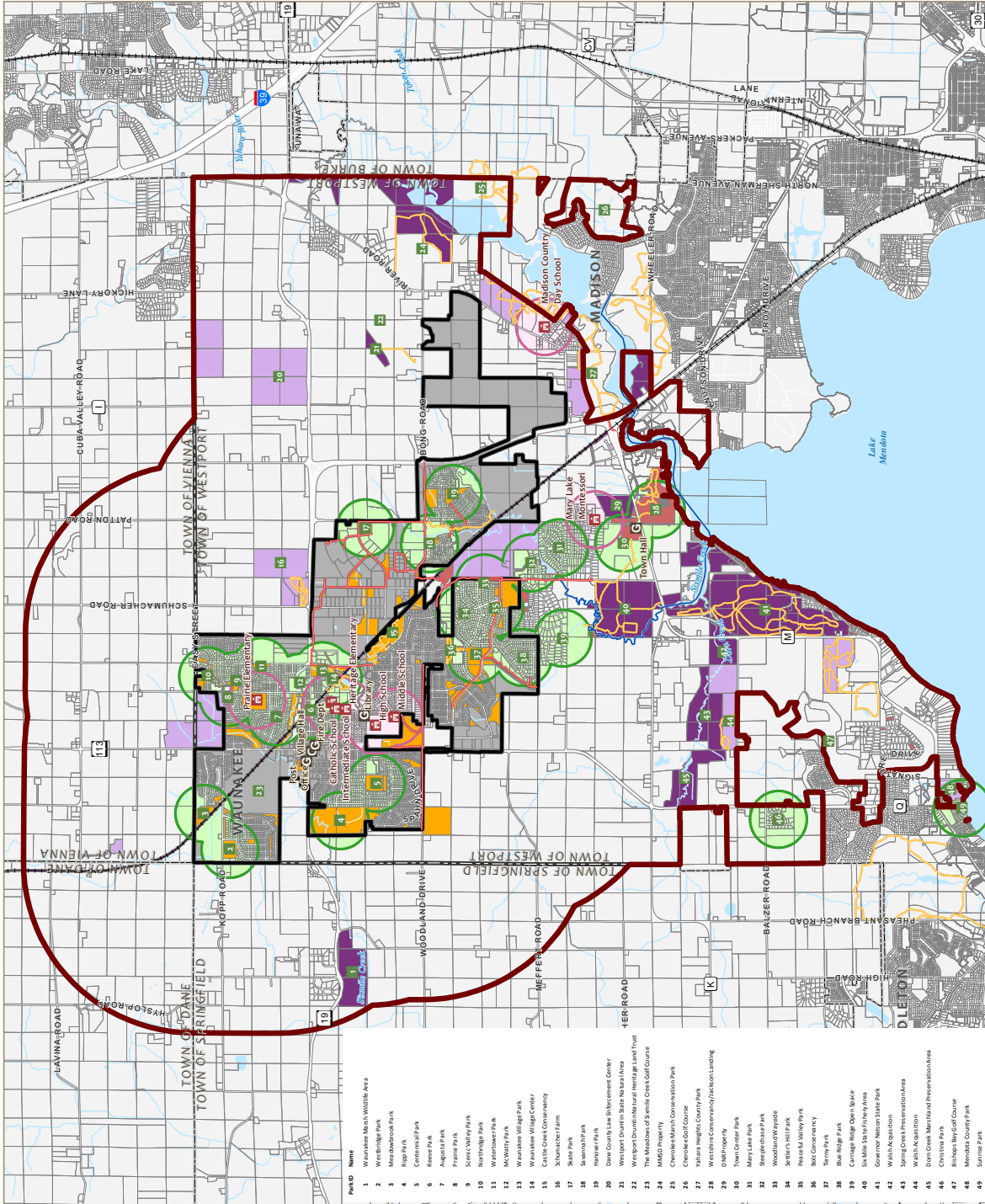
- LEGEND**
- Planning Area
 - Village of Waunakee
 - Town of Westport
 - Town
 - Waterbody
 - Railroad
 - Passive Trail
 - Paved Trail
 - Water Trail
 - Government Land
 - Village of Waunakee
 - Town of Westport
 - County
 - State
 - Community Facilities
 - Education
 - Municipal Facility
 - Recreation
 - Public Park Service Area (0.25 miles)
 - Public School Service Area (0.25 miles)

DATA SOURCES:
BASE DATA PROVIDED BY DANE COUNTY;
AERIAL IMAGERY PROVIDED BY DANE COUNTY (2014)

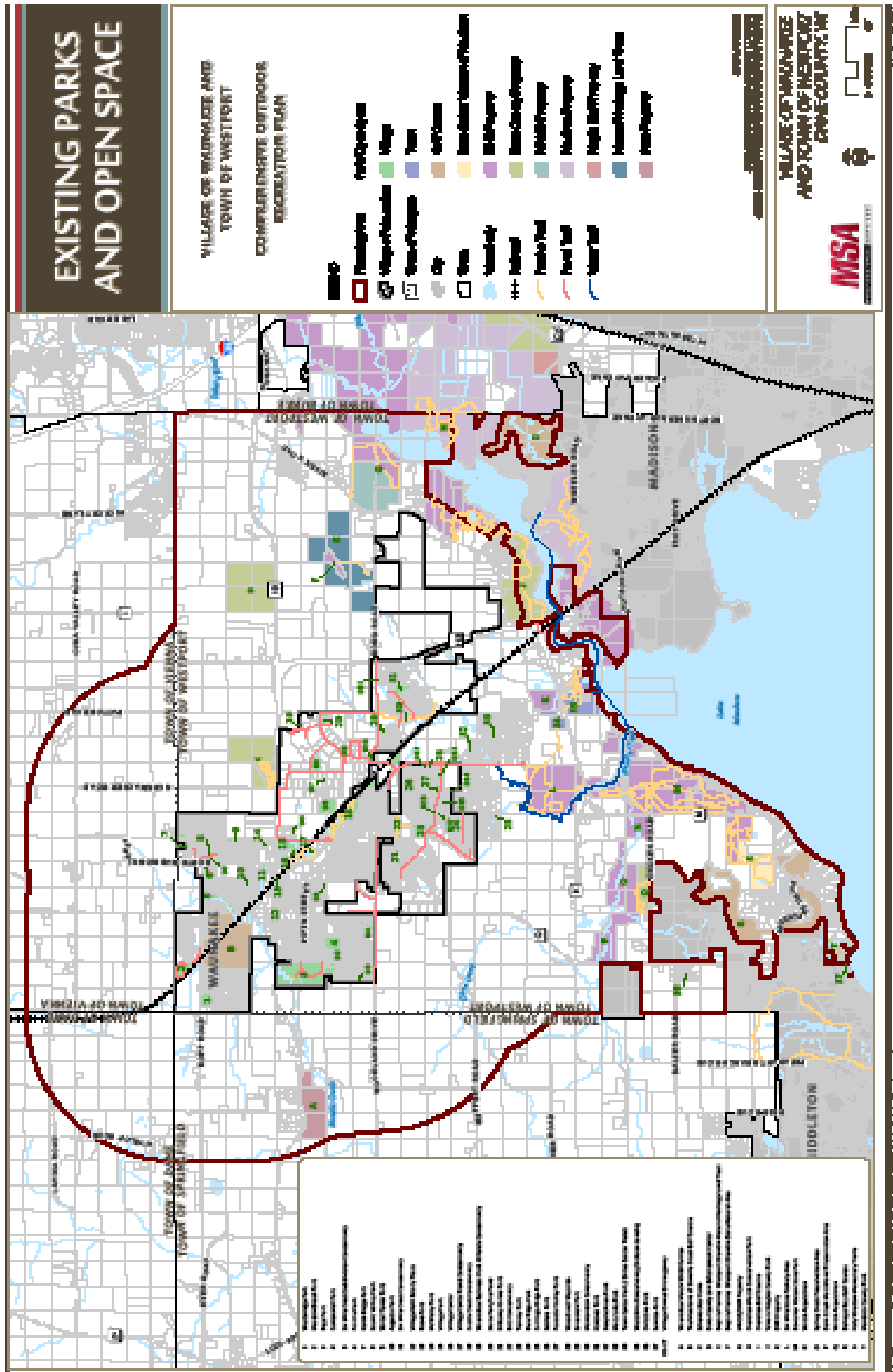
VILLAGE OF WAUNAKEE
AND TOWN OF WESTPORT
DANE COUNTY, WI



Print Date: 4/21/2016



ITEM #3.



*Compilation of Plan Content from existing adopted plans relevant to
Utilities & Community Facilities*

October 6, 2016

JPA COMP PLAN (2003)

Goals and Objectives

(none)

WAUNAKEE COMP PLAN (2003)

REGIONAL

Regional Utility and Community Facility Goals and Objectives:

- 1.C.3.1. Ensure that public services and facilities keep pace with growth and development.
- 1.C.3.2. Identify and evaluate the impacts of new developments on public services.
- 1.C.3.3. Coordinate the planning, construction and maintenance of new and existing infrastructure between communities.

Regional Utility and Community Facilities Policies and Programs:

- 1.C.3.a. Evaluate the potential for shared facilities, particularly for large capital projects.
- 1.C.3.b. Coordinate bidding and construction projects for improved efficiency.
- 1.C.3.c. Share Capital Improvement Plans between adjacent communities to identify the potential for coordinating projects.
- 1.C.3.d. Complete regional flood protection and stormwater management plans and apply the findings to the planning and development review process in each of the communities.
- 1.C.3.e. Evaluate the use of Intergovernmental service agreements in situations where new or existing development in one jurisdiction may be most efficiently and cost-effectively served by another municipality's facilities.

Policies and Programs for Coordination with School Districts:

- 1.C.3.f. Identify the impacts of new development on educational institutions and include the school districts in the review of all new development proposals.
- 1.C.3.g. Maximize the cooperative use of facilities between municipalities and educational institutions.
- 1.C.3.h. Identify a school district contact for local government interaction.
- 1.C.3.i. Complete a development impact analysis with the local school districts to inform the general public of the actual costs of development.
- 1.C.3.j. Each community's land use plans should be coordinated with the school district and should include potential school sites.
- 1.C.3.k. Schools should be served by bicycle and pedestrian facilities.

Regional Park and Open Space Policies and Programs

- 1.C.3.l. Adjacent communities should coordinate park, outdoor recreation facility, and trail planning.
- 1.C.3.m. Where feasible, neighborhood and community parks should be connected to the regional trail system.
- 1.C.3.n. Wherever feasible, locate neighborhood and community parks near or adjacent to educational institutions to encourage shared use of facilities.
- 1.C.3.o. Include regional parks, open space corridors, and conservancy lands in local park, recreation facility and trail planning.
- 1.C.3.p. Evaluate the impact of new development on park and recreation facilities in adjacent communities, as well as the impact on the "home community's" parks and facilities.
- 1.C.3.q. Communities should explore joint park, recreation facility, and trail development when such shared facilities would be the most efficient and cost-effective way to serve developing neighborhoods.
- 1.C.3.r. Communities should explore sharing capital facilities and equipment for maintaining parks, recreation facilities, and trails.

Commented [JV1]: Completed. Reworded to "Apply the findings..."

Commented [JV2]: I revised this to focus on "major" projects because I think "all development proposals" is overkill: Consult the appropriate school district during major planning processes, including updates to this plan and when large residential developments are proposed, to help them plan and prepare for changes in school enrollment.

Commented [JV3]: OMITTED – this is a generic and not necessary.

Commented [JV4]: OMITTED per staff, not needed.

Commented [JV5]: Covered in the CORP

Commented [JV6]: OMITTED per staff, not needed

Commented [JV7]: This section is addressed in the CORP

ITEM #3.

Compilation of Plan Content from existing adopted plans relevant to Utilities & Community Facilities

LOCAL

Utilities Goals and Objectives

5.C.1. Facilitate the provision of reliable utility service to existing and future residents in a way that balances utility needs with public concerns over safety and health, respect for the natural environment, and aesthetic compatibility with surrounding land uses.

Utilities Policies and programs

5.C.a. Encourage additions to and improvements of utility facilities at a time and in a manner sufficient to serve planned growth and in an environmentally sensitive, aesthetically compatible, safe and reliable manner.

5.C.b. Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice. Encourage the consolidation of facilities using poles where reasonably feasible.

5.C.b. Require new subdivisions in the Village to connect to Village utilities.

5.C.c. Develop new water sources and construct additional distribution system improvements consistent with plans and in order to provide an adequate supply of potable water for current and future residents and businesses.

5.C.d. Extend sewer mains to future development in a manner that is economical, consistent with plans, and minimizes the use of lift stations.

Village Facilities Goals and Objectives

5.D.1. Provide municipal public facilities to all residents in a manner that protects investment in existing facilities, maximizes the use of existing facilities, expands facilities in a cost efficient manner, and promotes orderly urban growth.

Community Facility Policies and Programs

5.E.a. Construct municipal capital facilities to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate planned growth.

5.E.b. Coordinate land use decisions and financial resources with a schedule for capital facilities.

5.E.c. Consider funding mechanisms, including impact fees, for development's contribution to capital facilities.

5.E.d. Manage City debt in a way that ensures effective use for capital facilities while preserving a part of the debt capacity for emergencies.

5.E.e. Support and encourage the joint development and use of community facilities with other governmental or community organizations in areas of mutual concern and benefit.

Non-Village Facilities Goals and Objectives

5.F.1 Objective 5.F Cooperate with other agencies that provide public services to help them accomplish their capital improvement objectives and mitigate, where possible, the impacts of growth upon these agencies.

Non-Village Community Facility Policies and Programs

5.F.a. Site other agency community facilities in a manner that supports the Village land use pattern, supports economic activities, mitigates environmental impacts, provides amenities, and minimizes public costs.

Private Community Facilities Goals and Objectives

5.G.1 Cooperate with private providers of community facilities in order to help them accomplish their capital improvement objectives and mitigate, where possible, the impacts of growth upon these agencies.

Private Community Facilities Policies and Programs

5.G.a. Site private community facilities in a manner that supports the Village land use pattern, supports economic activities, mitigates environmental impacts, provides amenities, and minimizes public costs.

Commented [JV8]: I reworded this: Utility infrastructure will be designed, constructed and maintained with respect for the natural environment and aesthetic compatibility with surrounding land uses.

Commented [JV9]: OMITTED, per staff. The Village has established fiscal policies that cover this.

Commented [JV10]: I suggest all infrastructure should be subject to this policy, without the need to make a distinction between public, private or public non-village. This is the proposed objective: "Utility infrastructure of all types will be designed, constructed and maintained with respect for the natural environment and aesthetic compatibility with surrounding land uses"

*Compilation of Plan Content from existing adopted plans relevant to
Utilities & Community Facilities*

WESTPORT COMP PLAN (2003)

REGIONAL

Coordination with School Districts Goal:

Planning reviews include educational institutions in their evaluation and siting.

Coordination with School Districts Objectives:

- a. Identify impacts of development on educational institutions
- b. Incorporate involvement of relevant educational institutions in plan reviews
- c. Maximize the cooperative use of existing facilities with educational institutions

Coordination with School Districts Policies:

- a. Include a local educational institution contact on all project staff reviews
- b. Identify local educational institution contacts for local government interaction
- c. Include educational institution locations in all development application forms
- d. Complete a development impact analysis with the local school districts to inform the general public of the actual costs of development.
- e. Consider school district boundaries in review of developments
- f. Evaluate opportunities for shared use of facilities
- g. Siting of future school facilities should be coordinated between local governments and educational institutions as part of the land use planning.
- h. Siting of future school facilities should include an impact analysis on existing infrastructure.
- i. Siting of developments should incorporate the potential for additional demand on existing community facilities, as well as a need for new facilities (i.e. schools)
- j. Trail facilities should connect community facilities wherever appropriate.
- k. Encourage the set aside of property to be used as a community facility (i.e. school where appropriate when planning for land use).

Commented [JV11]: OMITTED – this seems like overkill to me

Commented [JV12]: These are duplicates. All included or addressed elsewhere

Commented [JV13]: OMITTED – the plan is doing this.

Parkland Goal:

Provide an integrated park and open space plan to link our communities in the region.

Parkland Objectives:

- a. Park areas will be accessible throughout the region via trails or sidewalks.
- b. Parkland should be sized and developed for a variety of uses and users.
- c. Park facilities and permanent, public open space should be accessible to every resident in the region.
- d. Open space will be addressed separately from parkland.

Parkland Policies:

- a. Wherever possible, combine public facilities with park land.
- b. Establish a separate definition for open space and include these sites on community plans.
- c. Include an analysis of parkland impacts with all new development.
- d. Evaluate development proposals on a regional basis, not just for the community, to determine impact on the region's park facilities.
- e. Try site and size facilities for use by adjacent communities.
- f. Include connections by trail, sidewalk and roadway between park facilities.
- g. Siting and development of new parks and recreational facilities should incorporate the location of existing parks and recreational facilities in the region.
- h. Trail developments should be coordinated among local jurisdictions to allow for easier connections between communities.

Commented [JV14]: Addressed in CORP

Shared Services from Various Governmental Agencies Goal:

ITEM #3.

Compilation of Plan Content from existing adopted plans relevant to Utilities & Community Facilities

Ensure that services keep up with growth

Shared Services from Various Governmental Agencies Objectives:

- a. Coordinate service levels with adjacent communities.
- b. Identify and minimize impact of development on existing services.
- c. Coordinate the planning, construction and maintenance of new and existing infrastructure between communities when appropriate.

Shared Services from Various Governmental Agencies Policies:

- a. Evaluate the potential for shared facilities in large capital projects.
- b. Coordinate bidding and construction projects for improved efficiency.
- c. Share Capital Improvement Plans with adjacent communities to identify potential coordinated projects (i.e. roads, stormwater management, signage)
- d. Complete regional flood protection and stormwater management plans and apply these to development proposals.
- e. Evaluate and discuss the demand for services and infrastructure in potential growth areas and determine which jurisdiction is best suited to provide services to those areas.

LOCAL

Goal 1

Maintain and improve utility infrastructure, community facilities and public services for Town residents.

Objectives and policies

- a) Limit the extension of additional water and sewer infrastructure to areas within planned urban service areas.
- b) Inventory and evaluate all appropriate utilities, public facilities, and services as to location of service area, levels of use, overall capacity, and timetable to provide needed improvements.
- c) Maintain existing public infrastructure (streets, sewer, water) to adequately service existing and future users-particularly in the Town Center.
- d) Maintain exceptional high quality of emergency services.
- e) Maintain and improve recreational and trail opportunities at the local and regional level.

Goal 2

Monitor Town financial resources, staff levels, and equipment needs to ensure effective management of Town infrastructure and facilities.

Objectives and policies

- a) Encourage and foster public participation in Town decisions regarding public infrastructure and public service levels.
- b) Require the appropriate staff to establish and define objectives, policies, and programs for maintaining or improving services including future needs, types of improvements, potential schedule for improvements, and funding strategy for improvements to be reported to the Town Board at least once per year.
- c) Monitor levels of service regularly to ensure that the Town is adequately meeting the needs of existing users and potential demand from identified growth areas.
- d) Review staff and equipment needs at the Town Board level annually to ensure that the necessary resources are available to meet the service needs of the Town.
- e) Maintain and enhance intergovernmental cooperation to improve services and reduce costs.

Commented [JV15]: Revised as "Complete and maintain utility master plans for each utility service that describe service area, levels of use, overall capacity and feature a timetable for capital improvements."

Commented [JV16]: Not included verbatim, but covered by this, I think: *All development will be adequately served by public facilities and services*

Commented [JV17]: Moved to CORP

Commented [JV18]: OMITTED, per staff.

Draft plan content for the COMMUNITY FACILITIES chapter**DRAFT October 6, 2016****About This Shared Plan**

This is a joint plan adopted by both the Village of Waunakee and the Town of Westport. Both communities will utilize this plan to guide private development and public projects and funding. Most of the goals, objectives, policies and programs are relevant and appropriate in both jurisdictions. Any items specific to only one jurisdiction are explicitly identified. Shared Village/Town policies that pertain to rural areas apply to all of the Town of Westport, and also to portions of other Towns in which the Village has extraterritorial interests and authority, including the Towns of Springfield, Dane and Vienna.

Goals and objectives are presented here as desired outcomes; objectives are added under a goal only when there is the need to describe multiple desired outcomes not adequately captured in the goal statement. Policies and programs include both actions and policy rules – they are the methods proposed to achieve the goals and objectives.

Community Facilities**Goal 1 – All development will be adequately served by public facilities and services**

Objective 1.1 – Public health and safety will be protected at all times

Objective 1.2 – Utility infrastructure of all types will be designed, constructed and maintained with respect for the natural environment and aesthetic compatibility with surrounding land uses

Objective 1.3 – Public costs will be managed efficiently

Objective 1.4 – New development will not outstrip the capacity of public facilities and services

Shared Policies and Programs

1. Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice. Encourage the consolidation of facilities using poles where reasonably feasible.
2. New facilities will be constructed to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate planned growth.
3. Development proposals will be evaluated for their impact on public facilities and land use approvals will be coordinated with a schedule for capital facilities.
4. Complete regional flood protection and stormwater management plans and apply these to development proposals.
5. Consider funding mechanisms, including impact fees, for development's contribution to capital facilities.
6. The Village and Town will routinely work together, and with other governmental or community organizations, to plan, develop and maintain facilities and infrastructure.
7. Share Capital Improvement Plans with adjacent communities to identify potential coordinated projects (i.e. roads, stormwater management, signage)
8. Evaluate the use of Intergovernmental service agreements in situations where new or existing development in one jurisdiction may be most efficiently and cost-effectively served by another municipality's facilities.
9. Coordinate bidding and construction projects for improved efficiency.
10. Complete and maintain utility master plans for each utility service that describe service area, levels of use, overall capacity and feature a timetable for capital improvements.

ITEM #3.

Draft plan content for the COMMUNITY FACILITIES chapter

11. The Village and Town will cooperate with other agencies and private utility companies that provide utility service in our community to help them accomplish their capital improvement objectives and mitigate, where possible, the impacts of growth upon these agencies.
12. Collaborate with the Waunakee Community School District to maximize the cooperative use of municipal and school facilities.
13. Consult the Waunakee Community School District during major planning processes, including updates to this plan and when large residential developments are proposed, to help them plan and prepare for changes in school enrollment and plan appropriately for new facilities.
14. Maintain the exceptional high quality of emergency services.

Village Policies and Programs

1. All new development in the Village will utilize public utilities.
2. Construct new potable water sources and distribution system improvements to serve the needs of current and new residents and businesses.
3. Extend sewer mains to new development areas in a manner that is economical, consistent with plans, and minimizes the use of lift stations.

Town Policies and Programs

1. Monitor Town financial resources, staff levels, and equipment needs to ensure effective management of Town infrastructure and facilities.
2. Limit the extension of additional water and sewer infrastructure to areas within planned urban service areas.
3. Encourage and foster public participation in Town decisions regarding public infrastructure and public service levels.

Collaboration & Partnerships

EXISTING AND POTENTIAL COLLABORATION AND PARTNERSHIPS

As jurisdictions within a growing metropolitan area, the Village and Town have many collaborative relationships and opportunities.

Waunakee and Westport have a long history of collaboration with each other as well as with other entities. The two communities have three current joint plans in place, including the Joint Planning Area Comprehensive Plan, Extraterritorial Zoning District Plan and the Joint Bike/Ped Plan.

Both communities participated in the North Mendota Future Urban Development Area (FUDA) plan in 2012 and 2013. This effort was led by the Capitol Area Regional Planning Commission (CARPC) and also involved the City of Middleton and Town of Springfield.

Waunakee-Westport has been involved in other CARPC and Metropolitan Planning Organization (MPO) planning efforts and studies in the past.

The Village of Waunakee had an intergovernmental agreement with the Town of Springfield which lapsed in March 2016. The agreement acknowledged Waunakee's extraterritorial jurisdiction for purposes of comprehensive planning, official mapping, and subdivision plat and certified survey map review. In the past, Waunakee also had an intergovernmental agreement with the Town of Vienna which addressed long-term boundaries and development and infrastructure near shared boundaries. This agreement has since lapsed. The focus of both of these intergovernmental agreements was on maintaining the rural character of undeveloped lands around the Village.

The Town of Westport has in effect, a land use planning agreement in place with the City of Middleton, in the form of City of Middleton Extraterritorial Zoning within the Town. The Westport-Middleton Extraterritorial Zoning (ETZ) Committee is an advisory body that reviews zoning requests in this planning area.

There are many opportunities to continue or renew collaboration with neighboring jurisdictions on land use and development, including each of the neighboring jurisdictions. This includes the Village of DeForest, which is currently separated from the Town of Westport by the recently-incorporated Village of Windsor, but which is expected to gain jurisdiction over lands abutting the Town of Westport in the Highway 19 corridor.

Transportation issues and projects are important to the Waunakee-Westport community, and there is a strong history of planning and collaboration with the State of Wisconsin Department of Transportation, Dane County, and the Madison Area Transportation Planning Board (the MPO).

Both communities are signatories to the Intergovernmental Agreement for an Adaptive Management Plan for the Yahara Watershed and participants in the Yahara Watershed Improvement Network (Yahara WINS) Group. Through this agreement, which went into effect in April of 2016 for a 20-year period, Westport and Waunakee have agreed to help limit phosphorous in local waterbodies and contribute funding toward projects that would do so.

Potential Intergovernmental Cooperation Efforts

- **Voluntary Assistance:** Your community, or another, could voluntarily agree to provide service to your neighbors because doing so makes economic sense and improves service levels.
- **Trading Services:** Your community and another could agree to exchange services. You could exchange the use of different pieces of equipment, equipment for labor, or labor for labor.
- **Renting Equipment:** Your community could rent equipment to, or from, neighboring communities and other governmental units. Renting equipment can make sense for both communities - the community renting gets the use of equipment without having to buy it, and the community renting out the equipment earns income from the equipment rather than having it sit idle.
- **Contracting:** Your community could contract with another community or jurisdiction to provide a service.
- **Sharing Municipal Staff:** Your community could share staff with neighboring communities and other jurisdictions - both municipal employees and independently contracted professionals. You could share a building inspector, assessor, planner, engineer, zoning administrator, clerk, etc.
- **Consolidating Services:** Your community could agree with one or more other communities or governmental units to provide a service together.
- **Joint Use of a Facility:** Your community could use a public facility along with other jurisdictions. The facility could be jointly owned or one jurisdiction could rent space from another.
- **Special Purpose Districts:** Special purpose districts are created to provide a particular service, unlike municipalities that provide many different types of services. Like municipalities, special purpose districts are separate and legally independent entities.
- **Joint Purchase and Ownership of Equipment:** Your community could agree with other jurisdictions to jointly purchase and own equipment such as pothole patching machines, mowers, rollers, snowplows, street sweepers, etc.
- **Cooperative Purchasing:** Cooperative purchasing, or procurement, is where jurisdictions purchase supplies and equipment together to gain more favorable prices.
- **Intergovernmental Agreements:** These can be proactive or reactive. There are three types of intergovernmental agreements that can be formed including general agreements, cooperative boundary agreements, and stipulations and orders.

Compilation of Plan Content from existing adopted plans relevant to Intergovernmental Cooperation

October 6, 2016

JPA COMP PLAN (2003)

Goals and Objectives

(none)

WAUNAKEE COMP PLAN (2003)

REGIONAL

Regional Intergovernmental Goals and Objectives:

- 1.C.6.1. Coordinate planning between local governments and with Dane County and State of Wisconsin.
- 1.C.6.2. **Maintain a strong regional planning agency.**
- 1.C.6.3. Coordinate planning between local municipalities and school districts
- 1.C.6.4. Achieve efficiency in government services.

Commented [JV1]: OMITTED. Not a local concern

Regional Intergovernmental Cooperation Policies and Programs:

- 1.C.6.a. Maintain the North Mendota Communities as an on-going Intergovernmental body committed to coordinating planning and provision of services to the communities on the north side of Lake Mendota.
- 1.C.6.B. **Continue regular meetings and coordination between school districts and local municipal governments in the district attendance areas.**
- 1.C.6.c. **Investigate adoption of comparable land division regulations and design standards between communities.**
- 1.C.6.d. Explore the use of shared facilities and the coordination of services provided by local governments.
- 1.C.6.e. Adopt boundary agreements or enter into other types of long-range Intergovernmental agreements to address municipal boundaries.

Commented [JV2]: OMITTED. These were discontinued.

Commented [JV3]: OMITTED, per staff.

LOCAL

(none)

WESTPORT COMP PLAN (2003)

REGIONAL

Goal:

Promote intergovernmental cooperation

Objectives:

- a. Encourage general cooperation between local governments through intergovernmental meetings and on-going dialogue
- b. **Coordinate regional planning and policy bodies**

Commented [JV4]: Revised to "participate in"

Policies:

- a. **Continue to resolve differences among the various plans for all NMCCCP communities.**
- b. Work with surrounding communities, the County, and State agencies to encourage an orderly, efficient land use pattern.
- c. **Promote consistent zoning standards among the NMCCCP communities.**
- d. Consider joint services and facilities, where this would promote conservation of resources and cost savings.

Commented [JV5]: OMITTED. No specific differences to be worried about.

Commented [JV6]: OMITTED, per staff. Not a concern.

ITEM #3.

Compilation of Plan Content from existing adopted plans relevant to Intergovernmental Cooperation

LOCAL

Goal 1

Coordinate land use planning efforts in joint planning areas between local jurisdictions on a continuous basis.

Objectives and policies

- a) Utilize, review and update the joint area plans created for the Waunakee-Westport joint planning area, and the Middleton-Westport joint planning area as necessary, and incorporate them into the Town of Westport Comprehensive Plan.
- b) Coordinate planning efforts with the Village of Waunakee, the City of Middleton, and the Town of Springfield (Smart Growth grant recipients).
- c) Seek comments from the Waunakee School District when assessing the impacts of any significant proposed development.
- d) Establish, maintain, and improve relationships between the Town of Westport and local school districts, adjacent local governments, the region, the State of Wisconsin, and other governmental units.
- e) Resolve conflicts in plans or projects through regular communication and occasional joint meetings of the appropriate elected officials.

Goal 2

Coordinate transportation-related issues between local and regional jurisdictions.

Objectives and policies

- a) Participate actively in the planning of a Northern Transportation Corridor (North Mendota Parkway).
- b) Coordinate the funding of multi-jurisdictional transportation projects so that the Town of Westport does not incur an unfair local share of regional project costs.
- c) Coordinate the planning of future bike paths and other recreational trails between neighboring jurisdictions.
- d) Coordinate the planning of mass transit and alternative transportation modes between neighboring jurisdictions.

Goal 3

Coordinate the planning and preservation of agricultural, natural, and recreational areas.

Objectives and policies

- a) Communicate the Town's desire to preserve agricultural areas outside of the Town Center to the Dane County Planning Department when they are evaluating requests for zoning changes-especially those areas that are currently zoned A-1 Exclusive Agriculture.
- b) Assist Dane County to implement the Erosion Control and Storm Water Management Ordinance by ensuring development requests include the requirements of this ordinance.
- c) Coordinate the identification and definition of environmental corridors among the North Mendota communities.
- d) Coordinate the planning of future bike paths and other recreational trails between neighboring jurisdictions.

Commented [JV7]: OMITTED – no longer relevant

Draft plan content for the INTERGOVERNMENTAL COOPERATION chapter

DRAFT October 6, 2016

About This Shared Plan

This is a joint plan adopted by both the Village of Waunakee and the Town of Westport. Both communities will utilize this plan to guide private development and public projects and funding. Most of the goals, objectives, policies and programs are relevant and appropriate in both jurisdictions. Any items specific to only one jurisdiction are explicitly identified. Shared Village/Town policies that pertain to rural areas apply to all of the Town of Westport, and also to portions of other Towns in which the Village has extraterritorial interests and authority, including the Towns of Springfield, Dane and Vienna.

Goals and objectives are presented here as desired outcomes; objectives are added under a goal only when there is the need to describe multiple desired outcomes not adequately captured in the goal statement. Policies and programs include both actions and policy rules – they are the methods proposed to achieve the goals and objectives.

Intergovernmental Cooperation

Goal 1 – Land use and development regulation will be coordinated with all regulatory agencies, adjacent jurisdictions, and the school district

Objective 1.1 – Land use patterns at community boundaries will be compatible

Objective 1.2 – Annexations will occur by mutual consent and will not result in lawsuits.

Commented [JV1]: My addition.

Commented [JV2]: My addition.

Shared Policies and Programs

1. Comprehensive plan updates and amendments will be shared with request for comments from adjacent jurisdictions during the drafting process, and similar opportunity will be requested of those jurisdictions. This includes the City of Madison; the Village of DeForest; the Village of Windsor; the Towns of Vienna, Dane and Springfield; and the City of Middleton.
2. Consider the adoption of boundary agreements with neighboring jurisdictions.
3. Coordinate the identification and definition of environmental corridors among the North Mendota communities.
4. The Waunakee Area School District will be informed and consulted during comprehensive plan amendments and during the review of any major residential development proposal.
5. Assist Dane County to implement the Erosion Control and Storm Water Management Ordinance by ensuring development requests include the requirements of this ordinance.
6. Communicate the Town's desire to preserve agricultural areas outside of the Town Center to the Dane County Planning Department when they are evaluating requests for zoning changes, especially those areas that are currently zoned A-1 Exclusive Agriculture.

Goal 2 – The Town and Village will have strong working relationships with local, regional and state governments and agencies

Objective 2.1 – The Town and Village will maintain cooperative relationships with each other and each of the adjoining jurisdictions

Objective 2.2 – Transportation issues and projects affecting the Waunakee-Westport area will be improved through consistent communication and planning process participation

ITEM #3.

Draft plan content for the INTERGOVERNMENTAL COOPERATION chapter

Objective 2.3 – Park and recreation investments will be coordinated with neighboring jurisdictions and other public landowners within the planning area.

Objective 2.4 – The Town and Village will achieve cost efficiencies through collaboration

Shared Policies and Programs

1. Resolve conflicts in plans or projects through regular communication and occasional joint meetings of the appropriate elected officials.
2. Maintain collaborations among the North Mendota Communities to coordinate planning and provision of services to the communities on the north side of Lake Mendota.
3. Participate in regional planning and policy bodies.
4. Participate actively in the planning of a Northern Transportation Corridor (North Mendota Parkway).
5. Coordinate the funding of multi-jurisdictional transportation projects so that each jurisdiction carries an equitable share of regional project costs.
6. Collaborate with neighboring jurisdictions to connect regional bike paths.
7. Coordinate the planning of mass transit and alternative transportation modes between neighboring jurisdictions.
8. Consider joint services and facilities, where this would promote conservation of resources and cost savings.