
Chapter Four: Land Use

This chapter of the *Plan* contains a compilation of background information, goals, objectives, policies and recommended programs to guide the future preservation and development of lands in Dekorra, as required under §66.1001, Wisconsin Statutes.

A. Existing Land Use

1. Existing Land Use Pattern

A majority of Dekorra remains in privately-owned open space. Much of the land is shown as *Agriculture/Open Lands* on Map 5, with scattered areas of *Woodlands* and *Wetlands* along Rowan, Hinkson, and Rocky Run Creeks. These areas have very low development densities.

Residential development has occurred predominately along Lake Wisconsin and the Wisconsin River. Other residences are dispersed throughout the community—generally along Town and County roads. Residential development has generally occurred at lower densities (e.g., 2+ acre lots) consistent with the land needs of septic systems. Density is higher in older lakefront development areas, where many homes are on holding tanks. *General Business and Industrial* uses are generally limited to the Highway 51 corridor and the Interstate and Highway CS interchange. *Institutional* uses are scattered. These are at low densities. Table 6 estimate the acreage within each existing land use category. See Appendix A for additional information on publicly owned land and the ownership characteristics of the Town’s Environmental Corridors.



Table 6: Town of Dekorra Existing Land Use, 2010

Land Use	Acres	Percent
Agriculture/Open Lands	15,552	54%
Wetlands	2,728	9%
Woodlands > 40 acres	3,283	11%
Rural Single Family Residential (Town)	850	3%
Road	493	2%
Public Open Space	2,924	10%
Private Recreational Use	36	<1%
Surface Water	2,787	10%
Institutional	130	<1%
Mixed Residential	29	<1%
Landfill/Extraction	7	<1%
Neighborhood Business District	7	<1%
General Business	77	<1%
Industrial	32	<1%
TOTAL	28,937	100%

Source: GIS Inventory, Vandewalle & Associates, 2010

2. Land Development Trends

From 1990 to 2002, there were a total of 48 new parcels created in Dekorra. Nearly all of these four lots per year were intended for single-family residences. This total does not include homesites that did not require review under the Town or County subdivision ordinances (e.g., 35+ acre lots). During the 1990s, an average of 20 building permits was issued per year for new houses. Many of these were on the 35+ acre parcels and pre-existing waterfront lots, with some of those involving the tear-down of cottages, replacing them with newer, larger homes.

According to data from the Wisconsin Department of Revenue's Fielded Sales System, 1,963 acres of agricultural land were sold in Dekorra from 1990 to 1997. On average, an acre of agricultural land in the Town sold for \$937 over that period. Of the 1,963 acres of land that were sold, 1,141 acres (58%) continued in agricultural use. The remaining 822 acres were converted out of agricultural use. The average price of land that remained in agricultural use was \$749 per acre. The average price of land that was converted to a different use was \$1,187 per acre. These land prices have significantly increased since 1997. Based on more recent land sales, average prices for land converted to non-agricultural use are now between \$3,000 and \$4,000 per acre, depending on the quality of the site.

B. Planned Land Use

1. Planned Land Use Pattern

Map 6 presents recommended future land uses over the 20-year planning period for all parts of the Town. Changes from the existing land use pattern to realize this planned land use pattern may occur if and when property owners make requests for rezoning, subdivisions or land divisions, conditional use permits, or other development approvals. Map 6, along with policies later in this chapter, will guide Town decision making on future land use changes.

Map 6 shows most of the Town as being preserved for agriculture, open space, and natural areas. Aside from very low density housing in the *Agriculture and Woodland Preservation Area*, new single family residential development will be directed to areas in and around existing residential development. New high quality commercial and light industrial land uses will be directed to the *Commercial/Industrial Mix* area surrounding the Highway CS interchange with Interstate 90-94-39, while other commercial and industrial uses will be directed to a second *Commercial/Industrial Mix* area along Highway 51 near Columbia Lake. This area is appropriate for small-scale, mixed uses because it already has some small-scale industrial uses, is located near the intersection of Highways 51 and J, has rail access, has soils that are not ideal for agriculture, and is relatively remote from the influence of Poynette.

This *Plan* advises minimizing scattered development along Highway 51 between Highway J and Hinkson Creek. The reasons for this recommendation include the higher quality of farmland in this area, access and aesthetic concerns associated with strip development, preferred truck traffic routes through the Town or the Village, and community edge and separation interests. For many similar reasons, this *Plan* also advises minimizing development along Highway CS between the *Commercial/Industrial Mix Area* near the Interchange and the Village limits.

Table 7 shows the acreage included within each planned land use designation on Map 6. Each designation is described in detail in the Land Use Goals, Objectives and Policies section below.

Table 7: Town of Dekorra Planned Land Use

Planned Land Use Designation	Acres	Percent
Agriculture and Woodland Preservation Area	16,706	58%
Environmental Corridor*	3,609	12 %
Public Open Space	2,932	10%
Surface Water	2,787	10 %
Urban Transition Area (within Town only)	659	2%
Multiple Family Residential/Mobile Home Park	33	<1%
Single Family Residential	933	3%
Neighborhood Business	7	<1%
General Business	29	<1%
Institutional	135	<1%
Commercial/Industrial Mix	639	2%
Roads (Existing)	468	2%
TOTAL	28,937	100%

Source: GIS Inventory, Vandewalle & Associates, 2007/10

** Some Public Open Space areas are partially comprised of Environmental Corridor. For the purposes of this table, these areas have been classified as Public Open Space and not as Environmental Corridor. Therefore, total Environmental Corridor acreage in the Town is more than what is listed in this table. For a more complete analysis of Environmental Corridor, see Appendix A*

2. Projected Land Use Demand

This *Plan* projects demand over the 20-year planning period (in five-year increments) for residential, commercial, industrial, and agricultural land uses. Projected demand is then compared to the potential supply of land to meet that demand, presented in Map 6 and Table 7.

Demand projections for residential land uses within lands currently in Dekorra boundaries are based on housing unit demand forecasts for Dekorra and, in part, the Village of Poynette. This is because the *Plan* anticipates some amount of growth of the Village of Poynette into lands that are now part of Dekorra. Projected rural (i.e., remaining in Dekorra) residential land use demand is presented in Table 8. The ranges presented in this table are based on the three population forecast scenarios presented in Table 2. Table 8 assumes that the average residential homesite will be 5 acres, which considers 1 to 3 acre lots in subdivisions and cluster developments as well as 50+ acre homesites in agricultural areas. Housing unit forecasts that aided in preparation of this table are also shared and described more fully in Chapter Seven.

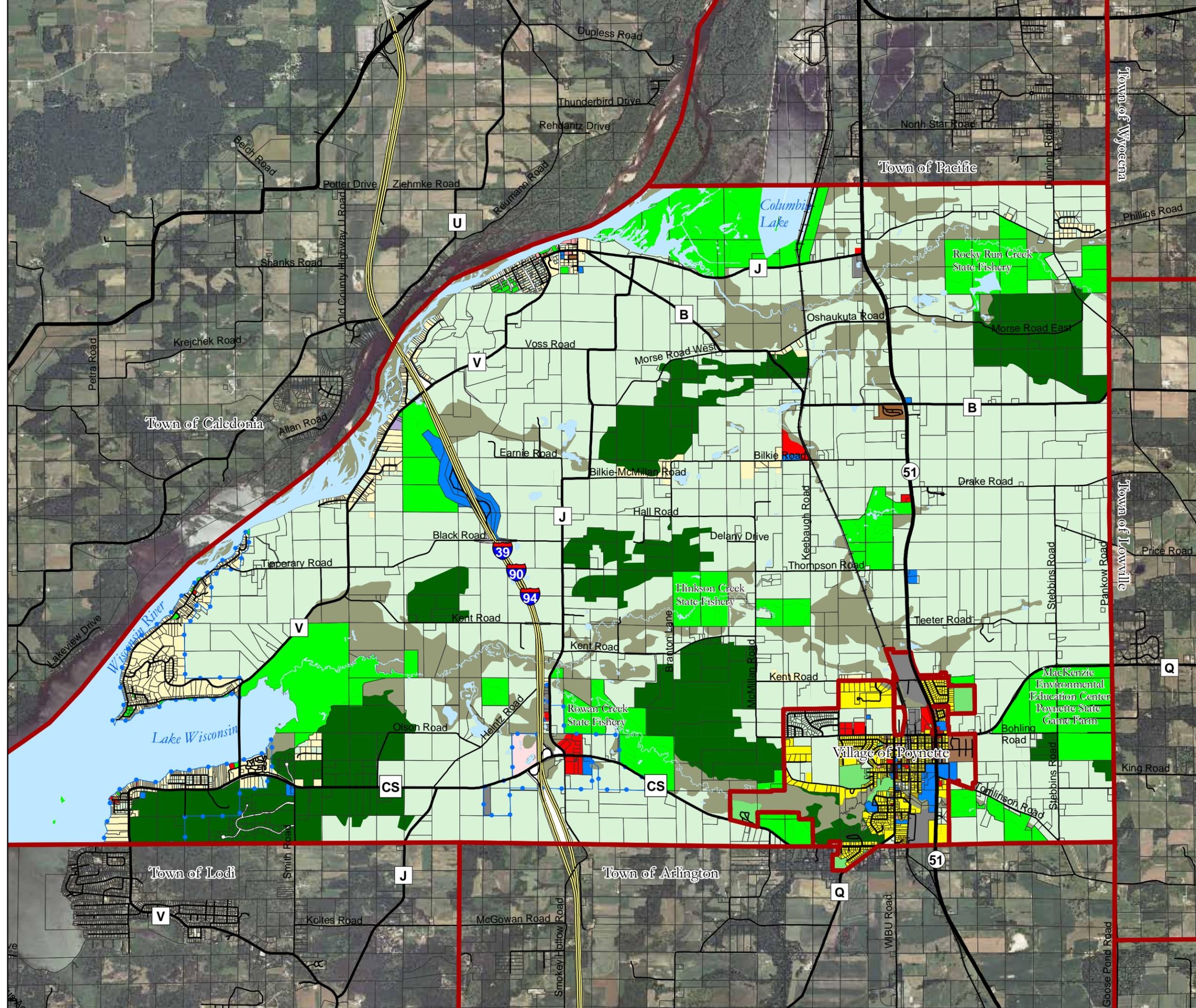
Table 8: Projected Rural Residential Housing and Land Use Demand

	2005	2010	2015	2020	2025	2030
Cumulative potential demand for additional housing units in Town (above year 2000 totals)	70 units	145 to 213 units	215 to 384 units	294 to 583 units	362 to 791 units	431 to 1,025 units
Cumulative potential demand for additional acres of rural residential development (above year 2000 totals)	348 acres	725 to 1,065 acres	1,077 to 1,918 acres	1,469 to 2,913 acres	1,809 to 3,956 acres	2,154 to 5,125 acres
Projected <u>annual</u> demand for new housing units in previous five-year period	14 units/yr	15 to 29 units/yr	14 to 34 units/yr	16 to 40 units/yr	14 to 42 unit/yr	14 to 47 units/yr

Source: Vandewalle & Associates

Dekorra Comprehensive Plan

Map 5: Existing Land Use



- Municipal Boundary
- Sanitary/Utility Districts (2010)
- State and US Highways
- County Roads
- Local Roads
- Railroad

Rural and Environmental

- Agriculture/Open Lands¹
- Wetlands (DNR)²
- Woodlands > 40 acres¹
- Public Open Space
- Surface Water

Residential

- Rural Single Family Residential
- Suburban Single Family Residential
- Two Family Residential
- Mixed Residential

Mixed-use and Non-residential

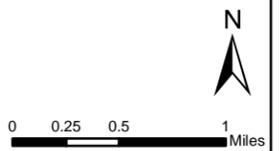
- Private Recreational Use
- Neighborhood Business
- General Business
- Central Business
- Industrial
- Institutional
- Landfill/Extraction

¹ Includes existing houses at or below density or one house per 35 acres

² Wetlands may also be wooded

Amended: May 25, 2010

Sources: Columbia County LIQ, Wisconsin DNR, V&A Inventory & Town of Dekorra.

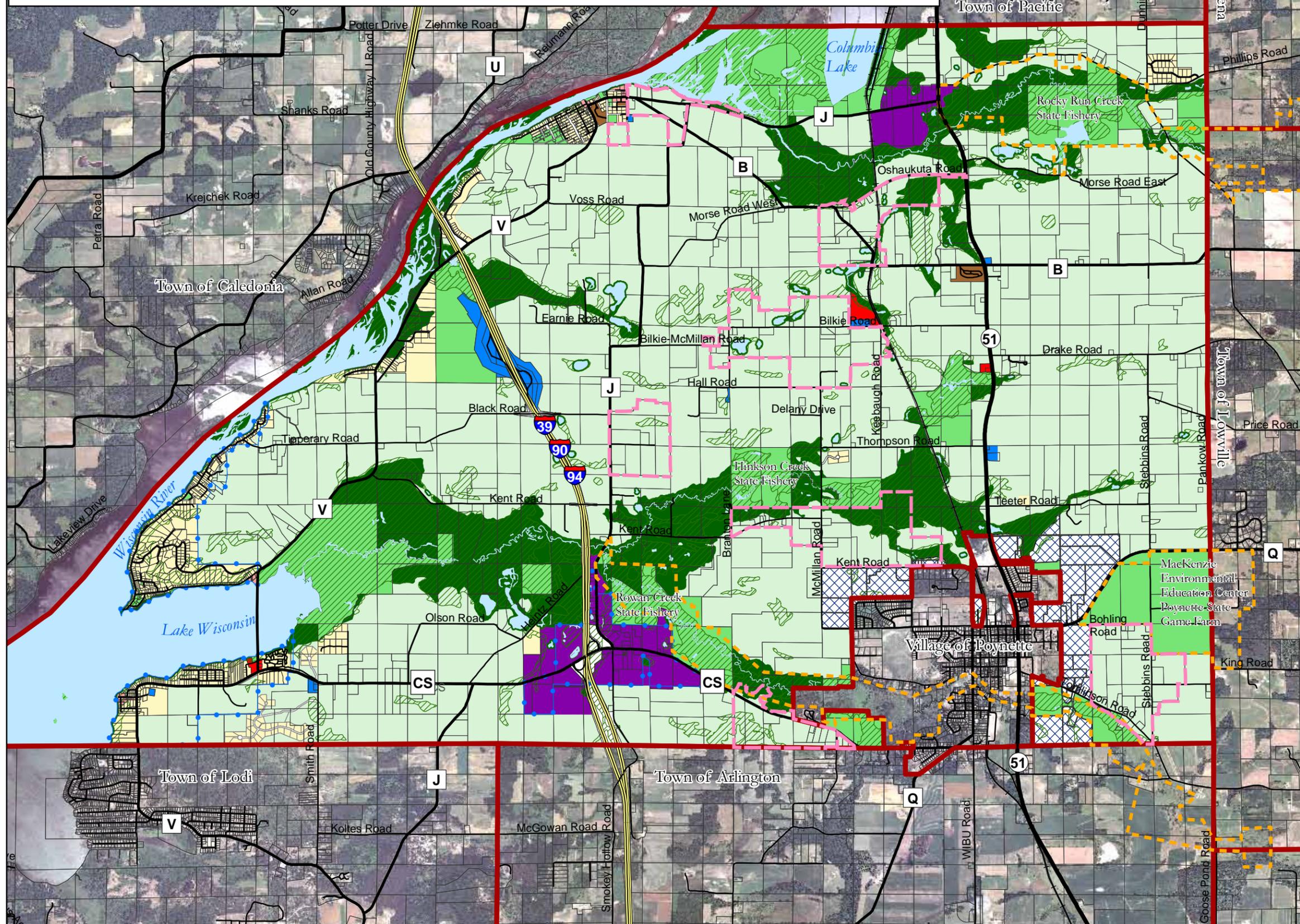


NOTES:

1. Please see the Town's Comprehensive Plan document for specific policies related to the Planned Land Use categories shown on this map.
2. Shapes on this map represent general recommendations for future land use. Actual boundaries between different planned land use categories and associated zoning districts may vary somewhat from representations on this map.
3. This is not a zoning map. Where the zoning of a parcel does not exactly reflect its desired future land use represented on this map, the Town will attempt to achieve the greatest degree of compliance with this Comprehensive Plan that is practical, while at the same time respecting the rights afforded under the parcel's then-current zoning. The Town may also support or initiate requests to rezone limited areas where the zoning is not consistent with this Planned Land Use map.
4. If allowed by Columbia County, clustering of allowable home sites within the planned "Agriculture and Woodland Preservation Area" will be permitted per the policies within the Comprehensive Plan document, without requiring amendment to this Planned Land Use map.
5. "Environmental Corridor" and "Soils with Building Limitations" depicted in this map use generalized boundaries based on information provided by WisDNR, FEMA, and other sources. The actual presence and locations of these areas are to be refined through detailed on-site investigation, based on the features that are used to define "Environmental Corridor" and "Soils with Building Limitations" in the Comprehensive Plan document.

Dekorra Comprehensive Plan

Map 6: Planned Land Use



- Municipal Boundary
- Wisconsin DNR Project Boundary
- Sanitary/Utility Districts (2010)
- State and US Highways
- County Roads
- Local Roads
- Railroad

- Agriculture and Woodland Preservation Area
- Small Parcel District
- Environmental Corridor
- Public Open Space
- Soils With Building Limitations
- Surface Water
- Urban Transition Area

Rural and Environmental

- Single Family Residential
- Multiple Family Residential / Mobile Home Park

Residential

- Neighborhood Business
- General Business
- General Industrial
- Institutional
- Commercial/Industrial Mix (See Map 7)

Mixed-use and Non-residential

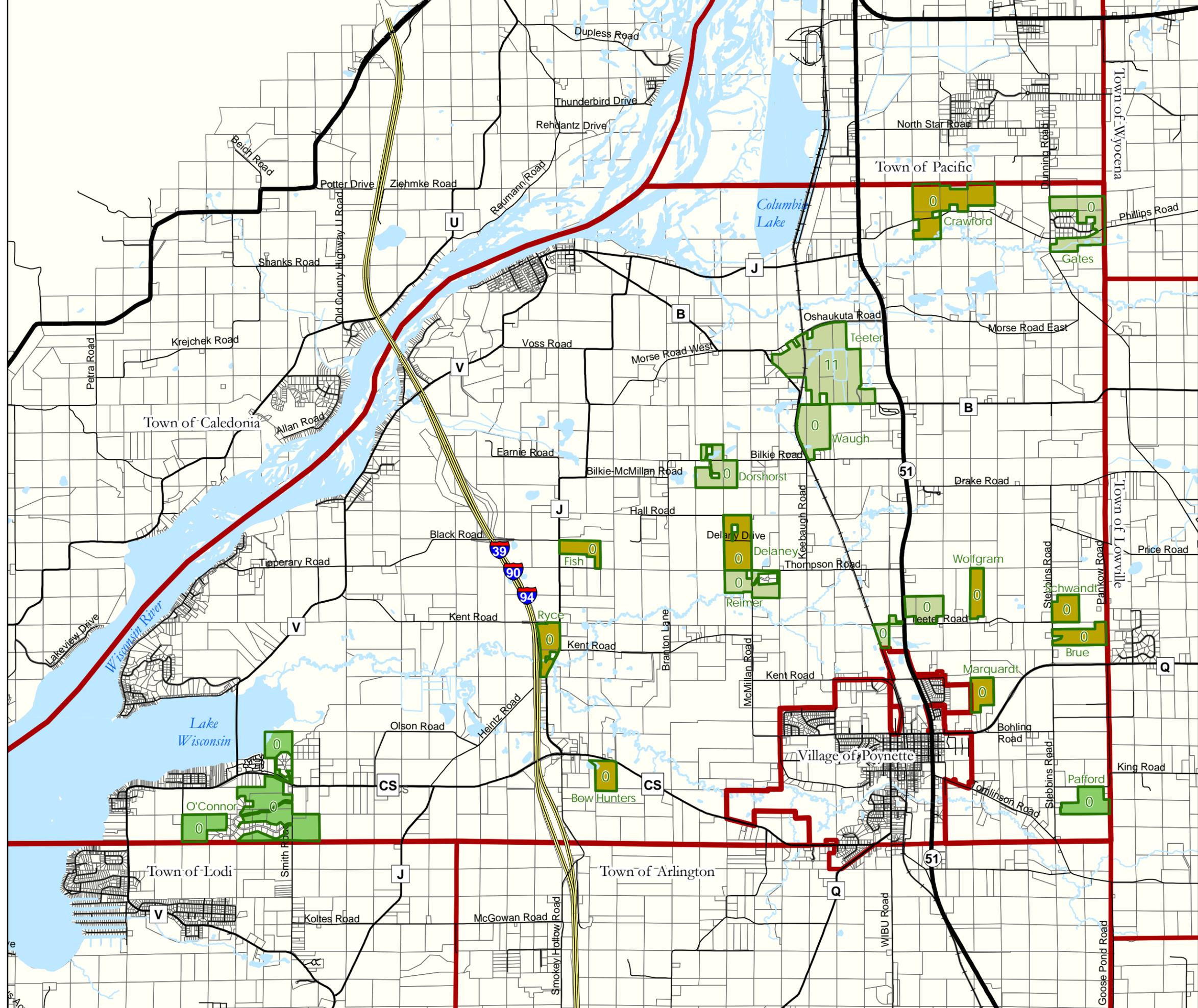
Amended: May 25, 2010

Sources: Columbia County LIO, Wisconsin DNR, V&A Inventory & Town of Dekorra.



Dekorra Comprehensive Plan

Map 6b Parcels With Recorded Development Restrictions



	Municipal Boundaries
	State & US Highways
	County Highways
	Local Roads
	Railroad
	Parcel Lines
	Surface Water

	Parcels With Development Restrictions
	Conservation Easement
	Conservation Overlay Zoning
	Deed Restriction/Restricted Real Estate
	# Number of Remaining Home Sites Permitted

Note: Data in recorded development restriction provided by the Town of Dekorra. Information reflects data available from the year 1998 forward.

Amended: May 25, 2010

Sources: Columbia County I.I.O, Wisconsin DNR, V&A Inventory & Town of Dekorra.



Future development planned under Map 6 and the policies of this *Plan* provide enough capacity to accommodate the expected residential land use demand through the year 2030, provided that actual housing unit growth is at or below roughly the midpoint figures in Table 8. This is because the *Single Family Residential* and *Agriculture and Woodland Preservation* planned districts can each accommodate new homes at different densities. It is the Town's desire to seek conversion for land for residential purposes towards the low end of the ranges in Table 8. If that desire changes, the Town may choose to amend Map 6 and/or the policies behind that map to provide for additional growth capacity within the next 20 years.

Having an available supply of appropriate land for non-residential development over the 20-year planning period is also important. Based on an analysis of historic growth rates, the Town projects a demand for 25 to 60 acres of land for commercial purposes every five years during the 20-year planning period. The Town also projects a demand for 20 to 45 acres of land for industrial purposes every five years during this same period. This anticipated demand for commercial and industrial land can be accommodated within the 639 acres shown in the *Commercial/Industrial Mix* areas on Map 6, supplemented by waterfront business areas. Again, the Town can consider future expansions to these areas through comprehensive plan amendments if actual demand outstrips available supply.

According to the Wisconsin Department of Revenue's Fielded Sales System, which tracks sales of agricultural, forest, swamp and waste parcels for all towns in the state, approximately 822 acres of agricultural land in Dekorra were converted out of agricultural use from 1990 to 1997, a loss of approximately 117 acres per year. If this trend continues, the amount of agricultural land in active use in the Town will decrease by about 587 acres every five years over the 20-year planning period. This figure is also basically consistent with projections of residential, commercial, and industrial land demand presented above. The Town seeks to minimize the amount of agricultural and open land conversion.

3. Existing and Potential Land Use Conflicts

Residential development in the Town has created some conflicts between newer residents and surrounding farming operations. Activities that make up the day-to-day operation of a farm—slow farm machinery, farm odors associated with manure, livestock noise—are sometimes considered nuisances by new, non-farming neighbors.

This *Plan* seeks to minimize these types of conflicts in the future through thoughtful land use planning that discourages intensive residential development in the *Agriculture and Woodland Preservation Area*. Conflicts will inevitably occur in areas where residential and other non-farm development abuts or occurs in planned agricultural areas.

4. Opportunities for Redevelopment

This *Plan* promotes opportunities for community-sensitive redevelopment in appropriate locations and situations. The Town should work with property owners to assure that any soil or groundwater contamination on redevelopment sites is cleaned before development approvals are provided. The primary redevelopment area within the Town is the Interchange Area, where the Town advocates high-quality redevelopment of older properties. There will also be redevelopment areas along the waterfront, as seasonal cottages make way for larger, and often year-round, homes.

C. “Smart Growth” Planning Areas

“Smart Growth Areas”, as defined by §66.1001, Wisconsin Statutes, are “areas that will enable the development and redevelopment of lands with existing infrastructure and municipal, state, and utility services, where practicable, or that will encourage efficient development patterns that are both contiguous to existing development and at densities which have relatively low municipal, state governmental, and utility costs.” The Town is required to designate these areas in this Plan.

This Plan designates the *Single Family Residential*, *Commercial/Industrial Mix*, and *Urban Transition* areas shown on Map 6 as “Smart Growth Areas”.

The primary Commercial/Industrial Mix area is designated at the Interchange Area. Here, the Town intends to work with WisDOT to provide public sanitary sewer service. This service will enable the Town to facilitate redevelopment of aging development parcels and promote more compact growth than would otherwise be possible. Development in this area also takes advantage of existing transportation infrastructure and will provide the Town with an enhanced non-farm, non-residential tax base. New development and redevelopment projects will need to occur in accordance with design standards later in this section.

The Urban Transition Area is designated near the Village of Poynette. This area is identified for potential development on municipal services over the 20-year planning period, is generally appropriate for a mix of residential uses, and is described in greater detail in the sections that follow.

D. Land Use Goals, Objectives, Policies, and Programs

1. Goal

Promote a future land use pattern consistent with the Town’s rural, “small-town” character.

2. Objectives

- a. Promote a desirable and compatible mix of rural land uses.
- b. Plan for a sufficient supply of land to meet Town objectives.
- c. Maintain low densities of non-farm development in agricultural areas.
- d. Direct new development in and around areas of existing development.
- e. Promote high quality design and scale compatibility in new development projects.
- f. Minimize the visual impact of new development on the landscape.
- g. Balance individual property rights with community interests and goals.

3. Policies and Programs

- a. When making detailed land use decisions, **follow the land use recommendations** mapped and described in this *Comprehensive Plan* (see Maps 6 and 7).
- b. Assure that **incompatible land uses are not located close to one another** or require appropriate separation and screening.
- c. Promote **grouping and clustering of allowable development sites** to preserve farmland, protect other natural resources, and reduce development visibility.

- d. Direct **intensive new development to the mapped *Commercial/Industrial Mix areas, Poynette***, and other specific areas targeted for development as a way to relieve pressure to develop in the planned *Agriculture and Woodland Preservation Area*.
- e. Require use of **standards for building, site, landscape, signage, and lighting design** in new development projects.
- f. When **changes in zoning** are proposed that would permit development on a parcel of land, the **Town will require the submittal of a specific development proposal**
- g. (comprised of a certified survey map or plat that depicts the location on the property where the dwelling will be placed, or a detailed site plan in the case of development not requiring a new lot) before recommending County approval of the rezoning. Action of the proposal will be based on the degree to which the proposal fulfills the goals, objectives, and policies of this *Plan*. Once the rezone has been approved, the Town will consider changes to the location of development at the property owner's request, if the changes meet all the original criteria for approval.

The following sections of this chapter provide detailed objectives and policies for the primary planned land use designations on Maps 6 and 7. The policies under each section apply only to the planned land use designation described in that section.

E. Agriculture and Woodland Preservation Area (shown on Map 6)

1. Objective

The Agriculture and Woodland Preservation Area is shown on Map 6.

This planned or future land use designation identifies land intended over the 20 year planning period to be preserved primarily for farming, farmsteads, forestry, open space, and agricultural or forestry support activities, with limited recreational uses, farm family businesses, limited clustered and large lot (35+ acre) residential development, and small parcel district residential development as described in the "Policies and Programs" section

below. Most lands in the Agriculture and Woodland Preservation Area planned land use designation should be zoned under the appropriate agricultural zoning district, though rezonings may be necessary to accommodate future land uses allowed under this planned land use category.



2. Policies and Programs (For new development within the Agriculture and Woodland Preservation Area)

- a. ***Data Sources and Definitions***: The records of the Columbia County Register of Deeds should be used as a guide to the land ownership, configuration, and parcel size as of the date of adoption of this *Comprehensive Plan* (May 10, 2005), unless the

Town or applicant is able to develop more detailed or more recent legal information on ownership as of that date. The Town has a copy of land ownership records as of the date of adoption of this *Plan*, for the purpose of tracking allowable dwelling units. The following definitions are applicable within this section (Agriculture and Woodland Preservation Area) of this *Plan* only. Similar terms may have different definitions in other documents, such as the Town's Land Division and Subdivision Code. However, for the purposes of understanding the policies of this *Plan* section, the following definitions shall apply:

- A "lot" is a single piece of land generally occupied or intended to be occupied by not more than one principal building (usually a single family residence) and its accessory buildings and uses, except where not allowed under this section. A new lot may be created through a subdivision plat or certified survey map. No land included in any public street right-of-way, railroad right-of-way, or land under navigable bodies of water shall be included when computing lot area. When creating a new lot, a public street, road, highway, or railroad right-of-way shall be considered to divide one lot from another.
 - A "parcel" is defined as a tract of land in single ownership which may or may not also be a lot as defined in this section. A parcel, as defined here, may contain more than one tax parcel. When measuring parcel size, lands to the centerline of undedicated streets are included.
 - "Contiguous single ownership" is defined as all lands under single ownership as of May 10, 2005 that share a common boundary (including lands in mapped Environmental Corridors shown on Map 6). Lands in contiguous single ownership may contain more than one parcel, tax parcel, and/or lot as defined above. When measuring how much land is in contiguous single ownership, lands to the centerline of undedicated streets are included. A public road, navigable waterway, or connection at only one point should not be considered to break up contiguity.
 - "Single ownership" is defined as any combination of contiguous lands singly owned by one individual, jointly owned by a married couple including that individual, or owned by a partnership or corporation in which the individual owns at least a 50% stake as of May 10, 2005. A public road, navigable waterway, or connection at only one point should not be considered to break up contiguity.
- b. ***Treatment of Lots of Less Than 35 Acres:*** The Town contains many lots that are less than 35 acres, many within the Agriculture and Woodland Preservation Area. Policies for additional development vary depending on several factors. **The remainder of this subsection describes development policies for such sub-35 acre lots under different circumstances:**
- **No further land division** of such lots shall be permitted, unless the land is redesignated out of the Agriculture and Woodland Preservation Area through an amendment to this *Comprehensive Plan*.
 - Where the lot **already contains one or more dwelling units**, the Town will not allow rezoning or division that would result in the right to build any more dwelling units. Further, such lots may not be used in any calculation of contiguous single ownership for development on contiguous lots or parcels.

- **Where the lot is located within a “Small Parcel District” on Map 6, and is undeveloped** (e.g., no housing unit constructed), and was legally created before May 10, 2005, the Town will support the rezoning of such lot to allow the construction of a **total of one dwelling unit**, subject to execution of the design and placement principles in the “Standards for Individual Home Siting” section below.
- **Where the lot is NOT located within a “Small Parcel District” on Map 6, and is undeveloped** (e.g., no housing unit constructed), and was legally created before May 10, 2005, the Town will support rezoning of lands which result in the development potential on some or all of the lots as laid out in Table 9 below.
- Siting of new homes on lots less than 35 acres in area will be made subject to siting standards described in “Standards for Individual Home Siting” section below, through appropriate changes to Town Ordinances following adoption of this *Plan*.
- When new homes are allowed on lots less than 35 acres per the policies in this subsection, the balance of the contiguous single ownership will be restricted to prevent further housing development.

Table 9: Development Potential on Sub-35 Acre Lots in Agriculture and Woodland Preservation Area (Outside of “Small Parcel District” on Map 6)

Total Acreage of Sub-35 Acre Lots in Contiguous Single Ownership	Total Number of Dwelling Units Allowed on All Contiguously Owned Lands	Siting standards to be followed*	Conservation easement requirement?
Lots totaling 35 acres or less	1	Execution of design and placement principles in the “Standards for Individual Home Siting” section below	Yes, no further dwelling units permitted
Two or more lots totaling greater than 35 and less than 70 acres in area	2	Execution of design and placement principles in the “Standards for Individual Home Siting” section below	Yes, no further dwelling units permitted
Two or more lots with a total size of 70 acres in area or greater	Per “Clustering” provisions later in this section	Execution of cluster development siting standards below	Yes, no further development units permitted, or lesser restriction if cluster standards allow additional future home-sites

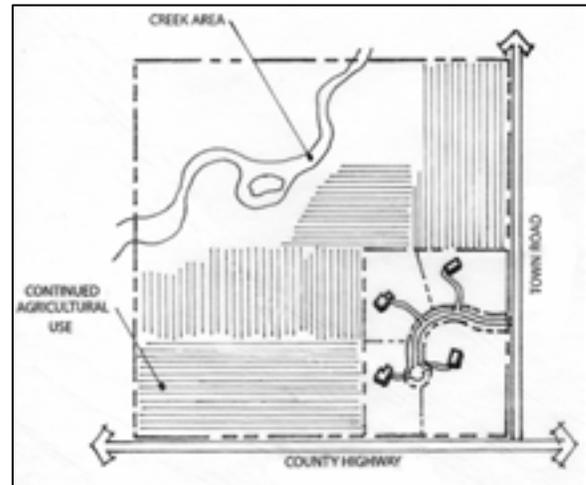
NOTE: * Also refer to applicable Columbia County design and siting standards.

- c. **Minimum New Lot Size without Clustering:** Where the cluster development standards in subsections (e.) and (f.) below and in the Town’s Land Division and Subdivision Code are NOT met, the **minimum size of a newly divided lot or parcel in the Agriculture and Woodland Preservation Area shall be 35 acres**. For example, a

240-acre parcel may be divided into six, 35+ acre parcels, which would result in the ability to construct a total of six new dwelling units.

- d. ***Standards for Individual Home Siting:*** The Town believes that appropriate placement of new development is important to advance the objective of the Agriculture and Woodland Preservation Area and the vision and overall goals of this *Comprehensive Plan*. As such, the Town intends to adopt amendments to appropriate Town ordinances to guide the placement of new individual residences and driveways, based on the following principles:

- Direct them towards lower quality soils, as depicted on Map 3.
- Do not place them in Environmental Corridors, and direct them away from Soils with Building Limitations wherever possible. Areas with each of these designations are depicted on Map 6.
- Place them in such a manner to maximize future farming potential and woodland preservation on remaining lands; for example, at the edges of farm fields.
- Where practical, screen them from public view via existing vegetation, existing topography, and/or new vegetation.
- For lots of 35 acres or greater, allow no greater than a five acre area within which the property owner may select up to a 20,000 square foot building envelope within which the home may be placed.
- For lots less than 35 acres in area, allow no greater than a 2.5 acre area within which the property owner may select up to a 10,000 square foot building envelope within which the home may be placed.



See section f below for standards applicable only to “Cluster” Developments.

It is the applicant’s responsibility to learn about and follow additional siting and design standards that may be promulgated by Columbia County.

- e. ***Development Opportunities Available through Clustering:*** Where there are at least 70 acres in contiguous single ownership before division in the mapped Agriculture and Woodland Preservation Area, the Town desires to provide an incentive for smaller lots and clustering as a means to preserve farmland, open space, and rural character. The accompanying graphic illustrates this idea. Where the cluster development lot size and siting standards in subsection f below are followed, the maximum number of dwelling units allowed on the lands under contiguous single ownership as of the date of adoption of this *Plan* will be determined through the following calculations and policies:

unless those maps are demonstrated to contain inaccuracies. In the case of such total restrictions, the Town will work with the property owner to determine the area of the property that if developed would have the least impact on farmland and/or natural areas.

3. Flag lots should be allowed only where advisable to achieve rural character objectives of this *Plan* (e.g., hiding of development). A flag lot is a lot with its widest point set back from the road, and having a thin, long strip (“flagpole”) of land connected to the road to provide legal access and frontage.
 4. Existing vegetation, stone rows, fence lines, and tree lines should be preserved.
 5. New streets or driveways shall be placed along existing contours, property lines, fencerows, lines of existing vegetation, or other natural features wherever possible.
 6. Rooflines of new buildings within the cluster development should not be higher than prominent hill crests or ridgelines. For the purposes of this section, a “prominent hill crest or ridgeline” shall be defined as one that is (a) visible from one or more pre-existing public roads, (b) seen from one or more such public roads as a distinct edge against a backdrop of land or sky, and (c) generally greater than 25 feet above the grade of the nearest preexisting public road.
 7. In wooded hillside areas, only enough area for the house, a cleared yard area of no greater than 10,000 square feet, and a driveway should be cut.
 8. Where existing vegetation and changes in topography would not adequately screen the development from public roads, and new plantings would be insufficient, consider arranging development sites in a pattern resembling historic farm building placements (e.g., a group of houses set back from the road, tree lined single drive or street, fence rows.)
 9. Clusters should be sited in such a manner to minimize the potential for incompatibilities with pre-existing uses on both (a) the remainder of the parcel from which the cluster is divided and (b) adjoining parcels. These include uses such as agriculture, commercial forestry, and other business operations. The Town may require that clusters be set back a minimum distance from such uses, or from particular components of such uses, such as animal confinement or loading areas.
 10. The development should meet additional siting and design standards that may be promulgated by Columbia County, that are included within the Town’s Land Division and Subdivision Code, and that are also applicable to individual home siting as stated in Subsection E.2.d above.
- g. ***Duplexes, Two-flats, and “Granny Flats”***: Duplexes and two-flats will count as two dwelling units for the purpose of the Town’s density policy in the Agriculture and Woodland Preservation Area. Accessory apartments or “Granny flats,” together with the primary dwelling unit, will count as only one total dwelling unit, provided that the following conditions are met: the “granny flat” is used by a relative of the family occupying the primary dwelling unit, there is a single front entrance to both units, the “granny flat” occupies no more than 1000 square feet and contains no more than one bedroom, and there is an inside connecting door between the two units.

- h. ***Farm Residences:*** Any new residence for a landowner or family member earning substantial income from the farm operation shall be considered one dwelling unit for the purposes of this density policy. Farm residences built after December 21, 1977 and on the parcel on the date of adoption of this *Plan* shall also be considered one dwelling unit for the purposes of the Town's density policy.
- i. ***Commercial and Industrial Uses:*** New commercial and industrial uses in the Agriculture and Woodland Preservation Area are not permitted, except for mineral extraction sites, wireless telecommunication facilities, and agricultural-related uses that may be allowed under applicable zoning rules and standards later in this section.
- j. ***Effect of Land Sales:*** Changes and reconfigurations in ownership do not trigger new allotments of potential future dwelling units per the density policy. When land is sold or consolidated after the adoption date of this *Plan*, the Town will use the following approaches in the order listed to determine how many (if any) potential future dwelling units were transferred along with the land:
 - The Town encourages property owners to make clear in sales contracts how many potential future dwelling units (if any) are being transferred along with the land. The Town will use such a sales contract or similar document when considering the application.
 - In the absence of a clearly understood sales contract or similar document, the Town will attempt to learn from all affected property owners the intent (in writing). That written intent statement or affidavit should then be recorded against the deeds to all affected properties.
 - In the absence of a clearly understood sales contract or statement of intent, the Town Board will attempt to make a determination based on the best available evidence.
- k. ***Number of Dwelling Units Remaining:*** Any time a rezoning or division of land is approved which will result in the ability to construct new dwelling units, the Town intends, as part of the approval, to require that a restriction be added to the deed of the original contiguous single ownership lands indicating the number of dwelling units permitted on such lands under then-current adopted Town policies. All such deed restrictions shall be subject to removal or alteration only if approved by the Town Board, and potentially the County, in light of a relevant change to this *Comprehensive Plan*. The Town has included provisions in the Land Division and Subdivision Code that specifically authorize the Town to limit future overall density through deed restrictions.
- l. ***New Subdivisions:*** Allow the establishment of new subdivisions (five or more lots within a five-year period) within the Agriculture and Woodland Preservation Area only when appropriate to carry out the Town's cluster development standards in subsections e and f, and only after this *Comprehensive Plan* (particularly Map 6) is amended per the procedures in the Implementation Chapter.
- m. Consider conditional use permit applications through the County for **non-metallic mineral extraction sites** provided that:
 1. The extraction site and any associated buildings are not located on Group I or II soils, as shown on Map 3, AND

2. The establishment, maintenance or operation of the conditional use will not be substantially detrimental to or endanger the public health, safety, comfort or general welfare, AND
 3. The uses, values and enjoyment of other property in the neighborhood for purposes already permitted shall be in no foreseeable manner substantially impaired or diminished by establishment, maintenance or operation of the conditional use, AND
 4. The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the area, AND
 5. The land will be restored according to a nonmetallic mining reclamation plan complying with the Columbia County zoning ordinance.
- n. Consider applications for **wireless telecommunication facilities** (e.g. cell towers) using the following standards:
1. The wireless telecommunication facility and any associated buildings are not located on soils within Group I or II soils, as shown on Map 3.
 2. The petitioner shall submit directly to the Town copies of all project descriptions, site plans, and engineering reports required by the County Planning and Development Department. A pre-application meeting with the Town is recommended before petitioner contacts the County.
 3. The petitioner shall submit all necessary authorizations or proofs of “no hazard” from the FAA and/or the State Bureau of Aeronautics.
 4. The Town does not intend to take action on the rezoning or conditional use permit until it receives and reviews the results of a requested technical analysis.
 5. The Town supports co-location of multiple antennas on a single tower and the use of alternative support structures such as silos, light poles, billboards, electrical poles, and other tall structures in locations that are favorable to preserving the Town’s rural character.
 6. Facility locations that maximize the screening of the tower structure through topography or vegetation are preferred. All support equipment and the base of the tower shall be fully screened from adjacent properties and public roads, including the interstate with fencing or evergreen vegetation.

F. Single Family Residential (as shown on Map 6)

1. Objective

The Single Family Residential planned land use designation is established and mapped on Map 6 to identify certain lands for single-family detached residential development, generally on lots served by on-site waste treatment systems, with minimum lot size depending on zoning classification. Subdivisions are allowed in areas shown in this designation. The Town intends to allow predominately residential development on those properties, in accordance with their current zoning, and without requiring the transfer of development rights. Lands shown on Map 6 within this planned land use designation were zoned either “Single Family Residential” or “Recreational” under the County zoning ordinance and zoning map in place at time of *Plan* adoption or amendment.

2. Policies and Programs

- a. **Require a minimum lot size** for all new lots proposed as building sites in accordance with the Town's Land Division and Subdivision Code and the zoning classification of lots. Lots for residential building sites of **over five acres each are not allowed**, except where the subdivider obtains a variance following procedures in the Land Division and Subdivision Code based on unique or challenging natural features, topography, or land ownership patterns.
- b. Consider the following **types of uses as generally appropriate** on Single Family Residential designated lands (implemented through County action):
 1. Single family residences;
 2. Institutional uses, such as churches and the Town Hall;
 3. Recreational uses, such as parks, walking trails and campgrounds;
 4. Waterfront businesses, such as small retail shops and restaurants, scaled and massed in a manner that is consistent with existing homes and businesses. Heavier commercial uses that are not related to serving waterfront activities should be directed to areas of the Town that are better suited for those uses, except that the Dekorra Village area in Sections 5 and 6 of Town 11N, Range 9E may accommodate a broader mix of uses.
- c. **Do not allow development within the Environmental Corridor** shown on Map 6, unless more detailed investigations suggest that the land does not actually contain the conditions which lead to its mapping as Environmental Corridor. Development is also discouraged in areas with soils with severe limitations for on-site solid waste disposal, as shown on Map 8; soils with building limitations, as shown on Map 6; and areas with slopes between 12 and 20 percent and over 20 percent as shown in Map 4 shall be restricted per the regulations in the Town's Land Division and Subdivision Code and Erosion Control and Stormwater Management Code.
- d. Standards for submittal of plats, supporting documents, and environmental assessment are included in the Town's Land Division and Subdivision Code and Erosion Control and Stormwater Management Code.
- e. All land divisions within this Single Family Residential planned land use designation must meet applicable design standards in the Town's Land Division and Subdivision Code and should be **designed in accordance with the following general principles**:
 1. Design and layout should not impede the orderly future development of the surrounding area or future utility extensions.
 2. Buildings should be sited to minimize visibility from pre-existing public roads through techniques like proper placement with respect to existing vegetation and topographic changes, retention of existing vegetation and topography, distance from such pre-existing public roads, and/or planting of new vegetation or berming.
 3. Buildings, roads, or driveways should not be developed within sensitive environmental areas, as described elsewhere in this *Comprehensive Plan* and in the Town's Land Division and Subdivision Code.
 4. Existing contours, vegetation, stone rows, fence lines, and tree lines should be preserved wherever possible.

5. New streets or driveways should be placed along existing contours, property lines, fencerows, lines of existing vegetation, or other natural features wherever possible.
6. Natural areas—such as clusters of mature trees and wetlands—should be preserved and integrated into the subdivision design as aesthetic, conservation, and recreational land use elements. For example, in wooded hillside areas, only enough area for the house, a cleared yard area of no greater than 10,000 square feet, and a driveway should be cut.
7. Preservation of common open space, and access to and through such open spaces, should be emphasized.
8. Building lots should be sited in such a manner to minimize the potential for incompatibilities with pre-existing land uses on adjoining parcels. These include uses such as agriculture, commercial forestry, and other business operations.

G. Neighborhood Business

1. Objective

The Neighborhood Business planned land use designation is established and mapped on Map 6 to identify certain lands as appropriate for smaller-scale retail, hospitality, and commercial service uses, generally located on smaller lots and close to residential uses, with attention towards minimizing impacts on those residential uses and preserving residential character of the surrounding area. Appropriate future land uses within areas mapped within Neighborhood Business areas include, but are not limited to, inns, rental cottages, beds & breakfast, offices, restaurants, gift and other shops, personal or professional services, recreation outfitters, and studios. Planned Neighborhood Business areas are generally designated on Map 6 over lands close to the Wisconsin River/Lake Wisconsin where commercial uses and/or commercial zoning are present.

H. General Business

1. Objective

The General Business planned land use designation is established and mapped on Map 6 to identify certain lands as appropriate for a wider range and scale of commercial service, retail, service, and office uses than the Neighborhood Business designation would support, but still excluding manufacturing, warehousing, and distribution uses. Planned General Business areas are generally designated on Map 6 in limited areas along major roadways and at roadway intersection areas.

I. Commercial/Industrial Mix Area: Interchange Area

1. Interchange Area Objective

The land surrounding the Interchange of the Interstate 90-94-39 and County Highway CS is identified as one area for future “mixed use” development—almost entirely commercial and industrial development. The realization of this *Plan* hinges in large part on the

decision to bring public sanitary sewer service to this area. The *Commercial/Industrial Mix* area largely coincides with the Utility District but also suggests potential future expansion areas for the Utility District. In general, the Town is seeking high-quality new development and redevelopment in this area that will provide tax base, jobs, and serve as a growth opportunity and enhance the Town's image.

The 400+ acre *Commercial/Industrial Mix* area shown on Map 6 roughly encompasses a radius of 1-mile from the interchange. The area is bounded on the north, east, and west by environmental corridors and steep slopes and to the south by a prominent ridge line. These boundaries are also logical sewer service boundaries. Map 7 is a conceptual development plan that advises, in greater detail, future land uses and transportation improvements in this *Commercial/Industrial Mix* area. Future development proposals should be consistent with this *Plan* and the desired image and standards that follow.

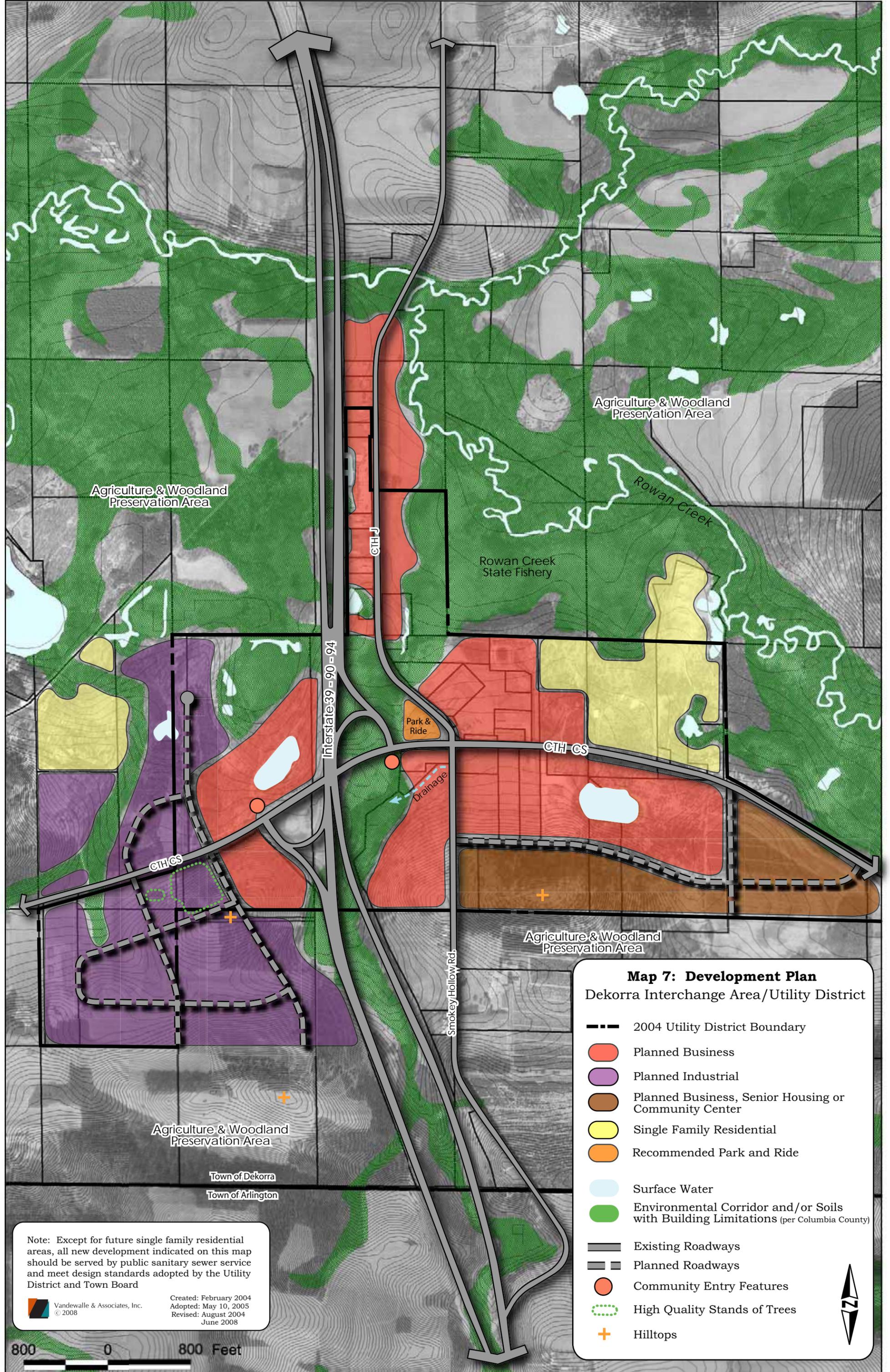
The Town Board has adopted a site plan review ordinance affecting new commercial and industrial development throughout the Town, including large, non-single family farm scale agricultural buildings and development, and detailed design guidelines for future development of the Interchange Area which go beyond the recommendations on the following pages. These are the "Interchange Area Design Guidelines," adopted by the Town Board on May 10, 2005.

2. Interchange Area: Gateway Identification/Development Character

The Interchange Area is a "gateway" to Dekorra, the Poynette area, and Lake Wisconsin. Both communities should work together to develop joint entryway and directional signage that advertise the Dekorra-Poynette-Lake Wisconsin area to visitors. Possible locations for signs might be at the Interstate entrance/exit ramps to direct visitors to the "Old Dekorra" village and other waterfront areas. These locations are shown on Map 7.

Much of the Interstate 90-94-39 corridor is currently lined with continuous stands of trees. These trees help define the character for both residents and visitors. In addition to aesthetic importance, these trees help moderate the effects of wind and snow drifting, screen against noise, act to stabilize soil, reduce erosion and run-off, and provide for habitat for birds and animals. The Town should consider steps to ensure that these trees are preserved along the corridor as new development occurs. The Town should also work with the County to limit the placement of billboards and other large signs along this corridor.

In addition, new landscaping should be required in all new development projects in the Interchange Area. Landscaping should be encouraged around building foundations, in and around paved areas, around areas where screening is appropriate, and in a buffer between the building and the highway. Landscaping materials should be of adequate size to ensure both a high degree of survivability and immediate visual effectiveness. The Town's site plan review ordinance and Interchange Area Design Guidelines cover desired landscaping in greater detail.



Map 7: Development Plan
 Dekorra Interchange Area/Utility District

- 2004 Utility District Boundary
- Planned Business
- Planned Industrial
- Planned Business, Senior Housing or Community Center
- Single Family Residential
- Recommended Park and Ride
- Surface Water
- Environmental Corridor and/or Soils with Building Limitations (per Columbia County)
- Existing Roadways
- Planned Roadways
- Community Entry Features
- High Quality Stands of Trees
- Hilltops

Note: Except for future single family residential areas, all new development indicated on this map should be served by public sanitary sewer service and meet design standards adopted by the Utility District and Town Board

Created: February 2004
 Adopted: May 10, 2005
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 June 2008

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3. Interchange Area: Transportation Access

Numerous private access points can result in more congestion and more traffic-related conflicts along the corridor. Limiting the number of and ensuring adequate spacing between access points can help to control the type and pace of new development. Shared access drives and local access roads are promoted.

Map 7 shows two main proposed development pockets that would be served by an interconnected road network with a minimal number of access points from the County highways. The conceptual new road network is designed to provide access to individual businesses, whereas Highway CS is used primarily to provide access to and from the Interstate, Poynette, and waterfront areas. This arrangement will serve both the goals of avoiding congestion and safety hazards on Highway CS, and maximizing the number of businesses to the Interchange Area by using the full depth of properties.

4. Interchange Area: Planned Business

The Planned Business areas shown on Map 7 are designed to promote high-quality indoor retail, commercial service, office, and institutional land uses with landscaping, lighting, and signage, complying with the design standards described below and in the Town's detailed Interchange Area Design Guidelines. Generally, Planned Business area uses should be directed to those areas in closest proximity to the interchange. Rezoning of certain areas from their present zoning is advised, such as those lands presently zoned Recreational.

The Town will require that all proposed commercial projects submit a detailed site plan, building elevations, landscape plan, lighting plan, grading/stormwater management plan and signage plan prior to development approval. The following design review standards should be used for all commercial development projects, which are provided in additional detail in the separate Interchange Area Design Guidelines document:

- a. High-quality signage based on the area of building frontage, road frontage, or façade area should be required. The use of monument signs should be encouraged instead of pole signs. The Town should also work with the County on a billboard control ordinance.
- b. Existing vegetation should be retained, especially west of the Interchange in heavily wooded areas. Landscaping treatment of buffer yards, street frontages, paved areas and building foundations should be provided. Landscaping materials should be of adequate size to ensure both a high degree of survivability and immediate visual effectiveness.
- c. Intensive activity areas such as service and loading areas, parking lots, and trash receptacle storage areas should be screened and oriented away from less intensive land uses.



Monument type signage is encouraged

- d. Loading docks, dumpsters, mechanical equipment, and outdoor storage areas should be located behind buildings and complete screening of these facilities should be promoted through the use of landscaping, walls, and architectural features.

- e. Parking lots should be landscaped with perimeter landscaping and/or landscaped islands, along with screening (hedges, berms, trees, and decorative



Parking lots should be landscaped and provide safe pedestrian access to build-

- walls) to buffer views from public roads, improve appearance, and help with stormwater management.
- f. Parking should be to the sides and rear of buildings wherever possible, rather than having all parking in the front.
- g. Interconnected walkways, parking lots and driveways between sites should be provided to facilitate on-site and cross-site circulation.
- h. Illumination from lighting should be kept on-site through the use of cut-off, shoebox fixtures.
- i. High-quality building materials, colors, and designs that reflect the Town's desired image should be required. For example, building materials, colors, and designs could reflect agricultural heritage of the community (e.g., stone, gabled roofs, earth tones).
- j. Canopies, awnings, trellises, bays, windows and/ or other architectural details should be incorporated to add visual interest to facades.
- k. Variations in building height and roof lines are desirable, particularly on larger buildings.

5. Interchange Area: Planned Industrial

The Planned Industrial areas shown on Map 7 are designed to promote high-quality indoor manufacturing, warehousing, distribution, and office uses with generous landscaping, screened storage areas, modest lighting, and limited signage, complying with detailed design standards described below. Generally, Planned Industrial area uses should be directed to those areas beyond the Planned Business areas and within 1-mile of the interchange. Rezoning of certain areas from their present zoning is advised, such as from Recreational to Highway Interchange.

The Town will require that all proposed industrial projects submit a detailed site plan, building elevations, landscape plan, lighting plan, grading/stormwater management plan and signage plan prior to development approval. The following design review standards should be used for all industrial development projects in the Planned Industrial areas, which are provided in additional detailed in the Interchange Area Design Guidelines document:

- a. In situations where planned industrial use areas are close to residential uses, screening should be provided. Hedges, evergreen trees, berms, decorative fences, retaining ex-

- isting landscaping and vegetation or a combination of these screening elements should be used to satisfy this requirement.
- b. Long, monotonous industrial building facades should be avoided by varying building setbacks and placing vegetation in strategic locations along foundations.
 - c. Parking lots for industrial uses should be screened from the view of public right of ways and non-industrial uses. Large parking lots (e.g., employee parking areas or truck parking areas) should not be located between the building and the public right of way. Smaller parking lots (e.g., visitor parking lots) may be located in front of the building. However, such parking lots should be screened from public rights-of-way and non-industrial uses.
 - d. Industrial projects should be designed so that vehicles serving the site are able to move from one area of the site to another without re-entering a public street.
 - e. Public streets should not be used for parking trucks associated with the operation of industrial facilities. Truck loading and staging activities should not be allowed within public streets.
 - f. Loading areas for industrial uses should be located at the rear of buildings and should be screened from the view of public rights-of-way and adjacent non-industrial uses.
 - g. All outdoor storage areas should be screened from public view using berms, hedges, decorative walls, or decorative fences. The height of such screens will be determined by the height of the material being screened. Outdoor storage of materials or products will only be allowed as a conditional use.
 - h. All mechanical equipment (e.g., air conditioners, ventilation equipment, etc.) should be screened from public view. This includes rooftop equipment and equipment on the ground.
 - i. The following design elements should not be allowed in new industrial buildings:
 1. Large, blank, unarticulated wall surfaces.
 2. Un-landscaped chain-linked fences and barbed wire.
 3. Non-architectural façade materials such as untreated exterior cement block walls and metal siding with exposed fasteners.
 4. Pole-barn type buildings.

J. Commercial/Industrial Mix: Highways 51/J/V Area (on Map 6)

1. Objective

The second Commercial/Industrial Mix area is established and mapped on Map 6 to identify a limited area near the north edge of the Town for indoor manufacturing, warehousing, distribution, office, and commercial uses, with outdoor storage areas and moderate attention to building design, landscaping, and signage. This mapped Commercial/Industrial Mix area is focused around a few existing similar uses near the intersections of Highways 51, J, and the railroad tracks. Its size would be limited by Environmental Corridors in the vicinity. Special attention will be needed to protect the integrity of the natural resources in the area.

2. Policies and Programs

- a. Require a minimum lot size for all new lots proposed as building sites in accordance with the Town's Land Division and Subdivision Code and the zoning classification of the lots.
- b. Do not allow development within the Environmental Corridor. Development is also discouraged in areas with soils with severe limitations for on-site solid waste disposal, as shown on Map 8; soils with building limitations, as shown on Map 6; and in areas with slopes between 12-20 percent and over 20 percent as shown in Map 4. Developers shall submit detailed maps showing these features when applicable to a certain development area.
- c. Before the rezoning of lands for development, require the property owner or developer to submit a plan showing environmentally sensitive areas that should not be developed, including:
 1. Wetlands based on a field survey conducted by a qualified professional
 2. Stream banks
 3. Shoreline setback areas
 4. Floodplains
 5. Hydric soils (formed under wet conditions—many formerly wetlands)
 6. Soils with severe limitations for on-site waste treatment systems (see Map 8)
 7. Soils with low or very low potential for dwellings with basements
 8. Steep slopes (show 12-20% and 20%+)
- d. **Attempt to follow the site and building planning and design standards** for the Commercial/Industrial Mix: Interchange Area in Section I above.
- e. Consider preparation of a **detailed development plan** for the Commercial/Industrial Mix: Highways 51/J/V Area.

K. Environmental Corridors & Soils with Building Limitations (on Map 6)

1. Objective

Environmental Corridors are established to identify and protect generally continuous environmentally sensitive areas including wetlands, floodplains outside of the Dekorra Utility District and limited already-developed lands along the waterfront, and undeveloped shoreland setback areas. They are intended for long-term open space, wildlife habitat, stormwater management, natural areas, and or trails uses. The "Soils with Building Limitations" area is mapped as an overlay designation on Map 6. This category includes slopes greater than 20 percent, floodplains within the Dekorra Utility District and limited already-developed areas along the waterfront, and hydric soils not in mapped wetlands, per the Columbia County soil survey. The Town also wishes to preserve slopes of 12 percent to 20 percent to the extent practical.

2. Policies and Programs

- a. Where development is proposed, determine the **exact boundaries of the Environmental Corridor or Soils with Building Limitations based on the features that**

- define those areas.** These lands may be considered for more intensive uses if (1) more detailed information or studies reveal that the characteristic(s) that resulted in their designation as Environmental Corridors or Soils with Building Limitations is not actually present, (2) approvals from appropriate agencies are granted to alter a property so that the characteristic that resulted in its designation will no longer exist, or (3) a mapping error has been identified and confirmed by the Town.
- b. Where land included in the Environmental Corridors and Soils with Building Limitations area are adjacent to land in the Agriculture and Woodland Preservation Area, such land **shall count toward calculating the number of dwelling units** allowed on the overall parcel, per the Town's density policy in section E above, even though building development should not occur in the Environmental Corridor.
 - c. **Prohibit building development** in Environmental Corridors, and strongly discourage building development on Soils with Building Limitations.
 - d. **Permit cropping and grazing** with Soils with Building Limitations and Environmental Corridors where compatible with natural resource protection and farmland preservation.

L. Urban Transition Area (as shown on Map 6)

1. Objective

The Urban Transition Area is established and mapped on Map 7 over lands within the Village of Poynette, where the Village has land use decision making authority. The Urban Transition Area is also mapped over certain lands in close proximity to the Village limits within the Town, based on 20-year growth projections. These lands should either (a) be preserved in the near term as mainly agriculture and open space uses, with development densities no greater than one lot per 35 acres (consistent with the *Agriculture and Woodland Preservation Area*), or (b) be developed more intensively within the next 20 years, if desired by the respective property owners, if provided with public sewer and water services, and if consistent with the recommended intergovernmental agreement between the Village and the Town (see Chapter Nine). The boundaries of the Urban Transition Area may be altered as a result of this recommended agreement.

2. Policies and Programs

- a. **Limit new development in accordance with all policies applicable to the Agriculture and Woodland Preservation Area (see section E above)**, until such time when the Town and Village agree that particular mapped area is appropriate for more intensive development with public sewer and water service.
- b. Require all permitted non-farm development projects be designed **not to impede the orderly future development** of the surrounding area with more intensive development with public sewer and water service in the future.
- c. Negotiate with Poynette on an **intergovernmental agreement** to further determine the type, timing, jurisdiction, services, and other aspects of future development within portions of the Urban Transition District presently in the Town. Chapter Nine contains more detailed guidance on the recommended agreement.

