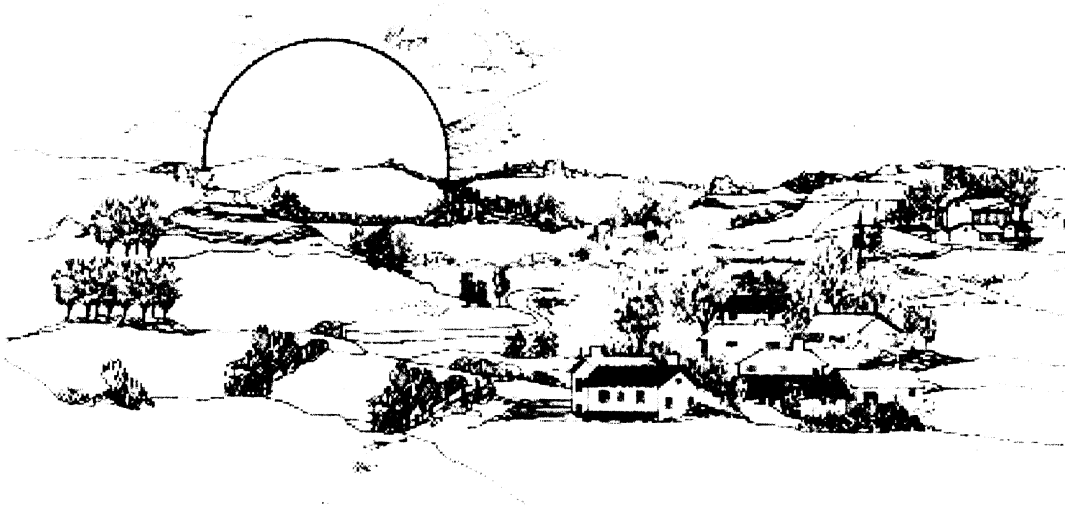

TOWN
OF
BLOOMING GROVE
DANE COUNTY, WISCONSIN



LAND USE PLAN

ADOPTED 9/7/2000
BY Co. BOARD RESOLUTION 47 2000-2001

prepared by:
PLANNING AND DESIGN INSTITUTE, INC.

February 2000

**WE RECOGNIZE THE ACHIEVEMENT OF A DIGNIFIED,
PEACEFUL AND EQUITABLE EXISTENCE FOR CURRENT
AND FUTURE GENERATIONS**

Through thoughtful planning our citizens will enjoy

- A high quality of life, enhanced by the natural environment and availability of excellent resources and services.
- Affordable, attractive, and value enhanced neighborhoods.
- Protection and enhancement of sensitive environmental, cultural, and historic resources.
- Green space protection for recreational and scenic opportunities.
- Flexible approaches that retain our urban/rural character
- Place based environmental management and quality of life activities that link to economical development and revitalization.
- An economical and technically sound approach to a safe, efficient and well maintained infrastructure.
- A positive working relationship with surrounding communities.

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**Comparison of Residential Development Densities
(Existing and Proposed)**

Example of Existing	Subdivision/ Land Use District	Overall Density	Typical Lot Size
	Gallaghers Plat	8 units/acre	1/8 acre
	Rambling Acres	2 units/acre	1/2 acre
	April Hills	3 units/acre	1/3 acre

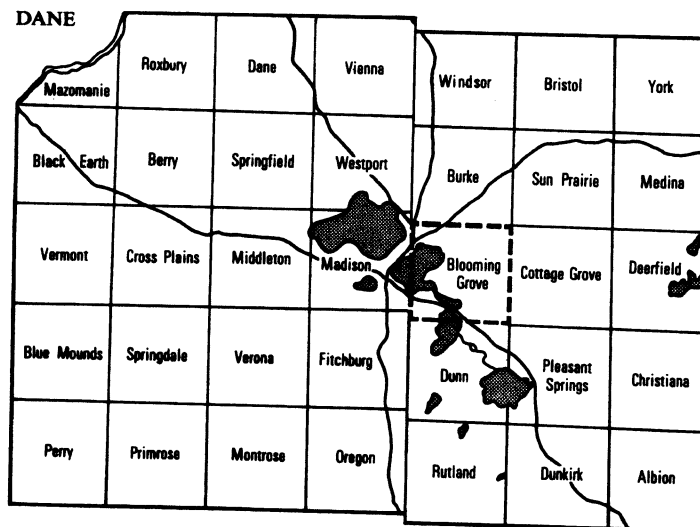
	Subdivision/ Land Use Distric	Maximum Overall Density	Maximum Lot Size
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INTRODUCTION

Planning Significance

The growth of regions has great impact on towns, villages and cities. As cities expand and sprawl engulfs rural landscapes, it is critical for communities to plan for the future. The Town of Blooming Grove has seen considerable growth pressures in the past twenty-five years. Proximity to the ever growing Cities of Madison and Monona have greatly affected not only the physical structure of the Town but its overall character. Annexation to the City of Madison has been the major cause for change in the Town of Blooming Grove. The Town itself has seen slow rates of growth in both the residential and the commercial sector, yet it has seen many of its farmlands be annexed and developed into residential communities.

The current Town of Blooming Grove Land Use Plan dates back to 1992. An updated land use plan will provide a tool and guide, for elected officials and residents to manage and direct, growth, development and conservation in the town. The services of the Planning and Design Institute were retained by the Plan Commission to develop a Land Use Plan for the Town of Blooming Grove in January of 1999. The Town of Blooming Grove is known as town 7 north, of range 10, and situated in central Dane County four miles east of the City of Madison. The Town is bounded by the Towns of Burke, Cottage Grove and Dunn, The Village of Mc Farland, the City of Madison and the City of Monona.



Dane County Wisconsin

According to Wisconsin Department of Administration estimates the town's population in 1997 was 2,034 residents. When the Town was established it encompassed an area of 36 square miles. Today, due to annexation from adjacent municipalities, the town has approximately 18 square miles composed of a number of islands. The Town's three most populous residential neighborhoods are Gallagher Plat, Rambling Acres and April Hills. Wingra Stone Co., Yahara Materials Inc., and J & H of Wisconsin are some of the many sand, gravel and clay quarries located in Blooming Grove. The Town also has a number of significant natural resources such as the Blooming Grove Drumlins and Door Creek. Lake Farm County Park and the Nine Springs E-way County Park are located in the South Western corner of the Town. There are a number of significant employers in town including Terra Engineering, Motel Six, Wingate and Norandex. The majority of the remaining land is agricultural.

Intent

The purpose of this Land Use Plan is to provide a performance-based Plan which will serve as the primary public policy document for guiding future growth and development in the Town. This land use plan is based on standards which reflect the desires of community residents, committee members, elected officials and proven principles in community development, environmental preservation, and residential cluster development.

All factors of growth shall be explored in the Plan including social, economic, and physical. The plan cannot be successfully implemented when looking only at the physical attributes of growth. Healthy communities grow in all three areas and a balance should be achieved to provide a quality environment for residents.

- Social issues include those which give or maintain character — gathering areas, civic identity, and the “small town” feeling.
- Economic influences include the creation of jobs, balance of municipal expenses and revenue, and land value influenced by natural amenities and water quality.
- Physical factors include the actual development of the land — how it looks and feels, what types of development are allowed, and where the development is located.

All together these factors influence one another, the current residents, and the attractiveness for new residents and businesses.

With the guidance of this plan, the Town will be better able to make sound decisions when evaluating development proposals. The Plan is intended to be a legally adopted tool to guide future zoning, subdivision, and other regulatory decisions. This Land Use Plan is intended to serve as an initial starting point in land use planning process. Subsequent planning efforts will be needed to enhance and build upon this document, by creating subdivision ordinances, design guidelines and resource management guides.

The plan is divided into three sections. (1) The Plan **goals and objectives** as determined by the community, (2) Plan **districts and policies** for development (performance standards), and (3) **implementation procedures** for the plan.

The Land Use Plan incorporates many goals of preservation and limited growth:

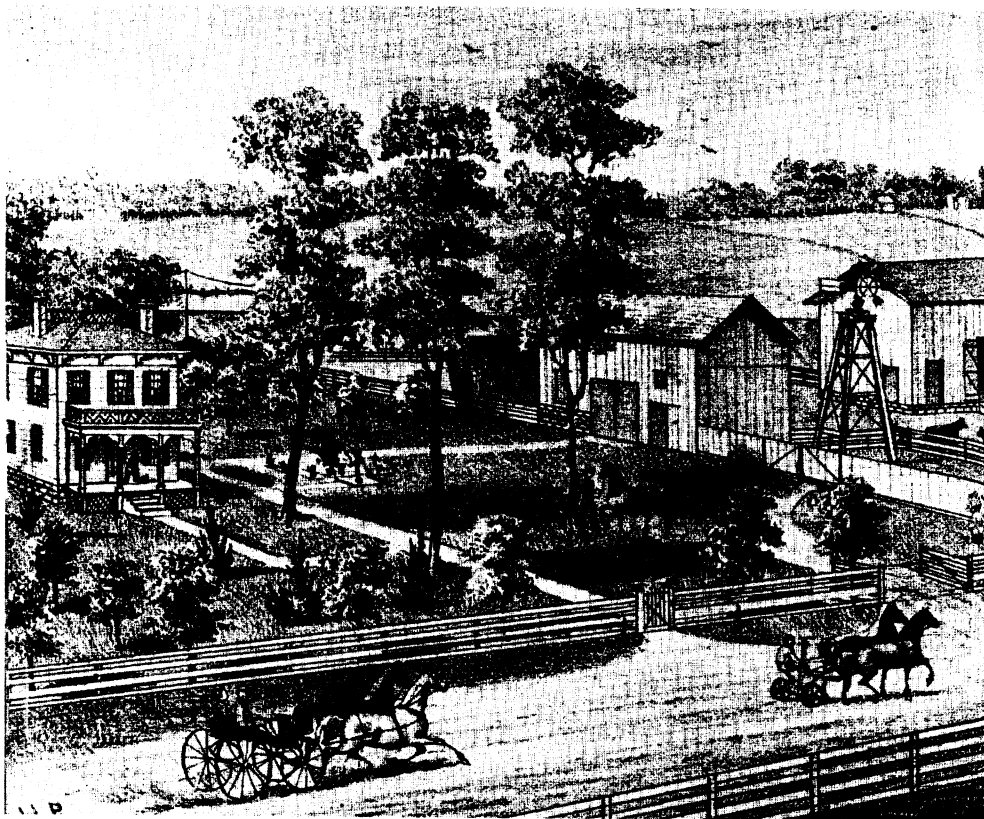
- preserve the drumlins, water features and other natural amenities
- preserve agricultural land
- retain existing rural character
- plan for high quality residential development near existing infrastructure
- plan for commercial development at major transportation routes and near existing infrastructure
- improve local ordinances and regulations to implement the ideas of the land use plan

The Plan recommends development which is compatible with the uses and goals of the community and will lead to increased value for the Town. This plan will replace the last land use plan adopted by the Town of Blooming Grove in 1992.

Planning Area and History of Blooming Grove

“This Township is one of the most interesting portions of Dane County, full of studious contemplation and instruction. Its proximity to the beautiful City of Madison, whose light shines upon a hill that cannot be hid, makes it at once desirable for all agricultural and remunerative purposes; its location and soil being well adapted to all industrial pursuits.”

James Kavanaugh, 1877
Madison, Dane County,
and Surrounding Towns.



Historic Dean House as represented in the Historical Atlas of Wisconsin, 1878.

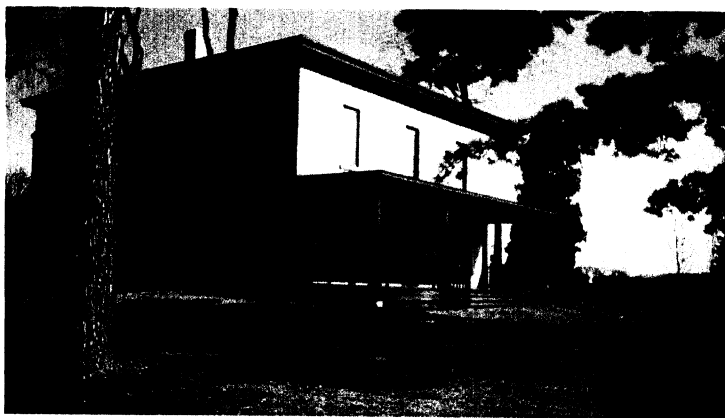
Before the first settlers arrived in Blooming Grove it was a favored place for the Native Americans because of its many natural resources. The town has a number of burial mounds which attest to its importance in Native American Indian culture. The town's first European settler, Abram Wood, arrived in 1837. His wife was a daughter of the Winnebago Chief DeKaury. The Town was created on April 2, 1850 two years after Wisconsin achieved statehood. The name Blooming Grove came from one of its early settlers, John Miller. Legend has it that he was reminded of an orchard when he looked over the groves of black and burr oak and prairies full of colorful, abundant flowers and said, "I think the town names itself Blooming Grove."

Many of the Town's historically significant buildings are now located in areas of the City of Monona and Madison. Consequentially many historic building have also been sacrificed for new residential and commercial development. Among them was the original town hall building at the corner of Monona Drive and Dean Avenue. The land for this building was donated to the town by one of its civic-minded pioneers, Nathaniel Dean. He donated the land for the town hall "to be built and maintained forever." Over a span of 96 years the Town Hall served the various needs of the community including becoming a police station, school and church. The building was razed in 1967. The Dean's also donated the land on which the Blooming Grove Common Wealth Cemetery is located.



The original Blooming Grove Town Hall built in 1871.

The home of Nathaniel Dean, built in 1856, is of significant importance to the history of Blooming Grove. Mr. Dean was a dry goods merchant and real estate speculator, as well as owner of the town's largest farming operation, at 500 acres. The Dean house on Monona Drive represents the ever-present link between rural Blooming Grove and the burgeoning urban area adjacent to it. The home later became the club house for the Monona Golf Course. In the early 1970's the house faced threats of being razed but has since been preserved and houses the Blooming Grove Historical Society.



Dean House as it exists today on Monona Drive houses the historic Blooming Grove Historical Society

Two other buildings of historical interest on Town land are the Meier School House and Waubesa School House. These buildings have been renovated and converted into private residences.

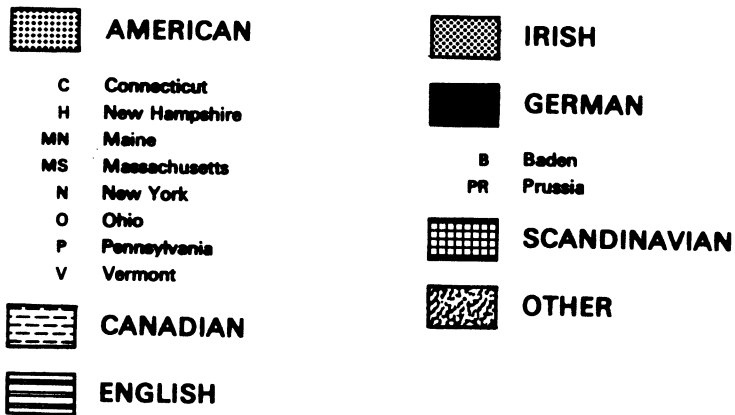
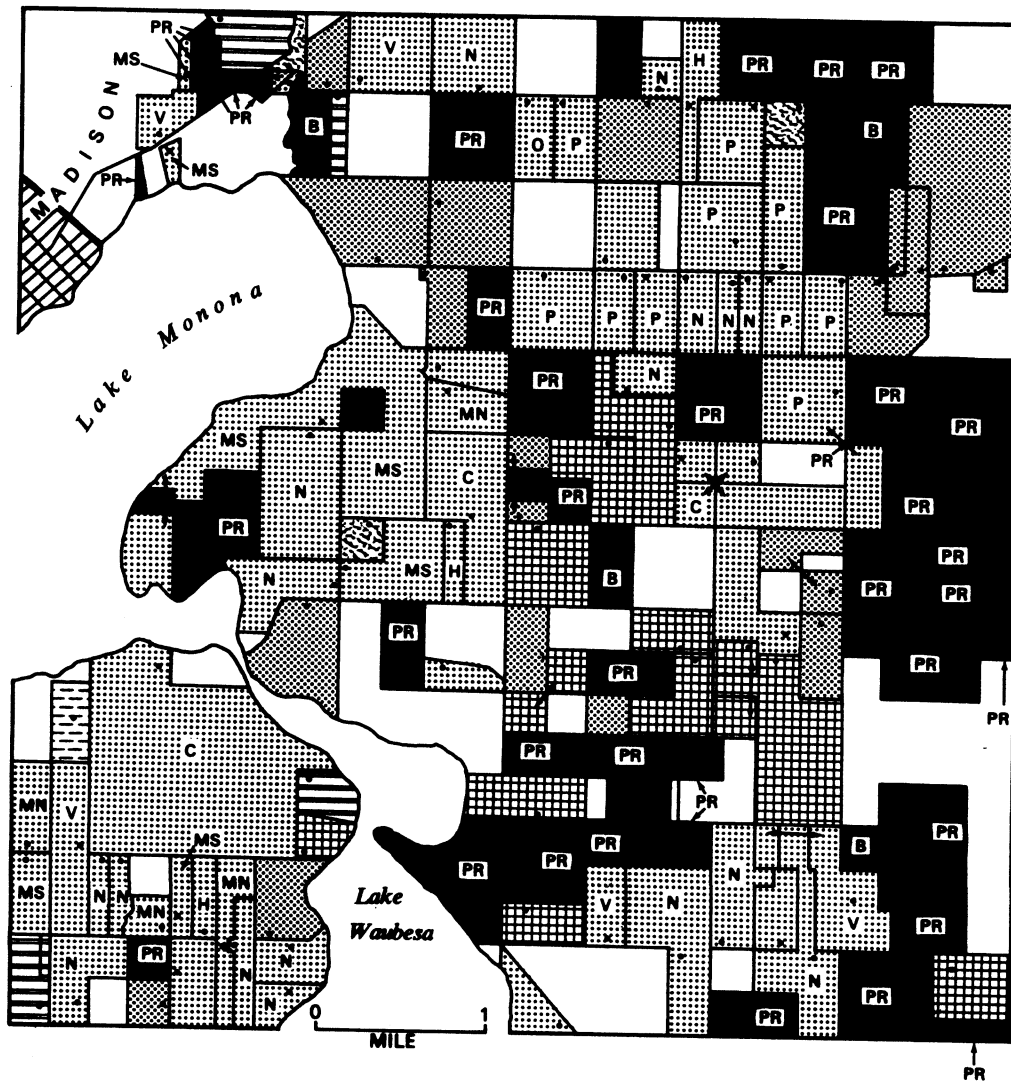


Meier School House on Old Meier Raod



Waubesa School House on Siggelkow Road

Distribution of Farmer Ethnicity in the Town of Blooming Grove, 1870



Source: Conzen Michael P. *Frontier Farming in an Urban Shadow*

The Town's first settlers were predominantly farmers. Figures from 1850 show that the Town of Blooming Grove had a population of 291 persons, 58 farming households and two others, a carpenter and a clock maker. (Source: Conzen, Michael: *Frontier Farming in an Urban Shadow*). The land in Blooming Grove was covered in easy-to-clear vegetation and demand from the City of Madison made farming a lucrative occupation. In the early years, almost two-thirds of the farmers in Blooming Grove were native born and a third were of foreign birth. Among the natives, New-Englanders, New Yorkers and Pennsylvanians were dominant. Amongst the foreign born, the Germans were the majority, with the Norwegians and the Irish constituting significant minorities. Wheat, oats, corn, and barley were the predominant agricultural crops. The Town also boasted its share of livestock, cattle, milk cows, horse and swine farms. By the late 1800's the town saw a boom in specialty farming such as tobacco, market garden products and orchard products.

Town Character

In the early years the Town of Blooming Grove grew around a sound agricultural economy, similar to the many other townships in Dane County. The rate of growth in the town increased significantly up to 1870. Thereafter the rate of growth began to decline noticeably. In the early years, as the City of Madison grew, many potential farmers were attracted to the Town because of its proximity to the City. Yet, as Madison, and eventually Monona grew eastward, many of the town's lands were annexed into these cities.

Today the Town of Blooming Grove exists as a series of islands. The entire land area in the town is approximately 18 sq.miles. (50% of its original size). The town is host to a number of large water bodies, concentrated in the south-west corner of the town. The town also has a significant number of drumlins in the east central area. Given the interesting geographic profile, the town began with a limited land area left for development. The soil condition in the lands of Blooming Grove is well suited for farming. Subsequently many of the towns lands were developed into prosperous farms.

Today much of the land in the southwest quadrant of the town belongs to Dane County Parks. A portion of the Nine Springs E-Way County Park and Lake Farm County Park, along with the Madison Metropolitan Sewage District, State of Wisconsin DNR and Wisconsin Alumni Research Foundation are major land owners in this section of town.

Much of the land west of Interstate 90 is in the Urban Service Area boundary for the City of Madison, while the land east is rural. High density residential development districts have been designated in the urbanized areas while a lower density, residential development pattern is proposed for the existing rural areas.



Commercial Development along Milwaukee Street



Multi-Family Condominium Units at Gallagher Sub Division



Voit Farm on Milwaukee Street

In the northwest corner of the town is Gallagher Plat, a residential neighborhood developed in the early post World War II period. This is the oldest residential neighborhood in the town.

There is a cluster of commercial and residential development (Gallagher Sub Division) located at the intersection of Milwaukee Street and Stoughton Road (STH 51).

The Voit Farm is located in close proximity to Gallagher Plat, separated by a rail way line and Starkweather Creek. This land also has a large gravel mine. Further east of this along interstate 94 is another large clay mine, operated by J & H of Wisconsin Inc.

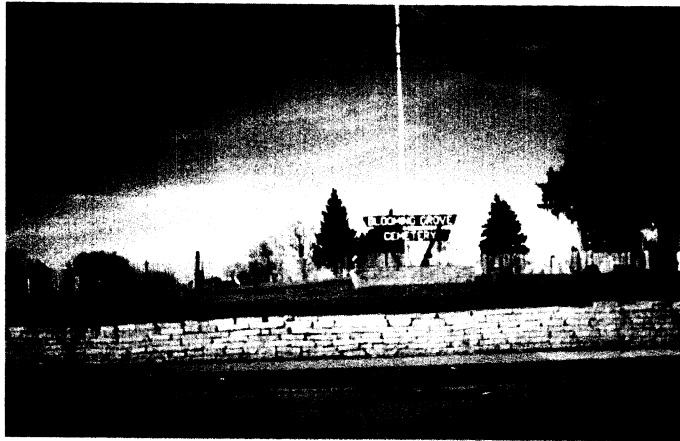
The eastern third of the original town boundary is what remains today as the major portion of Blooming Grove. This area has two main residential neighborhoods, both approximately thirty years in age. They are Rambling Acres at the corner of Cottage Grove Road and Sprecher Road. Further south on Siggelkow Road is April Hills. There are a number of large quarries in this area. They are Yahara Material, Wingra Stone Company and J & H of Wisconsin Inc.

At the intersection of Interstate 90 and STH 12/18 is a commercial cluster including two hotels. De Jope Bingo Hall is also located in this area (not on Town land). The remaining land in Blooming Grove is predominantly farm land.

Some of the most important public facilities in the town are interspersed as islands within the Cities of Madison and Monona. They are the Town Administration and Fire Safety Building on Stoughton Road and the Blooming Grove Cemetery of Pflaum Road. Terra Engineering and Rustic Acres residential development are two other islands in the town.



Town of Blooming Grove Administration and Fire Safety Building on Stoughton Road



Blooming Grove Cemetary on Pflaum Road

The Town of Blooming Grove provides voluntary fire and ambulance service. The EMS services are shared with the Village of Maple Bluff. These services along with the services of a Deputy Sheriff are shared with the Town of Burke. The Fire Department has three full time and twenty-six volunteer firemen. The Public Works Department provides snow removal, leaf and brush collection and recycling services to the town.

Gallagher Plat Subdivision has municipal water and sewer. April Hills and Rambling Acres have well and septic systems. The town has one-half a sewer district allocation available to them at this time. This sewer district has not been dedicated to any portion of the town.

The Town administration offices moved into their new facility at 1880 S. Stoughton Road in September of 1994. The building houses the town hall, fire station and public works department. The town presently has seven persons on their payroll, this includes clerk/treasurer, administrative assistants as well as public works and fire department personnel.

Many political boundaries affect residents in Blooming Grove. Town residents belong to five separate school districts, Madison, McFarland, Monona Grove, Oregon and Sun Prairie. The City of Madison's Urban Service Area Boundary extends into many portions of the Town. The City of Madison's Peripheral Plan identifies future growth of the City occurring on Town land. The City has adopted two neighborhood plans, Sprecher Rd. and Cottage Grove Rd., in areas identified for future growth in the Peripheral Plan. The Marsh Road neighborhood plan is under consideration.

Transportation Issues and Impacts

Several primary transportation arterials bisect the town, bringing people into Dane County. The Madison Metropolitan Area is linked with the cities Milwaukee and Minneapolis with Interstate 94 (moving east-west), and Interstate 39 links the area with Wausau to the north and Beloit to the south.

A secondary series of arterials connect the Town of Blooming Grove, and bring commuters into Madison via STH 30 and the USH 12/18 beltway. These major arterials have systematically bisected the town and had a great influence on the development patterns in Blooming Grove. The interchange at Interstate 90 and USH 12/18 has served as a catalyst for commercial development in the area and is expected to continue its influence into the future.

The major local collector streets in the Town are Stoughton Road (USH 51) moving north-south and Milwaukee Street moving east-west. Much of the existing commercial development is concentrated along these arterials. Linking neighborhoods are a number of major local streets. They are Cottage Grove Road (CTH BB), Buckeye Road (CTH AB), Sigglekow Road and Sprecher Road. The latter is slated for expansion in the future.

Highway Improvements

The City of Madison's Sprecher Road Neighborhood Plan calls for the realignment and widening of Sprecher Road. This road is to become a major North South arterial.

Rail Roads

Since 1857, a mere seven years after the formation of the town, Blooming Grove has been linked to its neighboring communities via rail. The Wisconsin & Central Rail Road linked Madison to the Village of McFarland through the southwestern corner of Blooming Grove. Since then the Central Pacific Railroad System and the Chicago & Northwestern Railroad move through the Town.

Air Service

There are no airports in the Town of Blooming Grove and the nearest passenger service is from Dane County Regional Airport. Both freight and passenger services are available through this airport.

Varied Growth Trends

An important element of this land use planning process is the examination of past and present development patterns in the Town and region. Patterns of development and growth in the Town of Blooming Grove have been greatly influenced by annexation. Thus census information shows the town's growth lagging behind that of the region, is due to the fact that as development occurred in the town the land was slowly annexed into adjacent municipalities. While the town has slow population growth rates it has experienced rapidly declining town boundaries.

The population growth rate of the Dane County, Towns and the City of Madison has been at or around 1%. The largest growth has been in the smaller cities at 2.13% and villages at 3.09%.

- The Town has experienced a considerable decline in land area during the past 25 years, down 45% from 1970 to 1995.
- The Town has experienced an insignificant growth in population during the past 25 years. In the last decade the town has seen a decline in population of 2.1%.
- The largest population growth in the town occurred in the 1970's with the development of the April Hills and Rambling Acres Subdivisions.
- Commercial growth in Blooming Grove has been concentrated along USH 12 and 18. Milwaukee Street and Stoughton Road have also seen an increase in commercial development.
- Discussions with town residents show that preservation of the natural environment is a top priority along with creating a strong identity for the Town of Blooming Grove

There has been limited amount of housing growth in the town in the past 20 years. The oldest urban residential neighborhood in Town dates back 50 years. New housing growth continues at a slow pace in more rural areas. The housing stock in Blooming Grove is older than that found in surrounding communities. Unlike in the Cities of Madison and Monona the housing in the Town dates from the late 1970's. If older housing stock in the town is not maintained and updated, it will impact the overall value of housing in the town. Urban Renewal is an increasingly important element in retaining value in the town. The Land Use Plan identifies neighborhoods targeted for urban renewal in an overlay district.

Population

The population in the Town of Blooming Grove has remained relatively stable in the past decade. Figures show a decline primarily because of annexation. The Town's largest population growth occurred during the 1970's, due to the development of two large subdivisions, April Hills and Rambling Acres. The Town's declining population growth rate, during a time of relatively high population growth in the region, is because the town has seen very little residential development in the past ten years.

As in most areas in the U.S., the household size in the town has decreased over the years. The majority of households in the town are one and two-persons (U.S. Bureau of the Census). Future extended care facilities or senior housing developments may help curb the impact of population decline.

Population Trends 1970-1998

Year	Town of Blooming Grove		City of Madison		Dane County		Wisconsin	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change
1970	1,608	-	171,809	35.6%	290,272	30.7%	4,417,821	11.8%
1980	1,965	22.1%	170,616	-0.7%	323,545	11.5%	4,705,642	6.5%
1990	2,079	5.8%	190,766	11.8%	367,085	13.5%	4,891,769	4.0%
1998	2,036	-2.1%	203,211	6.5%	407,584	11.0%	5,224,542*	6.4%

* Estimated Population for the year 2000 - State DOA population projections

Source: U.S. Bureau of the Census and Dane County Regional Plan Commission

Housing Trends

Year	Building Permits for		
	Single Family	Multi-Family	Lots Created
1980	4	0	5
1981	2	0	3
1982	1	48	1
1983	4	8	3
1984	7	0	10
1985	5	8	4
1986	6	0	2
1987	7	10	0
1988	12	2	1
1989	11	0	9
1990	6	0	5
Total	65	76	45
Avg/Year	6	7	4

Agriculture

The majority of land in the Town of Blooming Grove east of Interstate Highway 90 remains agricultural. The development of the town is closely linked to its agricultural heritage. As less than a third of the town's original land remains agricultural, what remains is an essential component of town's rural character. During the frontier period farming provided the subsistence needs of the community with such crops as wheat and corn. With the establishment of linkages to distant markets farming became more specialized in Blooming Grove. Today the town's farms produce soy beans, grain, beef and dairy.

With the growth of urban centers, towns such as Blooming Grove saw a rapid decrease in farm land acreage. Today farming occupies less than half of the towns remaining land. Farmers in the town are constantly under pressure to sell land for development. The average value of agricultural land sold in Dane County was approximately \$2,967 per acre in 1996 (*source: Regional Trends 1997*). An increase of 7.7% over a two year period. Given the town's proximity to Madison, farm land in the town attracts a premium price.

Agriculture is an important segment of Dane County's economy and it is the foundation of the county's rural beauty. Its contribution towards the quality of life in the county goes far beyond the economics of farming, therefore preserving agricultural land is an important element of this land use plan.

Natural Resources

To understand the environmental features of the Town of Blooming Grove it is important to review the events which molded the land. The Dane County Water Quality Plan (1979) prepared by the DCRPC discusses this in detail. Dane county encompasses about 1,230 square miles in the south-central part of Wisconsin. It is an area of many geographic contrasts. The eastern part of the county is a slightly rolling plain of low hills interspersed with wetlands drained by sluggish streams or man-made ditches. The western part of the county has steep valleys and ridges drained by fast-flowing, spring fed streams. In the center of the county is the Yahara River with its large scenic lakes and adjacent marshes.

The bedrock which serves as Dane County's foundation is many layers of sandstone and limestone formed from sediment deposited by an ancient sea 430 to 600 million years ago. Under these layers of sedimentary rock is an even older crystalline rock - mostly rhyolite, granite and basalt. The crystalline rock allows little water penetration and forms a floor under the waterbearing sedimentary rock or aquifer. The lowest layer of sandstone holds a larger amount of ground water and is the most important aquifer. The layers of sandstone and limestone above it are younger, usually less permeable and less water saturated. The ancient sea which deposited the sedimentary rock disappeared years ago when geological forces raised the land in Wisconsin above sea level. A well developed drainage pattern had been cut into the sedimentary rock when the climate changed about 70,000 years ago and glaciers began to form in Canada. At least four glaciers moved across Wisconsin. The last one reached Dane County from 18,000 to 20,000 years ago.

Much of the desired character in the town is due to the natural amenities existing throughout the area. The amenities range from lakes and woodlands to wetlands and farm fields. Many of these areas should be preserved to protect the beauty of the area. This is critical due to the anticipated growth and development in the Town the City of Madison and Dane County.

Drumlins

In the eastern portions of the county the glacier filled the flatter watersheds of smaller preglacial streams, and the resulting lakes and wetlands were much shallower. Between the wetlands in this part of the county are drumlins - long, low, whale-back shaped parallel hills which formed as the glacier advanced and retreated, flowing over piles of material, which it had deposited earlier. In addition to creating drumlins, the glacier deposited a sheet of debris generally 25 to 100 feet deep over most of the landscape when it retreated. The glacial deposits blocked old drainageways creating an extensive system of interconnected wetlands with poorly defined drainage patterns. Small streams wind slowly through the lowlands. Since the groundwater contribution from glacial deposits is minimal, there are few springs or seeps, and stream flow is very dependant on overland runoff. During the summer months the water level in these streams may be very low.

Wetlands

Wetlands are defined as areas that are inundated or saturated by surface water or groundwater with a duration sufficient to support a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs, and similar areas. Wetlands may receive surface water (direct precipitation, overland flow or lake and flood waters) or ground water (precipitation that infiltrates and moves through the ground). Surface water is usually of a short, periodic duration; groundwater is usually continuous.

Wetlands provide several natural services to the environment. They include;

Enhance water quality. Aquatic plants change inorganic nutrients into organic material, storing it in their leaves or in the peat which is composed of their remains. The stems, leaves and roots of these plants also slow the flow of water through a wetland, allowing water pollutants to settle out.

Regulate surface water runoff, storing water during periods of flood flows and releasing such waters during periods of dryer weather. They help to stabilize streamflows and prevent flooding.

Provide essential breeding, nesting, resting and feeding areas and predator-escape cover for many forms of wildlife.

May serve as groundwater recharge and discharge areas.

All existing wetlands in the Town should be protected and degraded wetlands should be restored.

Woodlands

Woodlands are scattered throughout the Town, with the majority of them in the northeast portion of the Town, adjacent to the drumlins. They provide not only a natural beauty but also contribute to clean air and water, regulate surface water runoff, and help to maintain a diversity of plant and animal life.

Minimal development should be allowed in the woodlands and they should be used as green space for surrounding development and for trail systems which link throughout the Town and be protected via deed restrictions, land trusts or conservancy easements.

Other Important Resources

Other natural resources include the recreational areas in the Town which preserve the environment and allow residents to enjoy the outdoors. Each of the Town's major subdivisions have designated park areas. Approximately 9 acres of land in the town is designated as neighborhood parks. This apart from the acreage designated to Lake Farm County Park and the Nine Springs E-way County Resource Area.

Authority

This plan is adopted under the authority granted by Section 60.10 of the Wisconsin Statutes. Subchapter IV of Chapter 91 of the Wisconsin Statutes addresses issues regarding farmland preservation. **Section 10.255 (1) (d) of the Dane County Zoning ordinance requires the zoning committee to use the adopted town plan as a guide when making rezoning decisions.**

Definitions

Agriculture — All uses, commonly classified as agriculture, horticulture, floriculture, or forestry.

Community — A town, municipality, or a group of adjacent towns and/or municipalities having common social, economic, or physical interests.

Conservation Easement — A type of protective covenant the boundary lines of which are graphically depicted on the face of a Certified Survey Map, Preliminary Plat, Final Plat and/or Condominium Plat used to conserve and preserve a natural resource feature that is protected under the provisions of this Plan and Town Ordinances.

Cul-de-Sac Street — A local street or way with only one entrance/exit which is designed to allow the safe and convenient reversal of the direction of traffic movement.

Density — The number of dwelling units or housing structures per unit of land.

Easement — A right given by an owner of land to another party for a specific limited use of that land or portion thereof.

Homeowners' Association — A Wisconsin non-profit membership corporation which serves as an association of homeowners within a subdivision, certified survey map (CSM), or condominium having shared common interests and responsibilities with respect to the costs and upkeep of common private property of a subdivision, CSM, or condominium. Such common property includes private recreation and open space areas within the subdivision, CSM, or condominium.

Legal nonconforming lot — Any lawfully established lot or parcel of land at the time of the enactment of the Town Ordinances or any amendment applicable thereto which does not meet the requirements for minimum lot width and area for the District in which it is located.

Legal nonconforming structure — Any lawfully established building or structure at the time of the enactment of the Town Ordinances or any amendment applicable thereto that does not conform to the use regulations or dimensional regulations for the District in which it is located.

Lot — A designated parcel tract or area of land established by plat, subdivision, or as otherwise permitted by law. Per Dane County Zoning Ordinance a lot is; a parcel of land occupied or intended to be occupied by one (1) building and its accessory building and uses, except as otherwise provided herein. A may be a parcel designated in a plat or described in a conveyance recorded in the office of the register of deeds. No land included in any street, highway or railroad right-of-way shall be included when computing area.

Natural Resources — Areas of steep slopes, woodlands and forests, lakes, ponds, streams, floodplains, floodlands, wetlands, and shoreland wetlands as defined by the Town and/or County.

Open Space — Any site, parcel, lot, area, or outlot of land which is set aside, dedicated, or reserved for public or private use of owners and occupants of land adjoining or neighboring the space.

Performance Standard — Criterion established to control and limit the impacts generated by, or inherent in, uses of land or buildings.

Scenic View — A view as defined by the Town which has historic or aesthetic value to the Town. The view shall consist of a natural resource and historic feature as deemed significant to the Town's character.

Setback — The horizontal distance between the base setback line and the nearest portion or projection of a building. Per Dane County Zoning Ordinance a set back is the minimum horizontal distance from the front line or from the center of the highway, measured parallel to the highway or front lot line, to the front of the building.

Subdivision — The division of a lot, parcel, or tract of land by the owners thereof, or their agents, for the purpose of transfer of ownership or building development where the act of division creates three (3) or more parcels or building sites. See County Ordinances for additional definitions regarding subdivisions. At this time the Town of Blooming Grove has not adopted its own independent subdivision ordinance.

TOWN GOALS AND OBJECTIVES

The goals and objectives of the Land Use Plan for the Town of Blooming Grove are statements identifying the community's priorities and intentions with respect to land use and development. The goals are statements of conditions intended to be maintained or achieved. Objectives are actions to be taken in order to achieve the goal. They are the basis for specific policies related to the plan districts.

1. Protect environmental and cultural resources.

- Discourage incompatible development in the woodland, steep slopes and shoreland areas to preserve the natural character and utilize these areas as amenities for the Town.
- Preserve historically commonplace and rapidly deteriorating cultural and environmental resources which are of historical significance to the Town of Blooming Grove, Dane County and Wisconsin.
- Discourage development within drumlins, floodplains, wetlands and prairies.
- Promote the preservation of agricultural lands.
- Promote the preservation and restoration of wildlife habitats.
- Protect the quality of ground and surface waters from pollution.
- Encourage the use of natural resources as visual and physical amenities for development.
- Support private and public initiatives to protect natural features through the use of conservation strategies such as easements, covenants and deed restrictions.

2. Limit growth and development to the identified districts and policies.

- Preserve and protect the scenic and traditional resources of the Town.
- Major developments, such as retail and commercial, should only be allowed in the identified districts.
- Encourage the use of neighborhood utility services for sewage and water where access to a regional sewer service system is not possible.
- Buildings should be sited to minimize impact on the Town's natural character and have a harmonious relationship with the surrounding environment.

3. Permit limited residential development in the Town.

- Subdivisions should be located only in areas designated in the Land Use Plan.
- Encourage cluster development plans to be used for residential development to preserve the rural and natural character of the Town where applicable.
- Require site plan approval for all subdivisions.

4. Provide for commercial, retail and office development in select locations.

- Accommodate commercial development by providing local services for town residents that are consistent with the capacity of Town infrastructure.
- Direct retail centers and other high-intensity commercial development, other than those identified in the Land Use Plan districts, to existing urban communities.
- Provide areas for high quality business parks with natural features and regulated architectural standards.
- Provide opportunities for rural commercial activities (home occupations) as is compatible with the Land Use Plan.
- Require site plan approval for all commercial development.

- 5. Mixed-use development shall be included within commercial clusters.**
 - Provide for mixed-use buildings within areas with a higher intensity use.
 - Require site plan approval for all mixed-use development.

- 6. Light industrial development should be located in areas where an adequate transportation system and infrastructure are available and surrounding uses are compatible.**
 - Provide for small-scale, light industrial development that is compatible with the Town's objectives.
 - Allow light industrial development that is environmentally sensitive.
 - Require site plan approval for all industrial development.

- 7. Use community and institutional facilities to create social and cultural centers in the Town.**
 - Locate community and institutional facilities in neighborhoods or transitional areas between mixed-use development and residential neighborhoods.
 - Encourage uses which create an identity for the Town and develop a sense of community. i.e.; historical sites, day care, elderly care facilities, church, community center, or educational facilities
 - Require site plan approval for all community and institutional facilities.

- 8. Provide park and recreation areas throughout the Town.**
 - Preserve existing park and recreation areas.
 - Include a variety of park spaces, including passive and active areas.
 - Develop park spaces within close proximity to higher intensity development or along major arterials.
 - When developing park areas, create links to other natural areas in the Town.
 - Require site plan approval.

- 9. Maintain a safe and efficient transportation system in the Town.**
 - Establish road systems for residential development that provide alternative travel options and links into the existing road system.
 - Provide continuity between adjacent residential developments and use cul-de-sacs for lower density residential development and where needed to preserve the natural environment.
 - Provide bicycle facilities as an alternative transportation mode when ever possible

- 10. Establish cooperative planning with surrounding communities.**
 - Encourage joint planning arrangements with the Villages of Mc Farland and Cottage Grove, Towns of Cottage Grove, Sun Prairie, Burke and Dunn, and with the Cities of Madison and Monona.
 - Maintain a positive working relationship with Dane County.

PLAN DISTRICTS & DEVELOPMENT POLICIES

Critical Issues for Development

The land use categories are created to meet the needs of the Town for current and future development. Standards are established to protect the character of the Town, while still allowing new uses and development patterns to occur. The following development issues are critical when looking at the future development of the Town.

ISSUE: Urban Renewal

The Town has a number of residential neighborhoods with houses built in the early 1950's. Opportunities for providing funding, by means of grants or loans to property owners, need to be pursued by the Town so as to maintain the overall quality of the residential stock in the Town.

ISSUE: Annexation

Providing opportunities for land owners to develop their land in an economically viable and aesthetically pleasing manner will help mitigate the problem of annexation. Establishing boundary agreements with adjacent municipalities will allow the town to develop in a consistent manner.

ISSUE: Preservation and Enhancement of Environmental Resources

The Town has numerous environmental features which should be preserved. Areas for preservation are identified, including the lakes, creeks, drumlins, natural features, scenic views and roads. Limited development may be allowed in selected areas as determined in the land use plan.

ISSUE: Residential Development

The typical residential development in the Town has been "suburban" type lots approximately 1/3 acre in size. The residential development which occurs within the City of Madison's urban service area tends to be of a higher density. Three residential districts have been created for the Town. Rural Residential Neighborhood - clusters houses together and preserves open space; Neighborhood Residential - higher density district with smaller lots that provide a transition between the city and the town and Urban Residential - High density residential district with small lots, located within the City. This land use plan increases the density of the proposed residential development in the Town of Blooming Grove, while using conservation development design standards to maintain the visual character of the Town. This increase in density recognizes the Town's adjacency to the rapidly growing cities of Madison and Monona and is expected to address the issue of annexation.

ISSUE: Mixed-Use Development

A few areas are designated for mixed-use development which are located near or adjacent to existing commercial development and where the infrastructure and services will accommodate the traffic. Specifically, interstate and major arterials are the best locations for more intense development. The mixed-use district provides for both commercial and residential development opportunities.

ISSUE: Neighborhood Commercial Development

Neighborhood commercial development is for smaller tenants and light industrial uses which can be located within the existing commercial district or adjacent to proposed new developments. These uses shall fit in with the character of small lots and buildings while providing a service for area residents.

ISSUE: Preservation of Agricultural Land

The agricultural districts as defined by the County Zoning Ordinance shall remain in agriculture use. When portions of the land are developed it should follow the Rural Residential Neighborhood Development standards and have a minimum open space requirement of 60% of the total land area. This open space will not be limited to unbuildable or environmentally sensitive lands. The Town, using its site plan review process will establish preserved open areas. The protected area should be in large contiguous blocks. This will protect the natural character and may allow some of the remaining land to be farmed or be preserved in a natural state. While the land remains agricultural it is the intention of the Town to maintain its existing density restrictions. Additionally, agricultural preservation is addressed in the “Agriculture Preservation District”. more specific guidelines for development are found in the description for each of these districts.

Development Policies

This plan proposes specific principals in the form of performance standards for each district. The standards describe the type of place desired by the community - how the place looks and what types of activities are recommended. The following performance standards are intended to help developers and elected officials who will review the proposals. Each district is divided into five categories defined as the following:

Visual Character — the desired visual character of the built environment.

Natural Environment and Landscape — the patterns of landscape and vegetation that support and complement the visual character, circulation, and the intended social and economic activities of the place.

Traffic and Circulation — appropriate patterns of vehicular / pedestrian movement and access (including parking) and the integration of these patterns with each other and public places.

Activities and Uses — the integrated set of social and economic activities associated with public places, including diverse land uses that emphasize traditional values of communities.

Land Management and Control — the appropriate policies and programs that maintain and manage public places for long-term success.

Land Use Plan Districts

Government and Institutional

Roadside Mixed-use

Rural Residential

Neighborhood Residential

Urban Residential

Agriculture Preservation

Environmental Preservation

Neighborhood Mixed-Use

Mixed-Use Campus
Scenic Drive Overlay
Urban Renewal District

District:

Government and Institutional

This district includes existing institutional sites and their surrounding land, as well as future civic uses. Existing facilities and land should be maintained to accommodate expansion in the future. These areas create an identity within surrounding neighborhoods and the overall community, and can serve as a place for social events and gatherings.

1 Visual Character

1.1 Locate community buildings in relevant places.

Locate community buildings along parks, squares, or major streets.

1.2 Create strong facades.

Create a strong visual image with the front facade of the building facing the primary public space or street. Create secondary facades facing the other public spaces surrounding the building.

1.3 Create a distinctive building.

Create a distinctive architectural building with features that are appropriate for the site. This can be done with materials, color, texture, and composition. When using an existing building, a sign can serve as the distinctive piece for the building.

1.4 Give the building prominence.

Make the building more prominent than surrounding buildings, especially in relation to any residential or commercial architecture.

1.5 Create landmark features.

Create features on the building which serve as landmarks from a distance (such as a tower, monumental entry, or roof form). When this is not possible with an existing building, the landscaping and signage can create the image for the site.

1.6 Design the building to reinforce the surrounding public spaces.

Design the edges of the building to reinforce, and parallel the geometry of the surrounding public spaces.

2 Natural Environment and Landscape

2.1 Preserve natural amenities.

Preserve natural amenities where possible to protect the natural character of the Town. Link these features together or to an overall trail system which links natural features throughout the area.

2.2 Create public spaces.

Create landscape elements that enhance the geometry and pattern of the building and integrate it with the surrounding public places. Particularly for new buildings, a site should be selected which has an adjacent public space for events.

2.3 Use landscape elements to form vistas.

Use landscape elements to form vistas to the natural areas around the site.

3 Traffic and Circulation

3.1 Encourage pedestrian and vehicular movement.

Encourage pedestrian and vehicular movement around the site and/or along edges of the building. Use fences, landscaping, or gates to limit access to the natural areas of the site and link any trails to an overall trail system when applicable.

3.2 Reduce the prominence of parking lots.

Place parking lots or entrances to parking along the sides of buildings or locate lots behind the building. Screen these areas with landscape, fences or similar elements that match the other architectural features and public space elements.

3.3 Locate service areas in the rear.

Locate service access in the rear and design it with landscape, screening, and vegetation that matches the other architectural features and public space elements surrounding the building.

3.4 Consider controlled access.

Consider controlled access to the interior of the site as a technique for protecting and enhancing the activities.

4 Activities and Uses

4.1 Use the site for community activities.

Encourage community interaction in the form of significant cultural, institutional, or other public activities.

4.2 Encourage windows and openings.

Encourage windows and openings at the entry that allow people to see activities inside the building (day and night) as well as allowing persons inside to view exterior activities.

4.3 Provide space for related activities inside the building(s).

Provide space within the building for public activities and public use such as meeting rooms for neighborhood groups, classrooms or exhibit areas.

4.4 Provide for future expansion.

Develop plans that provide for contiguous expansion of governmental or institutional buildings so these uses will continue into the future.

5 Land Management and Control

5.1 Ensure effective maintenance procedures.

Ensure long-term maintenance by designating it as the responsibility of a specific agency or group.

5.2 Reduce maintenance costs.

Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost-effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

District:

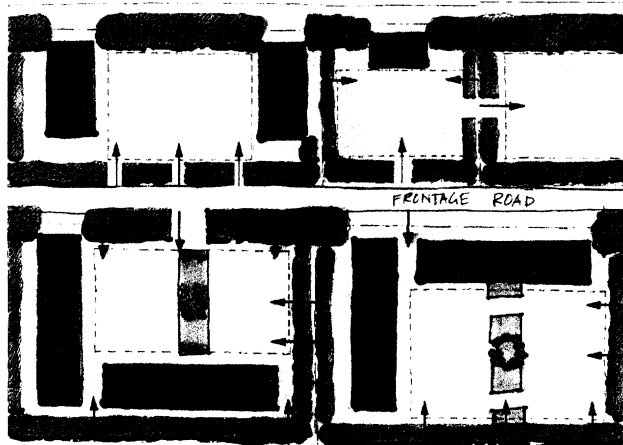
ROADSIDE MIXED-USE DEVELOPMENT

Commercial, mixed-use development and light industry should be focused in areas where the infrastructure and utilities can support the development. This includes the interstate interchange, major arterials and areas in close proximity to neighborhood centers. By focusing development in these areas, the rural character of the town will be better preserved. To ensure safety, limited access points should be allowed off the roads. Internal circulation should be required for all plans.

Key areas are identified for mixed-use development: I-90 Interchange and Hwy 12/18, Stoughton Road and Milwaukee Street. Light industry and commercial development which requires visibility from major traffic routes but is appropriate for the rural character of the area should be located in this district. More intense commercial development shall be directed to the Cities of Madison and Monona

Roadside Edges and Courts

Roadside edges occupy an area about 40' to 100' deep immediately adjacent to the public-right-of-way along the edge of the property. They are intended to create visually appealing landscapes that visually define the public right-of-way and create an overall unified appearance to the road.



Landscape features can occur inside the courtyards, as well as forming the continuous edge and divisions between properties. Links are established between sites for vehicular and pedestrian movement.

Roadside courts are located immediately behind the “Roadside Edge” and create more visually appealing commercial areas and greater visual compatibility between commercial sites and the rural environment.

1 Visual Character

1.1 Establish strong visual edges along public rights-of-way.

Landscaping and fencing shall be designed to establish a clear edge along the side of the site that is visible to motorists and others passing by or viewing the site. The only openings or breaks in this edge, or surfaces designed for parking or vehicular movement, shall be those allowed for entries, signage, or other provisions described in these standards. The ground surface shall be grass or other planting material unless otherwise noted.

1.2 Design entries as gateways.

Along major edges there shall be gateways for vehicular entrances. These entrances should be

marked with decorative columns, fence lines or similar features that are visually more prominent relative to the other features surrounding the site or road. The construction materials shall be similar to those used for the building and other site amenities.

1.3 Encourage roadside signage and make sign structures attractive.

All signs along the edge of a property shall be the same design in terms of materials, graphic design, and character within each development. The sign shall be located within the “Roadside Edge,” have a maximum height restriction that provide a low profile and be located near the road or at main entrances to the development. Signs should have a masonry base. See Subchapter 2, Dane County Zoning Ordinance for further information.

1.4 Use buildings to form public places.

Building locations should emphasize the shape of public plazas, courtyards, gateways, and significant landscape features. Buildings should have connections to pedestrians with appropriately scaled design details, windows along the parking areas and pedestrian pathways, and special features at public entrances.

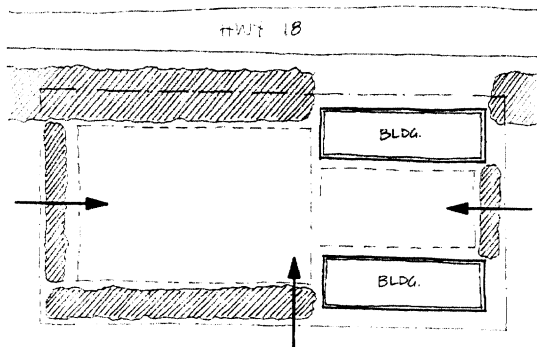


Diagram illustrating how the buildings and landscape form an “edge” along a major street and a “courtyard” is formed by landscaping and buildings surrounding the parking area.

1.5 Design off-street parking lots as public places.

Parking lots should have strong edges to define them as spaces. This can be achieved with either building forms, landscaping, fencing, light fixtures, or combinations of these elements. The geometry should be orthogonal and parallel to major buildings. Parking areas should include distinctive paving patterns and material changes as a feature to identify travel lanes, parking areas and pedestrian paths. The paving patterns and material changes should create an identity for the parking area and entrances into the space from surrounding development.

2 Natural Environment and Landscape

2.1 Encourage landscape continuity (not fragmentation).

Landscape plans should use a limited number of tree and shrub species for the edge which are native, low maintenance, resistant to salt, and have a relatively fast growth rate. All trees and shrubs planted in groups of up to ten shall be of like species, or similar to the existing vegetation.

2.2 Save existing trees.

Incorporate existing trees where possible to form clusters of older and younger trees.

2.3 Integrate road drainage with the site design.

Allow for proper road drainage, but consider options that allow for landscaping near the road edge.

2.4 Create significant landscapes.

Between buildings, create significant landscapes that are meant to be occupied by people. Include seating areas to encourage the use of the space. The landscaping should be grouped together to create a significant place (e.g. groves or gardens) instead of scattered throughout the parking area. Connect the landscape to existing landscape around the site.

2.5 Discourage artificial berms and similar topographic changes.

Berms and other topographic changes which appear clearly artificial should be discouraged, especially as visual barriers. Topographic changes should be allowed when needed to accommodate drainage, reduce erosion, or otherwise enhance or preserve the natural environment. When a visual screen is needed a double or single row of trees or shrubs should be used.



Major traffic arterial without landscaping.



"Roadside Edge" — fencing and landscaping.

3 Traffic and Circulation

3.1 Make vehicular entrances appealing to motorists.

Create an easily identified entry place for motorists to pass through, which has a distinctive gate-like feature. Signs should be used to highlight the entrance and attract motorists. Such gateways and entrances shall be designed such that they allow for sufficient sight lines for traffic movement.

3.2 Encourage vehicular linkages between sites.

Along side yard edges, the plan shall be designed to include options for vehicular linkages

between off-street parking lots that are open to the public for general business purposes. Such options shall be created when an off-street parking lot, or a driveway servicing such a lot, is located adjacent to the edge of the site. Such options shall consist of driveway alignments and parking alignments designed to facilitate vehicular movement by the general public from one off-street parking lot to another, across the edge separating the lot from the adjacent lot. This should provide for a safer entrance area onto the street.

3.3 Make service areas attractive.

Service areas can be visible but should be designed as visually attractive components of public areas or visually separated from such areas. Acceptable dividing elements for service areas can be any combinations of fences or hedges that provide visual screening at least 60" high.

4 Activities and Uses

4.1 Encourage outdoor activities and pedestrian uses.

Integrate uses such as bikeways, outdoor eating, seating, gathering spots, and other park elements that encourage pedestrian use. Provide entrances to these areas between buildings along a pathway from the parking.

4.2 Link building interiors to the outdoors.

Promote views into the buildings to attract customers and provide a connection between the indoor and outdoor environments.

4.3 Provide for light industrial parks.

Provide opportunities for light industrial park developments which have site regulations and architectural guidelines. The industrial park should be located adjacent to other commercial activity and near major transportation arterials.

4.4 Allow mixed-uses.

Allow a variety of uses, e.g.) offices, retail, housing, to create an active environment throughout the day.

5 Land Management and Control

5.1 Ensure effective maintenance procedures.

Ensure long-term maintenance by either (a) the land owners or (b) the Town with assessment to the land owners. Consider the use of landscape easements to assign and specify land ownership and control.

5.2 Reduce maintenance costs.

Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost-effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

District:
Rural Residential Development

Throughout the Land Use Plan there are references to preserving the natural and rural character of the area and maintaining the quality of development. As large subdivisions are proposed it will be important to provide specific examples to developers so they can easily achieve the goals and objectives of the Land Use Plan. This district is developed to maintain the rural character of the Town with lower densities and preserved open space within the development. Development will be on one half to one acre lots with a maximum density of one dwelling unit per 5 acres, exclusive of wetlands and environmental corridors. The type of septic system used in the development will become one of the determining factors of the lot size. The site plan approval process will become essential in establishing an acceptable lot size while achieving the desired quality of development. A chart comparing existing densities and the densities for this district follows:

Example of Existing	Subdivision/ Land Use District	Overall Density	Typical Lot Size
	Gallaghers Plat	8 units/acre	1/8 acre
	Rambling Acres	2 units/acre	1/2 acre
	April Hills	3 units/acre	1/3 acre

Proposed	Subdivision/ Land Use Distric	Overall Density	Maximum Lot Size	Required Unbuilt Outlot
	Urban Residential	16 units/acre	1/16 acre	0
	Neighborhood Residential	3 units/acre	1/3 acre	0
	Rural Residential	1 unit/ 5 acres	1/2 - 1 1/2 acre	4

1 Visual Character

1.1 Locate houses to minimize disruption to the natural character.

Locate houses such that (a) the houses are sited around open spaces that include natural environmental areas, fields, woodlands, pastures, or farmland (b) the houses are grouped together in ways that create large, clear, naturally landscaped areas between groups of houses, and (c) the houses will be visually overshadowed by important natural features such as woodlands, hedgerows, hills, or other key features of the landscape.

Locate houses so as to minimize the length of time the house is visible to drivers on public roads — do this by placing houses behind landscape elements or natural features that reduce visibility of the house. Minimize the degree to which houses are prominently featured on ridges and hilltops, especially when they are visible to other houses and the public roads.

1.2 Preserve and integrate landscape elements.

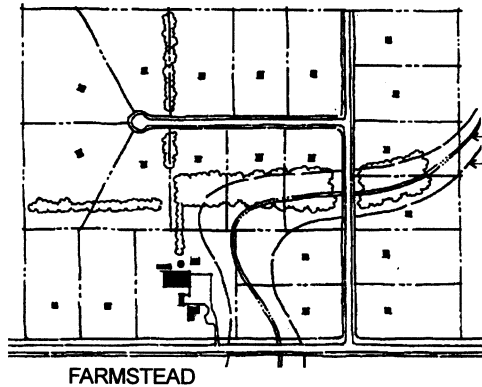
Try to make the groups of houses seem like separate developments intertwined by a continuous system of landscape and natural features — use landscape elements (fields, hedgerows, woodlands) as separations between groups of houses. The landscape elements can be either

formal or informal.

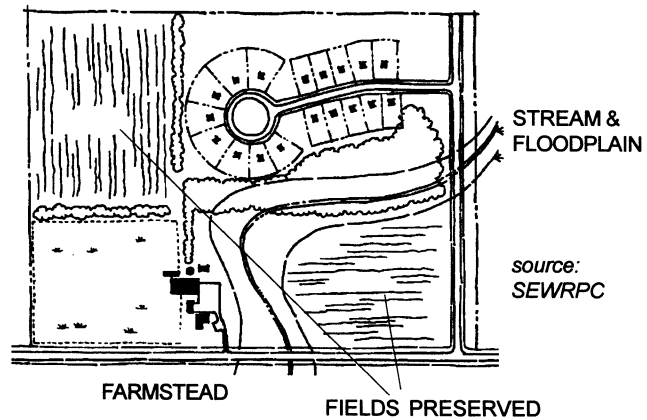
1.3 Group houses together.

Groupings of 4 to 5 units are preferable, but larger groupings (perhaps as many as 8 units) could be satisfactory if there are larger open spaces and natural areas around them.

CONVENTIONAL DEVELOPMENT



CLUSTER DEVELOPMENT



2 Natural Environment and Landscape

2.1 Connect the landscaping.

Extend and connect the existing natural areas and environmental corridors with new plantings and landscaping that match the existing plantings and landscape. Create continuous landscape edges along public roads and between groups of houses using mixtures of species that create a varied image as the seasons change.

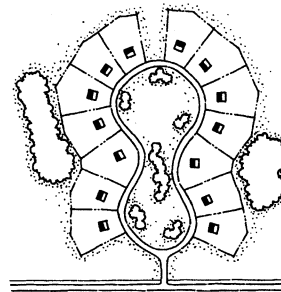
2.2 Link trail systems.

Link natural features between parcels with a trail system which continues throughout the Town. All residential developments should have linkages to environmental amenities in the community.

2.3 Create features of cul-de-sacs.

Minimize the use of cul-de-sacs except where necessary to preserve a natural feature. Include planting in the cul-de-sac and create formal shapes to provide a front “green” for the surrounding homes.

Internal open space should be required for 8 or more homes and utilized as an amenity for surrounding homes.



source:
SEWRPC

3 Traffic and Circulation

3.1 Road design.

Design roads (and adjacent landscapes) to minimize (a) the number of houses that are seen from roads and (b) the length of time houses are seen from the road. When houses are visible from

roads, try to create compact groups with clear open or natural areas between the groups.

Where feasible, design roads with straight alignments that are aimed at natural vistas with no buildings in them. Use curves to slow traffic naturally, rather than to accommodate increased speed.

3.2 *Include scenic drives.*

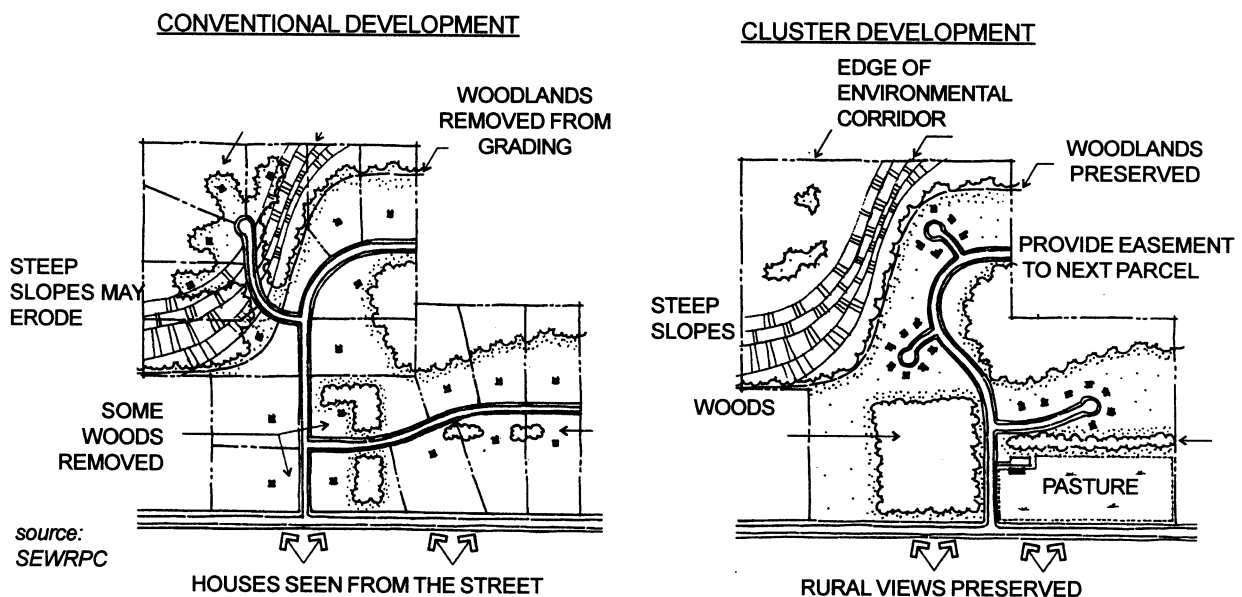
Encourage the creation of scenic drives where houses are located only on one side of a road and natural landscapes are preserved on the other side. Preserve existing scenic drives in order to protect the natural character of the neighborhood.

3.3 *Create walking and hiking trails.*

Create walking and hiking trails that are adjacent to public roads and act as buffers to residential uses. Integrate walking and hiking trails with the geometry and pattern of roads.

3.4 *Plan for future roads.*

Plan for future road extensions with easements, deed restrictions, or covenants to maintain a range of future options and connections.



4 **Activities and Uses**

4.1 *Include shared open spaces.*

Design shared open spaces and natural features which will attract home buyers who value direct connection to rural landscape elements, natural environmental features, fields and woodlands, walking and hiking trails, horseback riding, and (where feasible) agricultural uses. There should be 4 acres of common open space per unit.

4.2 *Lots should have edges on a natural feature.*

Plan the lots such that as many lots as possible have at least one significant edge along a natural feature. Lots can face such features across a road, or have connections along the side or rear of the

lot. Lots should be a maximum of 1 acre, unless larger lots are proven necessary to accommodate environmental constraints for groundwater or sanitation. In no case should lots exceed 2 acres.

4.3 Create passive and active spaces.

Include passive and, when possible, active uses within the shared common areas. Provide uses that will attract users of different ages.

5 Land Management and Control

5.1 Use preservation techniques to protect the land.

Require deed restrictions, covenants and easements, that guarantee land control and management of natural areas. Create restrictions that are difficult to change without broad public approval (such as referenda, unanimous agreements, and so forth). Incorporate the preservation techniques into the covenants of the home owner's association.

5.2 Require common property maintenance.

Require property owner associations to guarantee maintenance of common areas, including options for public intervention if homeowners fail to maintain the land.

5.3 Design to preserve open space.

Encourage the design and preservation of common areas to minimize their future utility as developable parcels.

District:
Neighborhood Residential

This district allows for higher density residential development within and adjacent to the Cities of Madison and Monona where the infrastructure can support the additional traffic. This district falls within the Central Urban Service Area and it is anticipated development will occur on public sewer and water where feasible. Development will be three dwelling units per acre, exclusive of wetlands and environmental corridors. Incentives for higher density may be provided for preserving land and natural features.

1 Visual Character

1.1 Create a uniform street edge.

Design lots and layout buildings to form a single street edge with a uniform sight line, setbacks, and evenly spaced buildings. The buildings on each side of the street should collectively create a continuous alignment.

1.2 Provide similar setbacks.

Establish setback requirements which should not vary more than five feet between adjacent properties and properties across the street from one another. This will help to create a continuous edge along the street.

1.3 Garages shall not be the prominent feature.

Garages shall not be the prominent feature and where feasible shall have a side entry. Alternatively, the garage may be detached and located to the rear.

1.4 Create a strong visual order.

Use rhythmic planting of shade trees and street lights to reinforce the continuous street edge.

1.5 Enforce architectural regulations.

Enforce criteria established for architectural materials, openings, roof pitches, and porches that match the character of the surrounding houses. Due to the variety of styles in the neighborhood, these criteria will vary from project to project.

2 Natural Environment and Landscape

2.1 Preserve the existing natural features.

Preserve and incorporate the natural features on and around the site. i.e.) existing hedge rows.

2.2 Use plantings to maintain edges along roads where driveway access points occur.

Plant three to four tree species in a simple alternating rhythm along the street.

3 Traffic and Circulation.

3.1 Design street system for local traffic.

Design streets to slow traffic and create vistas within the development.

3.2 Allow for street parking.

Allow for parallel parking on the street where deemed appropriate by the Town.

3.5 Link streets together.

Layout streets to link with one another and link to streets in adjacent developments. Plan for future road extensions.

3.6 Include sidewalks or create walking and hiking trails.

Include sidewalks on all residential streets. Also create walking and hiking trails that are adjacent to public roads and any existing public areas where sidewalks do not exist.

4 Activities and Uses

4.1 Include shared open spaces.

Design shared open spaces and natural features which will attract home buyers who value direct connection to natural landscape elements, natural environmental features, fields, woodlands and walking and biking trails. The spaces could be used for either passive or active recreational activities.

4.2 Allow a variety of residential uses.

Allow a variety of residential uses including single family, duplexes and multifamily buildings.

5 Land Management and Control

5.1 Use preservation techniques to protect the land.

Require deed restrictions, covenants and easements, that guarantee land control and management of natural areas. Create restrictions that are difficult to change without broad public approval (such as referenda, unanimous agreements, and so forth).

5.2 Require common property maintenance.

Require property owner associations to guarantee maintenance of common areas, including options for public intervention if homeowners fail to maintain the land.

District:
Urban Residential

This district allows for higher density residential development within and adjacent to the City of Madison where the infrastructure can support the additional traffic. This district falls within the Central Urban Service Area and it is anticipated development will occur on public sewer and water where feasible. Development will be 16 dwelling units per acre, exclusive of wetlands and environmental corridors. Incentives for higher density may be provided for preserving land and natural features. The intent of this district is to provide opportunities for high density mixed-style (such as single family, duplexes and multi-family) residential developments.

1 Visual Character

1.1 Create a uniform street edge.

Design lots and layout buildings to form a single street edge with a uniform sight line, setbacks, and evenly spaced buildings. The buildings on each side of the street should collectively create a continuous alignment.

1.2 Provide similar setbacks.

Establish setback requirements which should not vary more than five feet between adjacent properties and properties across the street from one another. This will help to create a continuous edge along the street.

1.3 Garages shall not be the prominent feature.

Garages shall not be the prominent feature and where feasible shall have a side entry. Alternatively, the garage may be detached and located to the rear.

1.4 Create a strong visual order.

Use rhythmic planting of shade trees and street lights to reinforce the continuous street edge.

1.5 Enforce architectural regulations.

Enforce criteria established for architectural materials, openings, roof pitches, and porches that match the character of the surrounding houses. Due to the variety of styles in the neighborhood, these criteria will vary from project to project.

1.6 Design of large multifamily or elderly housing complexes

These projects should be designed in such a manner that they comfortably integrate themselves with single family residential neighborhoods.

2 Natural Environment and Landscape

2.1 Preserve the existing natural features.

Preserve and incorporate the natural features on and around the site. i.e.) existing hedge rows, ponds, creeks or wetlands

2.2 Use plantings to maintain edges along roads where driveway access points occur.

Plant three to four tree species in a simple alternating rhythm along the street.

2.3 Use plantings to create parking courts

Use dense plantings to create strong edges around parking courts.

3 Traffic and Circulation.

3.1 Design street system for local traffic.

Design streets to slow traffic and create vistas within the development.

3.2 Allow for street parking.

Allow for parallel parking on the street.

3.5 Link streets together.

Layout streets to link with one another and link to streets in adjacent developments. Plan for future road extensions.

3.6 Include sidewalks or create walking and hiking trails.

Include sidewalks on all residential streets. Also create walking and hiking trails that are adjacent to public roads and any existing public areas where sidewalks do not exist.

4 Activities and Uses

4.1 Include shared open spaces.

Design shared open spaces and natural features which will attract home buyers who value direct connection to natural landscape elements, natural environmental features, fields, woodlands and walking and biking trails. The spaces could be used for either passive or active recreational activities.

4.2 Allow a variety of residential uses.

Allow a variety of residential uses including single family, duplexes and multifamily buildings.

5 Land Management and Control

5.1 Use preservation techniques to protect the land.

Require deed restrictions, covenants and easements, that guarantee land control and management of natural areas. Create restrictions that are difficult to change without broad public approval (such as referenda, unanimous agreements, and so forth).

5.2 Require common property maintenance.

Require property owner associations to guarantee maintenance of common areas, including options for public intervention if homeowners fail to maintain the land.

5.3 Establish standards for the dedication of parkland

Require developers to dedicate park and open spaces in residential developments. The location and size of these parklands will become an important element of the site plan approval process. Residential neighborhoods when possible shall be organized around these central public places. Parkland shall not be limited to unbuildable land such as wetlands, woodlands or steep slopes.

District:

AGRICULTURE PRESERVATION

The Town of Blooming Grove contains a significant amount of prime agriculture land that should be protected. The Town's character as well as economic value is derived from the farms. The Town of Blooming Grove adopted the A-1 Agricultural District (Exclusive) of the Dane County Zoning Ordinance effective June 11, 1983. This applies to all lands previously zoned A-1 Agricultural. It is the intention of this plan that all areas designated in the agricultural preservation district to follow provisions set forth in the Dane County Zoning Ordinance for A-1 (EX).

1 Visual Character

1.1 Protect farmfields.

Farmland in this district shall include only farming and farm-related activities.

1.2 Preserve and integrate landscape elements.

Preserve existing hedgerows and woodlands surrounding the farming area and homesite.

1.3 Enhance the farm homestead and historical significance.

Maintain the existing rural character of the homesteads when building new structures or remodeling existing structures. Protect significant historical structures and reuse for either farming or other compatible uses.

2 Natural Environment and Landscape

2.1 Preserve prime agriculture land.

Preserve prime agriculture land and adjoining land needed to maintain the economic viability of the farmland operations. For the purpose of this land use plan, prime agricultural land is either (a) land which historically has proven itself well suited to productive agricultural use or (b) land so defined by the USDA.

2.2 Preserve existing natural environment.

Preserve existing hedgerows and woodlands surrounding the farming area and homesite.

2.3 Connect the landscaping.

Extend and connect the existing natural areas and environmental corridors where it does not interfere with farming the land. Create continuous landscape edges along public roads using mixtures of species that create a varied image as the seasons change and maintains the rural character.

3 Traffic and Circulation

3.1 Limit access onto public roads.

Limit access drives onto the public roads. Utilize shared drives when possible and create entrances at fence lines or between fields.

3.2 Use existing roads and drives.

Maintain the rural setting by using the existing roads and drives for access to farming areas, fields, and the homesites.

3.3 Conformance to Neighborhood Plans

New public roads should be approved only as part of an overall approved Neighborhood Plan and Site Plan review process as described subsequently.

4 Activities and Uses

4.1 Limit to farming uses.

Limit the development to farming and farm-related activities.

4.2 Allow home businesses.

Allow businesses on the homesites that do not significantly affect the homesite or surrounding character. Encourage forms of agriculture that increase economic viability, such as hobby farms, land trusts, tree farming. Allow for small accessory structures in keeping with the character of the homesite and its buildings.

4.3 Include trails and compatible recreational areas.

Include trails and recreational uses that are compatible with the farming production of the land, such as hiking trails.

4.4 Allow limited non-farm residential development.

Limited residential development should be allowed where it is compatible with the rural environment and the established density regulations. Lots should be clustered and follow guidelines discussed in the rural residential district. The residential lot size will be limited to (2) acre maximum, with a minimum of 33 acres placed in a deed restricted parcel for agricultural or non-developable land, for a density of one (1) lot per 35 acres of farm owned as of June 11, 1983. This will be implemented through the use of the appropriate Zoning Districts for each lot. For residential lots, the primary districts to be used will be RH-1 (Rural Homes), RH-2, RH-3 and RH-4. For agricultural lots the suggested district is A-1 or A-2 provided that conditions are included in the zoning approval for these lots in order to ensure compliance with the intent of the land use plan.

“The density of 1 lot per 35 acres within a farm unit” means that a landowner with 210 acres could create up to six (6) residential lots if all other polices are met. No fractions will be allowed, therefore a landowner with 95 acres would be allowed a maximum of (2) residential lots, while an area of 105 acres would be allowed (3) residential lots. In computing the acreage owned, it is the acreage owner excluding all public road rights-of-way. The lots should be clustered whenever possible. For clarity the ‘farm unit’ will include the land holdings as of June 11, 1983.

In order to prevent the occurrence of multiple divisions by successive landowners, this limitation shall run with the land; shall be cumulative; and shall apply to those persons or entities owning lands in the Town on June 11, 1983, and to their grantees, heirs, successors and assigns. The limitation established by the plan policy will be applied until further study indicates a need to amend the plan.

5 Land Management and Control

5.1 Follow traditional maintenance regulations.

Require the land owner to be responsible for maintaining the property with the Town being responsible for the public infrastructure and right-of-way.

District:
Environmental Conservancy

Natural features of environmental corridors and conservancy lands contribute to the overall beauty of the town. Development should not be allowed in these areas, but utilized as amenities for the existing residents and future residents. Environmental conservancy areas include primary and secondary environmental corridors, the drumlins, lakes, streams, wetlands, woodlands, wildlife habitats, isolated natural resource areas, poorly drained soils and severe slopes. Development within these areas may lead to environmental and development problems.



Blooming Grove drumlins.

1. Visual Character

1.1 Protect all identified environmental corridors and conservancy areas.

Development should not occur in any of the identified areas, and surrounding development should not negatively affect the visual connection to the natural feature.

1.2 Preserve and integrate landscape elements.

Link proposed landscape to the environmental features to enhance its value and provide a connection between the built and natural environments.

2. Natural Environment and Landscape

2.1 Connect the landscaping.

Extend and connect the existing natural areas and environmental corridors with new plantings and landscaping that match the existing plantings and landscape. Create continuous landscape edges along public roads and between surrounding development using mixtures of species that create a varied image as the seasons change and maintains the rural character.

2.2 Use similar plant species.

Utilize the character of the existing environmental corridor as a basis for selecting new plantings.

3. Traffic and Circulation

3.1 Include scenic drives.

Encourage the creation of scenic drives where houses are located only on one side of a road and the corridor or conservancy are preserved on the other side. Preserve existing scenic drives in order to protect the natural character of the neighborhood.

3.2 Create walking and hiking trails.

Create walking and hiking trails that are adjacent to public roads and that act as buffers to development. Integrate walking and hiking trails with the geometry and pattern of roads.

4. Activities and Uses

4.1 Provide paths through the corridors.

Allow access to and through the corridors and conservancy areas but minimize the impact by having only a few, simple paths.

4.2 Utilize the natural features as an amenity for development.

Plan the surrounding development such that the feature is seen by many residents. Do not block the view of the corridor or conservancy from public roads.

4.3 Allow only passive activities.

Allow only passive activities such as walking, hiking and biking along trails and paths made of natural materials.

4.4 Connect areas together.

Connect areas together to provide a greater impact and create a more significant green space.

4.5 Allow limited public uses.

Allow limited public use and private uses which expand the opportunities of the general public to experience the natural environment.

5. Land Management and Control

5.1 Use preservation techniques to protect the land.

Require deed restrictions, covenants, and easements, that guarantee land control and management of natural areas. Create restrictions that are difficult to change without broad public approval (such as referenda, unanimous agreements, and so forth). Surrounding development should not affect the growth of the landscape in the environmental corridor or increase the erosion of surrounding soils.

5.2 Design to preserve open space.

Encourage the design and preservation of common areas to minimize their future utility as developable parcels.

5.3 Conform to water quality regulations.

Conform to the rules for watershed and water quality, and water control regulations.

District:**NEIGHBORHOOD MIXED-USE DEVELOPMENT**

Commercial, residential or mixed-use development should be encourage along neighborhood mainstreets, which are expected to have higher traffic volumes than neighborhood streets. The development will be focused in areas where the infrastructure and utilities can support the development. By focusing development in these areas, the rural character of the town will be better preserved. To ensure safety, limited access points should be allowed off the roads. Internal circulation should be required for all plans. The neighborhood mixed-use development should act as a gateway to the residential neighborhoods which support it.

Roadside Edges and Courts

Roadside edges occupy an area about 40' to 100' deep immediately adjacent to the public-right-of-way along the edge of the property. They are intended to create visually appealing landscapes that visually define the public right-of-way and create an overall unified appearance to the road.

Roadside courts are located immediately behind the “Roadside Edge” and create more visually appealing commercial areas and greater visual compatibility between commercial sites and the rural environment.

1 Visual Character*1.1 Establish strong visual edges along public rights-of-way.*

Landscaping and fencing shall be designed to establish a clear edge along the side of the site that is visible to motorists and others passing by or viewing the site. The only openings or breaks in this edge, or surfaces designed for parking or vehicular movement, shall be those allowed for entries, signage, or other provisions described in these standards. The ground surface shall be grass or other planting material unless otherwise noted.

1.2 Design entries as gateways.

Along major edges there shall be gateways for vehicular entrances. These entrances should be marked with decorative columns, fence lines or similar features that are visually more prominent relative to the other features surrounding the site or road. The construction materials shall be similar to those used for the building and other site amenities.

1.3 Encourage roadside signage and make sign structures attractive.

All signs along the edge of a property shall be the same design in terms of materials, graphic design, and character within each development. The sign shall be located within the “Roadside Edge,” have a minimum height restriction that provide a low profile and be located near the road or at main entrances to the development. Signs should have a masonry base.

1.4 Use buildings to form public places.

Building locations should emphasize the shape of public plazas, courtyards, gateways, and significant landscape features. Buildings should have connections to pedestrians with appropriately scaled design details, windows along the parking areas and pedestrian pathways, and special features at public entrances.

1.5 Design off-street parking lots as public places.

Parking lots should have strong edges to define them as spaces. This can be achieved with either building forms, landscaping, fencing, light fixtures, or combinations of these elements. The geometry should be orthogonal and parallel to major buildings. Parking areas should include distinctive paving patterns and material changes as a feature to identify travel lanes, parking areas and pedestrian paths. The paving patterns and material changes should create an identity for the parking area and entrances into the space from surrounding development. Incorporate paths, park or seating areas.

2 Natural Environment and Landscape

2.1 Encourage landscape continuity (not fragmentation).

Landscape plans should use a limited number of tree and shrub species for the edge which are native to southern Wisconsin, low maintenance, resistant to salt, and have a relatively fast growth rate. All trees and shrubs planted in groups of up to ten shall be of like species, or similar to the existing vegetation.

2.2 Save existing trees.

Incorporate existing trees where possible to form clusters of older and younger trees.

2.3 Integrate road drainage with the site design.

Allow for proper road drainage, but consider options that allow for landscaping near the road edge.

2.4 Create significant landscapes.

Create significant landscapes between buildings that are meant to be occupied by people. Include seating areas to encourage the use of the space. The landscaping should be grouped together to create a significant place (e.g. groves or gardens) instead of scattered throughout the parking area. Connect the landscape to existing landscape around the site.

2.5 Discourage artificial berms and similar topographic changes.

Berms and other topographic changes which appear clearly artificial should be discouraged, especially as visual barriers. Topographic changes should be allowed when needed to accommodate drainage, reduce erosion, or otherwise enhance or preserve the natural environment. When a visual screen is needed a double or single row of trees or shrubs should be used.

3 Traffic and Circulation

3.1 Make vehicular entrances appealing to motorists.

Create an easily identified entry place for motorists to pass through, which has a distinctive gate-like feature. Signs should be used to highlight the entrance and attract motorists. Such gateways and entrances shall be designed such that they allow for sufficient sight lines for traffic movement.

3.2 Encourage vehicular linkages between sites.

Along side yard edges, the plan shall be designed to include options for vehicular linkages between off-street parking lots that are open to the public for general business purposes. Such

options shall be created when an off-street parking lot, or a driveway servicing such a lot, is located adjacent to the edge of the site. Such options shall consist of driveway alignments and parking alignments designed to facilitate vehicular movement by the general public from one off-street parking lot to another, across the edge separating the lot from the adjacent lot. This should provide for a safer entrance area onto the street.

3.3 Make service areas attractive.

Service areas can be visible but should be designed as visually attractive components of public areas or visually separated from such areas. Acceptable dividing elements for service areas can be any combinations of fences or hedges that provide visual screening at least 60" high.

4 Activities and Uses

4.1 Encourage outdoor activities and pedestrian uses.

Integrate uses such as bikeways, outdoor eating, seating, gathering spots, and other park elements that encourage pedestrian use. Provide entrances to these areas between buildings along a pathway from the parking.

4.2 Link building interiors to the outdoors.

Promote views into the buildings to attract customers and provide a connection between the indoor and outdoor environments.

4.3 Provide for light industrial parks.

Provide opportunities for light industrial park developments which have site regulations and architectural guidelines. The industrial park should be located adjacent to other commercial activity and near major transportation arterials.

4.4 Allow mixed-uses.

Allow a variety of uses, e.g.) offices, retail, housing, to create an active environment throughout the day.

5 Land Management and Control

5.1 Ensure effective maintenance procedures.

Ensure long-term maintenance by either (a) the land owners or (b) the Town with assessment to the land owners. Consider the use of landscape easements to assign and specify land ownership and control.

5.2 Reduce maintenance costs.

Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost-effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

District:
MIXED-USE CAMPUS

Industrial, business or mixed use developments will be concentrated in these areas. They will be located in areas where the infrastructure and utilities can support such development. By focusing development in these areas, the rural character of the town will be better preserved. To ensure safety, limited access points should be allowed off the roads. Internal circulation should be required for all plans.

The key area identified for this type of development is Femrite Drive and Vondron Road. The development takes into account the vast amount of land available for development yet not suitable for residential neighborhoods nor agricultural pursuits.

1 Visual Character

1.1 Establish strong visual edges along public rights-of-way.

Landscaping and fencing shall be designed to establish a clear edge along the side of the site that is visible to motorists and others passing by or viewing the site. The only openings or breaks in this edge, or surfaces designed for parking or vehicular movement, shall be those allowed for entries, signage, or other provisions described in these standards. The ground surface shall be grass or other planting material unless otherwise noted.

1.2 Design entries as gateways.

Along major edges there shall be gateways for vehicular entrances. These entrances should be marked with decorative columns, fence lines or similar features that are visually more prominent relative to the other features surrounding the site or road. The construction materials shall be similar to those used for the building and other site amenities.

1.3 Encourage roadside signage and make sign structures attractive.

All signs along the edge of a property shall be the same design in terms of materials, graphic design, and character within each development. The sign shall be located within the “Roadside Edge,” have a minimum height restriction that provide a low profile and be located near the road or at main entrances to the development. Signs should have a masonry base.

1.4 Use buildings to form public places.

Building locations should emphasize the shape of public plazas, courtyards, gateways, and significant landscape features. Buildings should have connections to pedestrians with appropriately scaled design details, windows along the parking areas and pedestrian pathways, and special features at public entrances.

1.5 Design off-street parking lots as public places.

Parking lots should have strong edges to define them as spaces. This can be achieved with either building forms, landscaping, fencing, light fixtures, or combinations of these elements. The geometry should be orthogonal and parallel to major buildings. Parking areas should include distinctive paving patterns and material changes as a feature to identify travel lanes, parking areas and pedestrian paths. The paving patterns and material changes should create an identity for the parking area and entrances into the space from surrounding development.

2 Natural Environment and Landscape

2.1 Encourage landscape continuity (not fragmentation).

Landscape plans should encourage the use of a limited number of tree and shrub species for the edge which are native to southern Wisconsin, low maintenance, resistant to salt, and have a relatively fast growth rate. All trees and shrubs planted in groups of up to ten shall be of like species, or similar to the existing vegetation.

2.2 Save existing trees.

Incorporate existing trees where possible to form clusters of older and younger trees.

2.3 Integrate road drainage with the site design.

Allow for proper road drainage, but consider options that allow for landscaping near the road edge.

2.4 Create significant landscapes.

Create significant landscapes between buildings that are meant to be occupied by people. Include seating areas to encourage the use of the space. The landscaping should be grouped together to create a significant place (e.g. groves or gardens) instead of scattered throughout the parking area. Connect the landscape to existing landscape around the site.

2.5 Discourage artificial berms and similar topographic changes.

Berms and other topographic changes which appear clearly artificial should be discouraged, especially as visual barriers. Topographic changes should be allowed when needed to accommodate drainage, reduce erosion, or otherwise enhance or preserve the natural environment. When a visual screen is needed a double or single row of trees or shrubs should be used.

3 Traffic and Circulation

3.1 Make vehicular entrances appealing to motorists.

Create an easily identified entry place for motorists to pass through, which has a distinctive gate-like feature. Signs should be used to highlight the entrance and attract motorists. Such gateways and entrances shall be designed such that they allow for sufficient sight lines for traffic movement.

3.2 Encourage vehicular linkages between sites.

Along side yard edges, the plan shall be designed to include options for vehicular linkages between off-street parking lots that are open to the public for general business purposes. Such options shall be created when an off-street parking lot, or a driveway servicing such a lot, is located adjacent to the edge of the site. Such options shall consist of driveway alignments and parking alignments designed to facilitate vehicular movement by the general public from one off-street parking lot to another, across the edge separating the lot from the adjacent lot. This should provide for a safer entrance area onto the street.

3.3 Make service areas attractive.

Service areas can be visible but should be designed as visually attractive components of public areas or visually separated from such areas. Acceptable dividing elements for service areas can be any combinations of fences or hedges that provide visual screening at least 60" high.

4 Activities and Uses

4.1 Encourage outdoor activities and pedestrian uses.

Integrate uses such as bikeways, outdoor eating, seating, gathering spots, and other park elements that encourage pedestrian use. Provide entrances to these areas between buildings along a pathway from the parking.

4.2 Link building interiors to the outdoors.

Promote views into the buildings to attract customers and provide a connection between the indoor and outdoor environments.

4.3 Provide for light industrial, business or mixed use parks.

Provide opportunities for developments which have site regulations and architectural guidelines. The parks should be located in areas with close proximity to access points.

4.4 Allow mixed-uses.

Allow a variety of uses, e.g.) offices, retail, industry, to create an active environment throughout the day.

5 Land Management and Control

5.1 Ensure effective maintenance procedures.

Ensure long-term maintenance by either (a) the land owners or (b) the Town with assessment to the land owners. Consider the use of landscape easements to assign and specify land ownership and control.

5.2 Reduce maintenance costs.

Reduce the need for major maintenance in this area by selecting appropriate landscaping and screening elements. Select materials that can be replaced and repaired cost-effectively. Use materials that can be repaired easily in case of vandalism or graffiti.

District:

SCENIC ROAD OVERLAY

The rural identity of the Town of Blooming Grove is enhanced by the natural features associated with the drumlins and the agricultural land remaining in the town east of I-90. Scenic Drives have been identified in order to preserve the existing rural character of the town. Sprecher Road south of Cottage Grove Road, Buckeye Road east of I-90 and Meadowview Road have been identified as scenic drives. A setback should be determined for each of the ‘scenic’ roads. These setbacks can vary between 50’ - 200’ from the right-of-way, dependant on the location and views to be preserved. This will allow development to occur while maintaining the natural beauty of the roadside.



1 Visual Character

1.1 Protect the scenic views along side the road

Development along the designated road should be set back in order to preserve the visual quality of the road.

1.2 Preserve and integrate existing natural elements.

Existing natural features such as woodlands, pastures and prairies should be preserved in order to enhance the quality of the scenic drive.

1.3 Enhance roadside edges to provide continuity.

As needed enhance natural features in order to provide continuity to the experience along scenic drives.

2 Natural Environment and Landscape

2.1 Preserve prime agriculture land.

Preserve prime agricultural land where appropriate to enhance the quality of scenic drives.

2.2 Preserve existing natural environment.

Preserve existing hedgerows and woodlands surrounding the drive.

2.3 Connect the landscaping.

Extend and connect the existing natural areas and environmental corridors. Create continuous landscape edges along public roads using mixtures of species that create a varied image as the seasons change and maintains the rural character.

3 Traffic and Circulation

3.1 Limit access onto public roads.

Limit access drives onto scenic roads. Utilize shared drives when possible and create entrances at fence lines or between fields.

3.2 Use existing roads and drives.

Maintain the rural setting by using the existing roads and drives for access to farming areas, fields, and the homesites.

3.3 Street section should enhance rural quality of scenic drive

Attention should be given to the characteristics of the streets as they are improved, in order to maintain there rural quality.

4 Activities and Uses

4.1 Limit land uses along a scenic drives to those which enhance the rural quality

Limit the development along scenic drives to areas beyond the established setbacks. The development should be compatible with the rural character of the town, such as rural neighborhoods, agriculture and environmental conservancy.

4.2 Include trails and compatible recreational activities.

Include trails and recreational uses that are safe alongside the scenic drive, such as bike paths, snowmobile paths and hiking trails.

5 Land Management and Control

5.1 Follow traditional maintenance regulations.

The Town will be responsible for the public infrastructure and right-of-way, while adjacent land owners will be responsible for maintaining natural features along side the road.

District:
URBAN RENEWAL OVERLAY

The Town of Blooming Grove has a number of residential neighborhoods which were developed in the post World War II period. Many of the homes in these neighborhoods along with the infrastructure need rehabilitation. This overlay district identifies the areas that are in need of urban renewal. It is the intent of this district to target efforts, resources and opportunities for urban renewal to these neighborhoods.

1 Visual Character

1.1 Protect the existing character of the neighborhood

The urban renewal process should improve the quality of the built environment without changing the overall character of the neighborhood.

1.2 Preserve and integrate existing natural elements.

Existing natural features such as woodlands, pastures and prairies should be preserved.

1.3 Enhance roadside edges to provide continuity.

As needed enhance natural features in order to provide continuity to the experience along neighborhood streets.

2 Natural Environment and Landscape

2.1 Improve parks and open places

Public places provide strong neighborhood centers. Existing public amenities should be preserved and improved. When there is an opportunity new amenities should be incorporated into these existing neighborhoods.

2.2 Preserve existing natural environment.

Preserve existing trees and shrubs in the neighborhood.

3 Traffic and Circulation

3.1 Improve existing roads and drives.

Provide opportunities for the improvement and updating of existing facilities

4 Activities and Uses

4.1 Limit the introduction of new activities that are not compatible with the existing neighborhood

Limit the development of new activities that are not compatible with the neighborhood.

4.2 Include trails and compatible recreational activities.

Pursue opportunities for introducing new activities in the neighborhood.

5 Land Management and Control

5.1 Provide financial incentives and opportunities for rehabilitation.

The Town will be responsible for the public infrastructure and right-of-way, while adjacent land owners will be responsible for maintaining features along side the road. The Town should pursue opportunities to fund private improvements to residences. These could be administered via a revolving loan fund or as out right grants.

IMPLEMENTATION

Plan Implementation

The steps of implementation include plan adoption . After formal adoption of the plan, implementation will require faithful, long-term dedication to the underlying objectives by the citizenry and appointed and elected officials of the Town of Blooming Grove.

Plan Adoption

The first step towards implementation is the formal adoption of the plan by Town Board, pursuant to State planning enabling legislation. Upon its adoption, the plan becomes an official guide to be used by Town officials in making land use decisions. Although adoption of the plan by the Town Board is not legally required, it is recommended, since it signifies support of the plan recommendations on the part of the governing body.

Dane County Zoning Ordinance

Dane County enforces county wide zoning. The Town Plan commission does have an opportunity to comment on zoning change requests. The Land Use Plan provides guidance for making zoning change decisions in the Town of Blooming Grove. The standards and development goals established in this Plan will direct the revision of the Zoning Ordinance and its contents, as it refers to Town land. Specific regulations and policies will be outlined in the zoning and will serve as the regulatory document for the Town. Section 10.255 of the Dane County Zoning Ordinance addresses issues rezoning and the application process. This section requires the zoning committee to use town plans as guides when making rezoning decisions.

Critical recommendations in the Land Use Plan shall have specific regulations, such as residential cluster development, maximum cul-de-sac lengths, permitted commercial uses, etc.

Regulating Plan

A regulation plan may be developed for the mixed-use district and specific residential neighborhoods. These plans will provide a “build to” line and outlines a permitted building zone. The necessity of the plan is that each property in the district is evaluated as to the appropriate location of development in regards to the topography, environmental features, adjacent land uses and transportation. The development of this plan will ensure a sound long-term development pattern in the Town.

Annexation

Since annexation is a real threat to the future of the Town, discussions have been initiated with the City and other neighboring communities. A potential Boundary Agreement is being explored which will allow the Town to set a limit on future annexation and continue a positive working relationship with the City. At the adoption of the Land Use Plan, the Town should move towards establishing the Boundary Agreement.

Site Plan Review and Neighborhood Plans

Preserving the Town's character and natural resources is a priority of the Town residents and elected officials. The negative impacts of development can be minimized by utilizing a Site Plan Review process in which the Town evaluates land development proposals according to the established district standards and permitted uses. In addition to the site review, it is recommended a Neighborhood Plan be required for development areas to illustrate how the development will impact future growth and transportation. The Neighborhood Plan may be done by the existing land owner or by the town. The Plan Commission should determine who does the plan and the boundaries.

Site Plan Review should be required for all subdivisions of two or more parcels, all new commercial development, all new industrial development, and all mixed-use developments. This requirement should be included in the Land Division Ordinance with specifics for submittal and review. The performance standards for each district should be included with the review in order to provide a development in accordance with the Town Goals and Objectives.

Items recommended for the Site Plan Review will at least include:

- 1) Site location and surrounding property information.
 - property size
 - permitted density
 - proposed density
 - history of property uses and previous changes e.g.) zoning
 - map depicting site within the Town
 - photographs of existing conditions
- 2) Narrative description of development proposal.
 - proposed use
 - proposed density
 - preservation of existing natural features on the site
 - circulation within the site
- 4) Preliminary Developer's Agreement
- 5) Preliminary covenants

Neighborhood Plans are used by the town to provide a concept for development and may be used as a model for other areas in the town with similar circumstances. The Neighborhood Plan may be one parcel or a larger area of the town.

Neighborhood Plans should show all roads, driveways, landscaping, building footprints and proposed building uses. In addition, Neighborhood Plans should address these questions:

- Is the proposed amendment consistent with the goals of the *overall* plan?
- Is the proposed amendment consistent with the plan policies?
- Does the proposed amendment benefit the Town as a whole?
- Will the proposed amendment lead to any detrimental environmental effects?
- Is the proposed amendment compatible with surrounding land uses?
- Will the proposed amendment lead to development that will require additional public services and costs?
- Will the proposed amendment limit future land use options and opportunities?

Plan Amendments

The Land Use Plan should be reviewed annually, and amendments should be sought every five years, to ensure that the planning districts, maps, policies and implementation measures reflect current conditions, and that the plan is achieving its intended goals. If a change is required to reflect the desire of the Town, a plan amendment may be needed. An amendment should only be made if 2/3 of the Town Board agree to the change. The following information is an outline of the steps the Town should take when considering an amendment or revision to the Town of Blooming Grove Land Use Plan.

Text Amendments

Amending text in this land use plan may consist of:

1. Adding or changing a planning district to provide for a category of development that is not incorporated into the current set of planning districts.
2. Changing a required development policy or adding a new development policy.
3. Revising the plan to allow more intense development in a planning district than is currently allowed.
4. Modifying the goals and objectives of the plan in response to changing conditions and new information.

Map Amendments

The plan map may be amended to add, delete or modify planning districts, or to designate new areas for particular types of development. The Town should use the plan goals and objectives as a basis for amending the planning districts. All surrounding property owners should be notified of any proposed changes.

Amendment Procedures

The purpose of the plan is to bring and provide consistent land use decisions. This means consistency from one decision to the next and from one Town Board to the next. Therefore, amendments should be carefully considered and go through a public hearing process. The following procedures are recommended:

1. Proposed amendments shall be considered on an annual basis at a special meeting of the Town Board and Town Plan Commission.
2. The Town Plan Commission and Board shall use the following criteria when considering a plan amendment:
 - Is the proposed amendment consistent with the goals of the plan?
 - Is the proposed amendment consistent with the plan policies?
 - Does the proposed amendment benefit the Town as a whole?
 - Will the proposed amendment lead to any detrimental environmental effects?
 - Is the proposed amendment compatible with surrounding land uses?
 - Will the proposed amendment lead to development that will require additional public services and costs?
 - Will the proposed amendment limit future land use options and opportunities?
3. 2/3 of the Plan Commission and 2/3 of the Town Board should agree with the change before progressing.
4. Present the recommended amendment at a public hearing for citizens comment.
5. Vote by Town Board.

TOWN OF BLOOMING GROVE

RESOLUTION NO. 00-03/02

TA SK

**RESOLUTION TO AMEND THE TOWN OF BLOOMING GROVE
LAND USE PLAN**

WHEREAS, the Town of Blooming Grove adopted its amended Land Use Plan in January 25, 2000; and,

WHEREAS, the Town retained the services of the Planning and Design Institute Inc. (PDI), to advise the Town regarding the Land Use Plan and land use issues: and,

WHEREAS, since the Land Use Plan was revised, Dane County Parks has purchased portions of the Clarice P. Thrun property on Meadowview Road in the Town of Blooming Grove; and,

WHEREAS, the Town of Dunn, in a letter dated June 20, 2000 to the Dane County Zoning and Natural Resources Committee, advised the committee of the conservation easement on the Fredrick and Robert Uphoff property on Meadowview Road in the Town of Blooming Grove; and,

WHEREAS, reassigning both the former Clarice P. Thrun and the Uphoff properties from 'neighborhood residential' to 'environmental conservation', in the Land Use Plan is consistent with the goals of the Town of Blooming Grove Land Use Plan and meet the concerns raised by the Town of Dunn.

NOW, THEREFORE, based on the above the Town Board of the Town of Blooming Grove does hereby resolve to:

Amend its Land Use Plan dated January 25, 2000 to show both the Uphoff and the former Thrun properties as reassigned to the 'environmental conservation district'.

The above Resolution was duly adopted by the Town Board of the Town of Blooming Grove, Dane County, Wisconsin, at a regular meeting held on August 8, 2000, by a vote of:

5 in favor, 0 opposed, 0 abstained, 0 absent.

TOWN OF BLOOMING GROVE

By: Tom N. Anderson
Tom N. Anderson, Chair

ATTEST:

By: Susan M. Kilen
Susan M. Kilen, Deputy Clerk/Treasurer

AUG 14 2000
D.C. PLANNING & DESIGN INSTITUTE
PROPERTY RECORDS