

ORDINANCE NO. 2016-02

AN ORDINANCE TO ADOPT AMENDMENTS TO THE COMPREHENSIVE PLAN OF THE TOWN OF DEKORRA, COLUMBIA COUNTY, WISCONSIN

The Town Board of the Town of Dekorra, Columbia County, Wisconsin, do ordain as follows:

WHEREAS, Wis. Stats. §§ 66.1001(1)(a) and 66.1001(2) set out the requirements for long-range Comprehensive Planning for towns, villages, and cities across the State; and,

WHEREAS, Wis. Stats. §§ 62.23(2) and (3), as made applicable to the Town pursuant to Wis. Stats. §§ 61.35 and 60.22(3), authorize and require the Dekorra Plan Commission to prepare and recommend Comprehensive Plan amendments to the Dekorra Town Board; and

WHEREAS, on July 14, 2016; the Town of Dekorra Plan Commission has adopted Plan Commission Resolution No. 2016-01 recommending approval of the proposed amendment; and

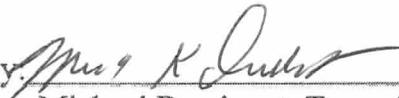
WHEREAS, the Town Board has held a public hearing proceeded by a Class 1 notice under Wis. Stats. Chap. 985 on August 15, 2016 and considered all public comments given; and

WHEREAS, with experience under the 2014 Comprehensive Plan, the proposed changes will better related to development expectations;

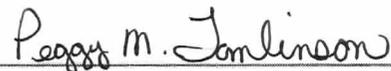
NOW, THEREFORE, BE IT ORDAINED that the Town of Dekorra Comprehensive Plan be amended to change the land use categories for the lands described in Exhibit "A" specified herein.

The above and foregoing Ordinance amendment was duly adopted at a regular meeting of the Town Board of the Town of Dekorra on the 16th day of August, 2016.

TOWN OF DEKORRA

By: 
Michael Dorshorst, Town Chairperson

ATTEST:


Peggy M. Tomlinson, Acting Town Clerk

VOTE:

Ayes: 5 Adopted: 8-16-2016
Noes: 0 Published: _____

areas may also accommodate limited, carefully planned residential development compatible with the primarily commercial character of the area. Examples include residences on the second story of commercial properties and small apartment buildings. These areas are not intended to accommodate residential neighborhoods or large scale apartment complexes. The specific mix and details of these areas should be carefully considered to avoid potential conflict of uses or incompatibilities, and are subject to Town approval. Because most "Business/Residential Mix" areas on Map 7 are close to environmental corridor/floodplain areas, careful consideration must be given to managing environmental impact, including following the Town's stormwater management ordinance.

7. Interchange Area: Potential Park and Ride Lot

Map 7 suggests a possible location for a Park and Ride facility, southeast of the Interstate/Highway CS bridge. This area was recently used as a staging area for the bridge reconstruction project, and may be accessible from Smokey Hollow Road to the east. The Town intends to communicate this idea to WisDOT in conjunction with its park and ride study. Issues that may need to be overcome are environmental—both floodplain and potential contamination.

K. 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 limiting outdoor activity areas and allowing only fully screened outdoor storage areas, and moderate Attention to building design, landscaping, and signage, and lighting will be required. This planned *Commercial/Industrial Mix* area is focused around a few existing similar uses near the intersections of Highways 51, J/V, and the railroad tracks. Its size ~~would be~~ is limited by *Environmental Corridors* in the vicinity. Special attention will be needed to protect the integrity of the natural resources, rural character, nearby residential uses, and air quality in the area.

2. Policies and Programs

- a. Encourage land uses within this area that **capitalize on its assets**, including Highway 51, ~~and~~ railroad access, and proximity to the Columbia power plant, ~~and relative remoteness from housing.~~ See also the Economic Development Chapter for additional land use ideas and opportunities for this area.
- b. 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. Dependent on the proposed development, a larger-than-usual setback distance from Highway J/V or other property lines may be required.
- c. Direct development **away from 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.

- d. 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:
 - i. Wetlands based on a field survey conducted by a qualified professional
 - ii. Stream banks
 - iii. Shoreline setback areas
 - iv. Floodplains
 - v. Hydric soils (formed under wet conditions—many formerly wetlands)
 - vi. Soils with severe limitations for on-site waste treatment systems (see Map 8)
 - vii. Soils with low or very low potential for dwellings with basements
 - viii. Steep slopes (show 12-20% and 20%+)
- e. Follow the Town's site plan review ordinance when considering specific commercial and industrial development projects in this area. Attempt to follow the site and building planning and design standards for the "Commercial/Industrial Mix: Interchange Area" in Section J above, to the extent considered reasonable by the Town Plan Commission and Board.
- f. Outdoor activities shall be limited to loading, unloading, and storage, by recommendation of the Plan Commission and determination of the Town Board, with such areas:
 - i. Not exceeding ½ acre per building site (applies to storage area only).
 - ii. Fully screened from public roads and residentially zoned properties.
 - iii. Not negatively impacting the aesthetics of the surrounding area.
 - iv. Having no impact on air quality, water quality, odor, and noise beyond the property line.
 - v. Not negatively impacting opportunities to develop nearby lands with desired land uses.
 - vi. Located to the rear or non-street side of the building, and away from residential properties.
- g. Support rezonings to the County's I-1 and commercial zoning districts within this area. Do not support the rezoning of any additional lands to the I-2 zoning district, except where the Town Board is satisfied that there will be restrictions against objectionable uses and activities.
- e-h. Exercise the Town's ability under the County zoning ordinance in Town actions on conditional use permits in this area, using the conditional use permit standards outlined in the County zoning ordinance and the provisions of this Comprehensive Plan.

L. ENVIRONMENTAL CORRIDORS & SOILS WITH BUILDING LIMITATIONS (ON MAP 6)

1. Objective

Environmental Corridors are established and mapped to identify and protect generally continuous environmentally sensitive areas including wetlands, floodplains outside of the limited already-developed lands along the waterfront, and undeveloped shoreland setback areas (not all of this last category shown on Map 6). 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 limited already-developed areas along the waterfront, and