

City of Richland Center Master Plan

**Master Plan
Richland Center, WI**

**Prepared For:
City of Richland Center
450 South Main Street
Richland Center, WI 53581**

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PREAMBLE

The Master Plan identifies community goals and objectives. It is designed to serve as a guide to future developmental decisions and will have considerable persuasive authority. This document is not a set of rules and regulations such as zoning or subdivision ordinances. The Richland Center's zoning and subdivision ordinances will be a reflection of Master Plan recommendations.

The Master Plan closely reflects the evolving nature of Richland Center. The following basic considerations have been noted and incorporated:

- Preservation and protection of environmentally unique and sensitive areas.
- Provision for future growth which builds upon Richland Center's center of commerce.
- Attention to general and specific recommendations in a broad range of areas of concern; realizing future opportunities and minimizing future problems in areas such as housing, economic development, and recreation.

The Planning Commission is confident that this plan is based on sound principles and recommendations. The closer to reality this plan becomes the more desirable and livable Richland Center will be.

INTRODUCTION

The Richland Center City Council adopted the Official Comprehensive Plan in 1980 representing the community's effort to provide a decision-making framework to guide future development. Changes have occurred within and surrounding the community making the plan an inadequate foundation for decision-making, thereby necessitating its revision and update.

This document, *The Master Plan for the City of Richland Center*, represents the complete first update undertaking since the Official Comprehensive Plan was adopted. It covers the area of the City of Richland Center and its 1-1/2 mile extraterritorial jurisdiction. The Plan includes a policy framework that provided the basic ground rules for development. The policy framework forms the basis for future decisions necessary to implement the plan. Such a framework provides policy direction when change would make a map long obsolete.

The Master Plan is divided into six sections. Section One, Issues and Opportunities, identifies the trends that may affect the future of the City of Richland Center. Section Two, The Elements, provides the policy framework for decision-making within the community. Section Three, Land Use Plan, establishes the overall planning rationale for the City. Section Four, Sub-Area Plans, describes sub areas of the City. Section Five, Intergovernmental Cooperation/Annexation and Extraterritorial Policies addresses land use, and policies related to land outside the existing City limits. Section Six, Implementation, presents recommendations and directions for implementation of the plan. The appendix includes a series of base maps which summarize existing and planned conditions for the entire area of the City of Richland Center, including those areas within 1-1/2 miles of its existing municipal borders. The final figure is the Master Plan Map for the City and its extraterritorial jurisdiction.

PURPOSE OF PLANNING AND ZONING

It is important to distinguish the basic difference between planning and zoning. Planning can be defined as a scheme for making, doing or arranging something. A city plan sets the framework for future development based on a thorough assessment of existing conditions and goals and objectives for the future. It is a policy document that defines the future community environment. It is comprehensive in nature, whereby land use, major streets, utilities, and utilities are integrated into a unified scheme. The plan can serve to fulfill economic development objectives.

Zoning is the legal tool the City uses to control land use. A City is granted this regulatory authority by the State. A zoning ordinance regulates items relative to the use of land, height and size of buildings, size of lots, size of yards (building setbacks) and parking. It establishes definitions, standards and procedures for the City's governing body to review and approve specific land developments.

Zoning should be based on a sound and rational plan. Though statutes do not specifically require that a plan be prepared to support zoning controls, case law reveals that land development regulations cannot be arbitrary and capricious. It is always in the best interest of a community to carefully consider its development objectives and adopt a plan that provides a strong foundation for its regulatory authority.

The control of the use of land through zoning (supported by a plan) is essential to avoid incompatible uses. Traffic congestion, environmental degradation and other negative community impacts are the results of limited community development control. *Figure 1* illustrates the relationship between planning and zoning.

Reasonable, stringent control is important in promoting and encouraging private development. Community investors, whether buying or building a home or investing money in a commercial or residential enterprise can proceed with confidence in what the future holds for the City's land use pattern.

Figure 1

Summary of Planning and Zoning

MASTER PLAN

- 1) Serves as a guide for decisions concerning the community's physical development.
- 2) A comprehensive approach to a wide range of community needs and issues (e.g., land use, major streets, utilities, recreation, etc.).
- 3) Has a longer-range policy format coupled with short-term and specific strategies.
- 4) Directs new growth into appropriate areas.
- 5) Forms the basis for the exercise of zoning and other development regulations (e.g., subdivision and sign codes).

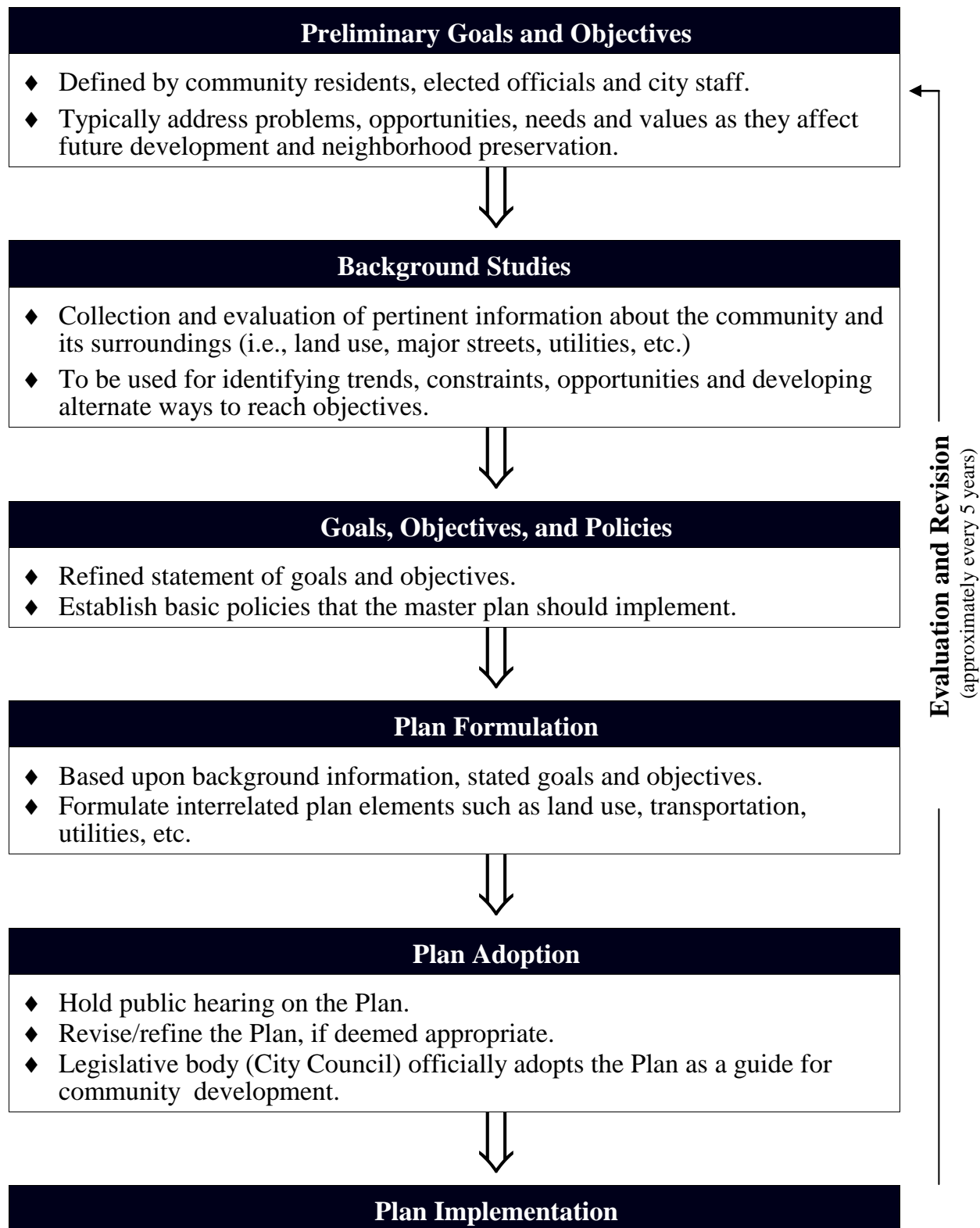
ZONING

- 1) A means to achieve community development objectives established through community's planning process.
- 2) Regulates specific items related to land development:
 - a) Use of land
 - b) Height and size of building
 - c) Size of lots
 - d) Yards and Open Spaces
 - e) Parking
- 3) Establishes definitions, standards and procedures for reviewing and approving land development.
- 4) Intended to preserve the public health, safety and welfare.
Conserves the value of property and secures neighborhood stability.

Preparing a City plan is a structured process, and in order for it to have community support, it is essential to have citizen input. Figure 2 illustrates the basic planning process employed by the City of Richland Center.

Figure 2

BASIC COMMUNITY PLANNING PROCESS



◆ Enact and administer zoning, subdivision, and other regulatory controls.



THE MASTER PLAN

The future course of development for Richland Center is contained in the Master Plan. This long-range guide brings together many elements of the City, coordinating them to maintain an environment that is attractive, efficient, and pleasing to Richland Center citizens. Each element sets a desired development direction consistent with the goals and policies that have been established to maintain and enhance quality of the community desired by citizens and officials.

The Master Plan is general in nature and allows for flexibility. It is comprehensive because it considers many elements and their inherent relationships.

The Plan has evolved through a careful deliberate process of data collection, analysis of potential alternatives and goal formation, each stage being a step toward refining the Master Plan. During the course of this process, each point of view has been carefully reviewed for incorporation into the final plan.

The Plan will provide a service to Richland Center if the guidelines promulgated by the plan are followed. The guidelines are important to the City officials as they evaluate the developmental elements during the course of administering the plan. Understanding by private interest groups, such as developers, will assure conformance with plan objectives.

The Master Plan is a guide that can accommodate the uses that have been selected to continue and enhance the quality environment for which Richland Center has come to be known. The plan is not a zoning plan, yet it does show optimum uses for certain sectors of the community that may be interpreted as zoning proposals. The plan is a guide to be used by officials in initiating changes in zoning to achieve desired land use and as a basis for evaluation requests from individuals.

PROCESS DESCRIPTION

The City of Richland Center has recently experienced a gradually increasing population. With implementation of sound community development strategies, it is very possible that Richland Center will continue to experience a steady, slow growth trend over the next 10 to 15 years.

Although the primary reason for developing a Master Plan is to prepare for anticipated growth and development, there are other specific purposes for undertaking the planning process. These include the protection of public health and welfare, preparing for and facilitating economic and industrial development, protection of property values, obtaining and encouraging citizen participation in the local government, and maintaining the quality of life desired and enjoyed by the community.

SECTION I ISSUES AND OPPORTUNITIES

DEMOGRAPHIC, SOCIOECONOMIC, AND HOUSING CHARACTERISTICS

Review of demographic and socioeconomic characteristics establishes a community profile and identifies trends that directly affect land use, transportation and community facilities decision making.

Population Trends

Tables 1a - d provides an overview of population trends between 1970 and 2002 for the City of Richland Center and from 1900 for Richland County. These tables also provide population projections for the city through the year 2020. A review of this table indicates several major conclusions, including:

1. The population of Richland Center declined and recovered between 1970 and 2000. The 2002 population estimate of 5,153 is an increase of 79 persons over the 1970 recorded population, recovering from a loss of 89 persons between 1970 and 1980.
2. Population projections by the Wisconsin Department of Administration, Demographics Services Center suggests a population loss for Richland Center over the next fifteen years to a total of 5,089 in 2015. These projections were prepared in 1993, however and should not be relied upon. Using historical population data and straight-line projection techniques with varying starting points can generate a range of growth projections. Using these methods results in projections that range from a loss of 24 persons to a population gain of 224 by the year 2020.
3. A goal of the City is to encourage residential development, as well as growth in the commercial and industrial sectors. In 1995 the number of new residential units was 3. In 1996, the number of new residential units rose to 22 (20 multi-family, 2 single-family). 1997 saw that number grow to 29 dwelling units permitted (24 multi-family, 5 single-family). Assuming an average permitting pace of the last two years (25 dwelling units per year) and an average household size of 2.3 persons, over the next 15 years the City could realize a population growth of 862 persons.
4. Richland County is projected to experience modest growth to the year 2020 adding anywhere from 479 to 806 persons. Richland Center has for the past 30 years accounted for about 28.5% of the County population. If this proportion holds for the future, Richland Center can expect to capture 28.5% of this increase, or from 137 to 230 persons.

Population Characteristics

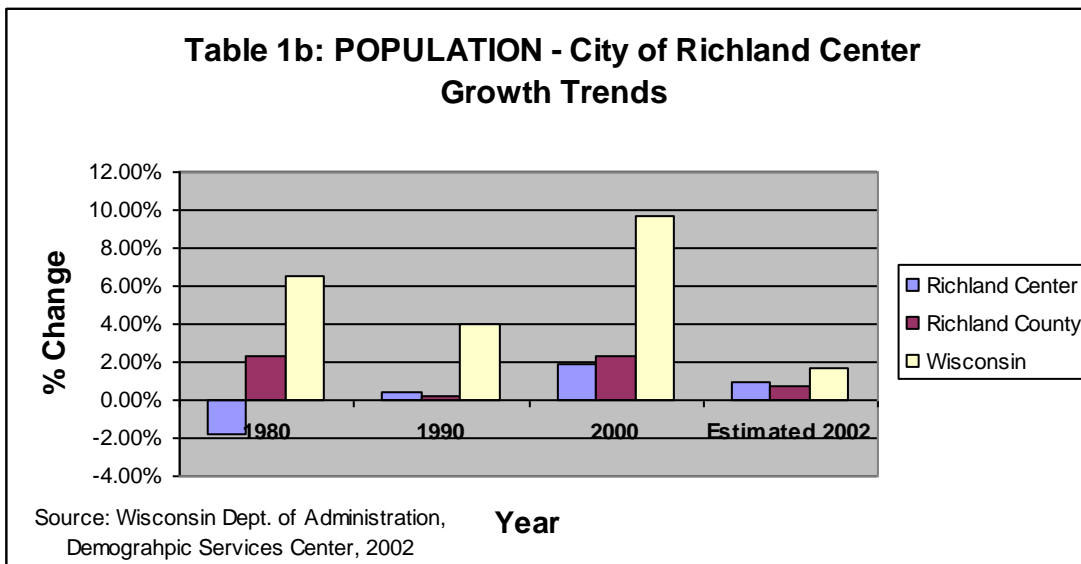
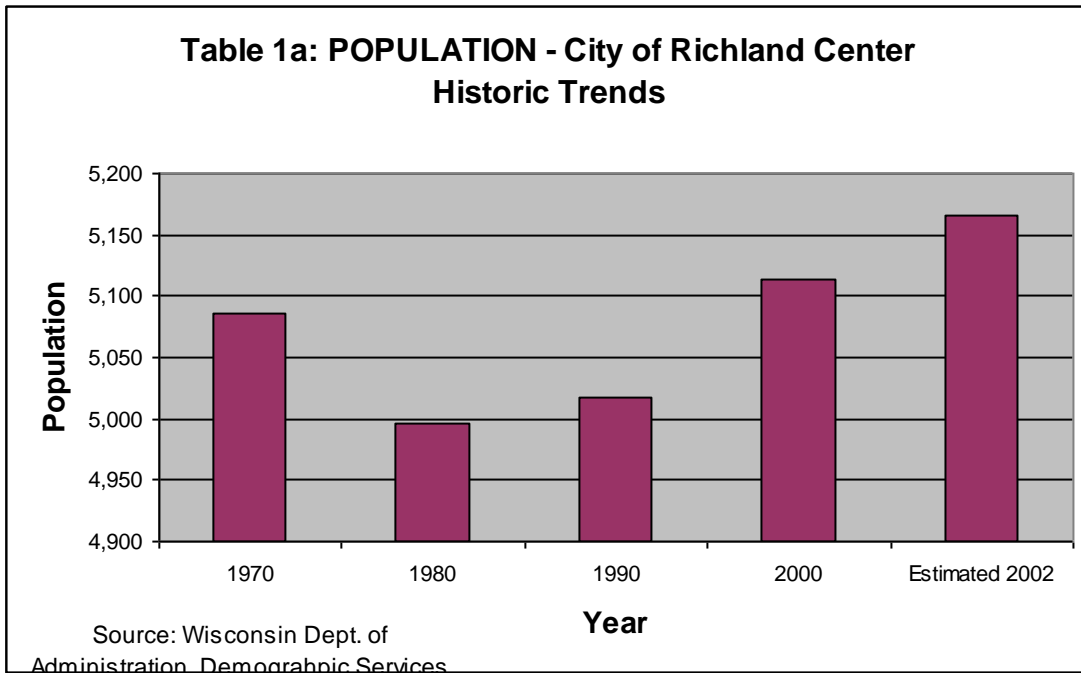
Table 3 illustrates the age and gender breakdown for the City of Richland Center. A review of the data provided in this table indicates that the population of Richland Center is aging. According to the 1990 census figures, 24.3 percent of the City's population was over 65 years of age. In 1990, the median age was 37 years.

Employment

The size and employment rate of the Richland County labor force for the years 1970 to 1994 is shown in *Table 4*. As indicated, the unemployment rate for Richland Center residents sixteen years of age and older in the labor force has steadily declined from 8.1% in 1985 to 5.0% in 1994.

Table 5 provides insight into the characteristics of employment in Richland County and outlines the locations of employment of the county's civilian labor force. In 1990, 3,239, or 41%, were employed in the City of Richland Center. In other words, 41% of the county's force worked in the City.

Table 6 and *Table 7* illustrate the City's largest governmental and civilian employers.



**Table 1c: POPULATION - City of Richland Center
Historic and Projected Population**

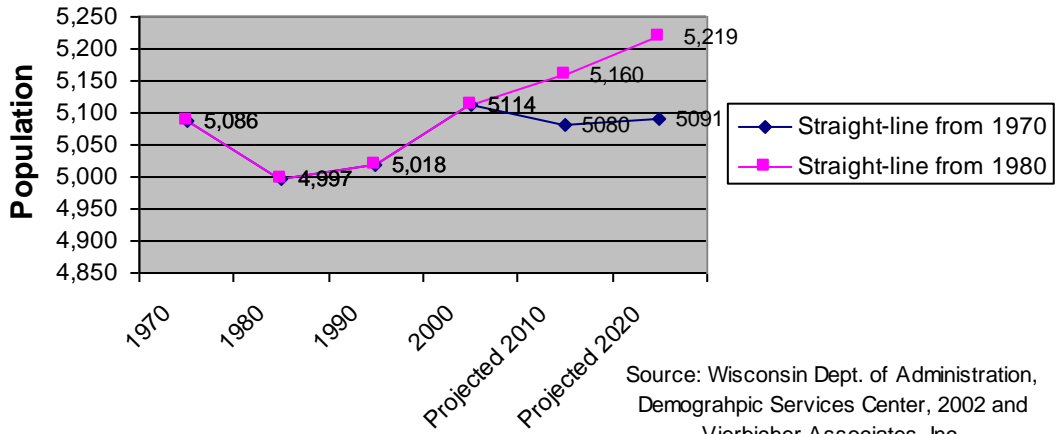


Table 2: POPULATION - Richland County Historic and Projected Population

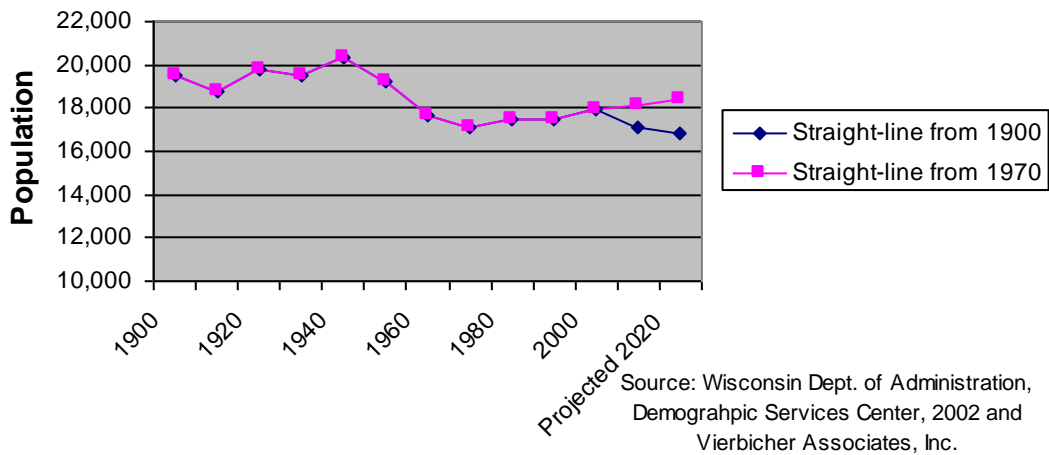


Table 3

POPULATION — Demographics

	Number of Persons	Percent of Total
SEX		
Male	2,341	45.78%
Female	2,773	54.22%
AGE		
Under 5 years	272	5.32%
5 to 15 years	692	13.53%
16 to 17 years	140	2.74%
18 to 19 years	208	4.07%
20 to 24 years	347	6.79%
25 to 44 years	1,239	24.23%
45 to 54 years	641	12.53%
55 to 59 years	235	4.6%
60 to 64 years	164	3.21%
65 to 74 years	459	8.98%
75 to 84 years	495	9.68%
85 years and over	222	4.34%
Total Population	5,114	100%
Median Age	39.75	
Under 18 years	1,104	21.59%
Ages 18-64	2,835	55.43%
65 years and over	1,176	23.00%

U.S. Dept. of Commerce, Census Bureau, 2000 Census

Table 4

EMPLOYMENT — Richland County

Year	Civilian Labor Force	Employed	Unemployed	Percent Unemployed
1970	6,900	6,500	350	5.10%
1975	6,800	6,300	550	8.00%
1980	7,900	7,400	560	7.10%
1985	7,900	7,300	610	8.10%
1990	8,659	8,272	387	4.50%
1996	8,829	8,498	331	3.70%
2000	8,301	7,963	338	4.10%

June 2002	8,557	8,168	389	4.50%
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Source: Wisconsin Department of Workforce Development

Table 5

PLACES OF WORK — Richland County 1990

Total Workers (16 and older) living in Richland County = 7,919

Working In:	Number of Workers 16+ Years of Age
Madison (city)	218
Remainder of Dane County	127
Dubuque, IA	3
Richland Center (city)	3,239
Remainder of Richland County	2,554
Baraboo (city)	52
Remainder of Sauk County	705
Lancaster (city)	2
Remainder of Grant County	459
LaCrosse (city)	17
Remainder of La Crosse	5
Vernon County	189
Crawford County	52
Monroe County	14
Columbia County	19
Adams County	4
Iowa County	112
Juneau County	29
Worked Elsewhere	119

Source: Department of Administration, Demographic Services Center and U.S. Dept. of Commerce, Census Bureau, 1990 Census.

Note: 2000 Census data for Place of Work and Journey to Work is expected to be released in September 2002.

Table 6

**MAJOR GOVERNMENT EMPLOYERS
Richland Center**

Employer	Industry Sector	Employees
Richland County	County Government	360 full time 149 part time/temporary
Richland School District	Primary Education	228 full time 35 part time
City of Richland Center	Local Government	46 full time 16 part time
UW Center - Richland Center	Secondary Education	24 full time 35 part time

Source: Richland County Economic Development Corporation

Table 7

**MAJOR INDUSTRIAL & MANUFACTURING EMPLOYERS
Richland Center**

<i>Employer</i>	Industry Sector	Employees
Allen Bradley/Rockwell International	Electric Motor Controls	498 full time 40 full time temp.
Wal-Mart	Retail Sales	375
Richland Hospital	Health Care	272
Richland Center Foundry	Gray Iron & Ductile Castings	262 full time
Merkel-Korff	Light Electro-Mechanical Devices, Subfractional Horsepower Gear Motors	155 full time 30 part time
Dean Foods	Extended shelf life milk, sour cream, and yogurt	156
California Amplifier KTI Division	Satellite Antennas	138 full time
Foremost Farms, USA	Cheese and Dairy Products	120 full time
Miniature Precision Components	Thermoplastic Components for Auto Industry	110
Richland Medical Center	Health Care	66

Source: Richland County Economic Development Corporation

Housing

According to the Department of Administration, Housing Information Service, the total number of housing units in Richland Center in the year 2000 is 2,470. Of this total, 60.9% are one-unit, detached, single-family homes (*Table 8*).

In general, the existing housing stock in the City can be characterized as an aging, predominantly single-family composition. *Table 9* provides the yearly breakdown on the type of residential building permit issued since 1989.

Table 10 shows the aging nature of Richland Center's housing stock. 890 housing units (36.1%) out of a total of 2,470 were constructed before 1939. 73% of all housing units were constructed prior to 1970.

Table 11 and *Table 12* illustrate the range of values of the owner occupied housing units and the monthly contract rent for rental occupancies in Richland Center based on the 2000 census. There are 1,159 owner-occupied homes with a median value of \$72,800. The 2000 Census identified 906 renter-occupied units paying cash rent. The median contract rent in the city is \$402 per month.

The vacancy rates and the number of persons per household deviate noticeably between owner occupied units and renter occupied units. *Table 13* identifies the overall vacancy rate is 7.0% (174 units). The vacancy rate for owner occupied units is 2.8 percent. The vacancy rate for renter occupied units is 5.0%. The number of persons per household for owner occupied units is 2.32; the number of persons per household for renter occupied units is 1.91.

Table 14 and *Table 15* provide information on housing costs for owner occupied units, based on the 2000 census. *Table 14* shows that the median household mortgage in 2000 was \$780 and that 77.5% of home owners paid less than 30% of their household income for housing costs. Monthly housing costs for owner-occupied units include the sum of monthly payments for all mortgages or installment loans or contracts, except reverse annuity mortgages and home equity lines of credit. Costs also include real estate taxes, property insurance, homeowner's association fee, cooperative or condominium fee, mobile home park fee, land rent, and utilities. Costs do not include maintenance and repairs.

The median monthly rent in the City in 2000 was \$402 per month (*Table 16*) with approximately 58.3% of tenants paying less than 30% of their household income for housing costs. For renter-occupied housing units, monthly housing costs include the contract rent, utilities, property insurance, and mobile home park fee. Renter housing units occupied without payment of cash rent are shown separately as no cash rent. For rental units subsidized by a housing authority, the Federal government, or State and local governments, the monthly rental costs reflect only the portion paid by the household and not the portion subsidized.

Table 8

HOUSING — Units in Structure

	Number of Units	Percent of Total
1-unit, detached	1,500	60.9%
1-unit, attached	25	1.0%
2 to 4 units	429	17.4%
5 to 9 units	79	3.2%
10 or more units	320	13.0%
Mobile home, trailer, other	111	4.5%
Total Housing Units	2,470	100%

Source: 2000 Census

Table 9: NUMBER OF BUILDING PERMITS: NEW CONSTRUCTION
City of Richland Center

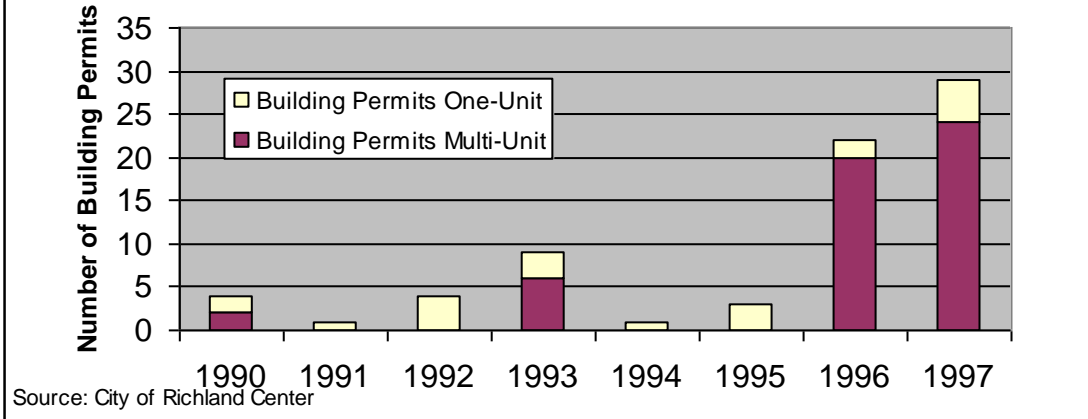
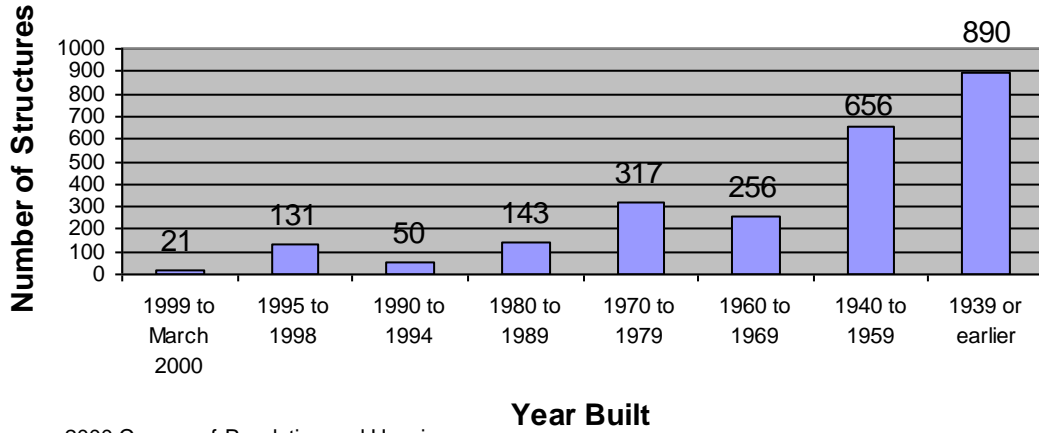


Table 10: HOUSING STRUCTURES/YEAR BUILT City of Richland Center



Source: 2000 Census of Population and Housing

TABLE 11

HOUSING — Owner Occupied Units

Value	Number of Units	Percent of Total
Less than \$50,000	173	14.9%
\$50,000 to \$99,000	838	72.3%
\$100,000 to \$149,000	127	11.0%
\$150,000 to \$199,000	16	1.4%
\$200,000 to \$299,000	5	0.4%
\$300,000 or more	0	0.0%
Total Owner Occupied	1,159	100%
Median Value (dollars)	\$72,800	

Source: 2000 Census of Population and Housing

Table 12

HOUSING — Contract Rent

Cash Rent	Number of Units	Percent of Total
No cash rent	41	4.3%
Less than \$200	97	10.2%
\$200 than \$299	163	17.2%
\$300 to \$499	429	45.3%
\$500 to \$749	166	17.5%
\$750 to \$999	31	3.3%
\$1,000 to \$1,499	20	2.1
\$1,500 or more	0	0
Total Renter Occupied	947	100%
Median Contract Rent	\$402	

Source: 2000 Census of Population and Housing

Table 13

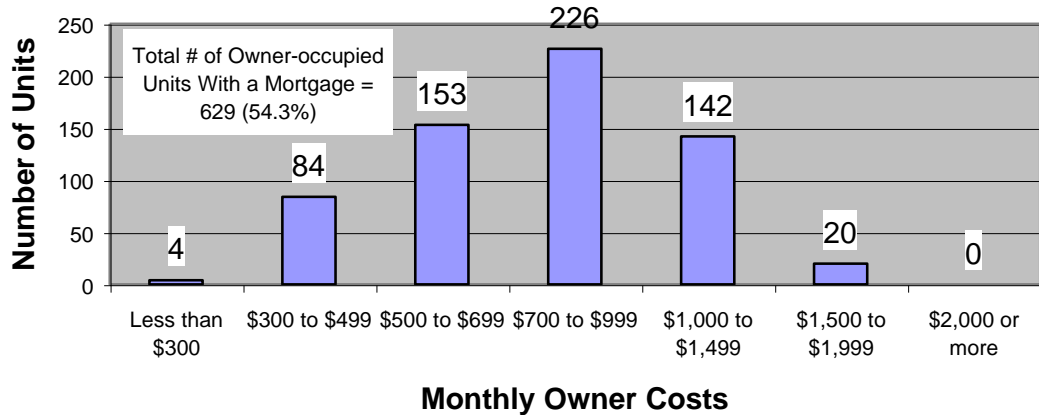
HOUSING — Occupancy and Tenure

	Number of Units	Percent of Total
Occupied Housing Units	2,296	93.0%
<i>Owner Occupied</i>	<i>1,337</i>	<i>58.2%</i>
<i>Renter Occupied</i>	<i>959</i>	<i>41.8%</i>
Vacant Housing Units	174	7.0%
For Seasonal, Recreational or Occasional Use	21	0.9%
Total Housing Units	2,470	100%
Homeowner Vacancy Rate (%)	2.8%	
Rental Vacancy Rate (%)	5.0%	
Persons per Owner Occupied Unit	2.32	
Persons per Renter Occupied Unit	1.91	
Units with over 1 person per room	20	0.9%

NOTE: Percentages in italics are based upon the heading preceding (e.g., Owner Occupied and Renter Occupied are percentages of Occupied Housing Units, not Total Housing Units)

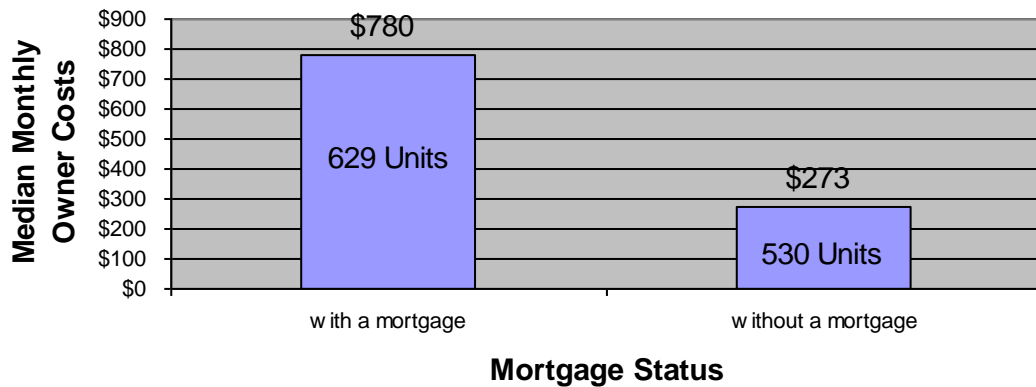
Source: DOA Housing Information Service

Table 14a: MORTGAGED OWNER-OCCUPIED HOUSING UNITS Monthly Owner Costs
City of Richland Center



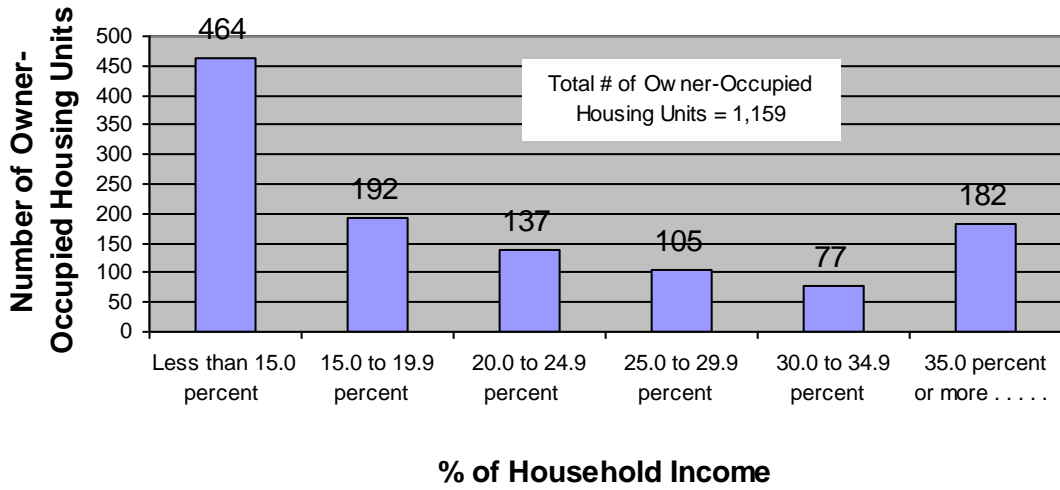
Source: 2000 Census of Population and Housing

Table 14b: OWNER-OCCUPIED HOUSING UNITS Median Monthly Owner Costs by Mortgage Status
City of Richland Center



Source: 2000 Census of Population and Housing

Table 15: OWNER-OCCUPIED HOUSING UNITS
Monthly Owner Costs as a Percentage of Household
Income in 1999
City of Richland Center



Source: 2000 Census of Population and Housing

Table 16: RENTER-OCCUPIED HOUSING UNITS
Gross Rent
City of Richland Center



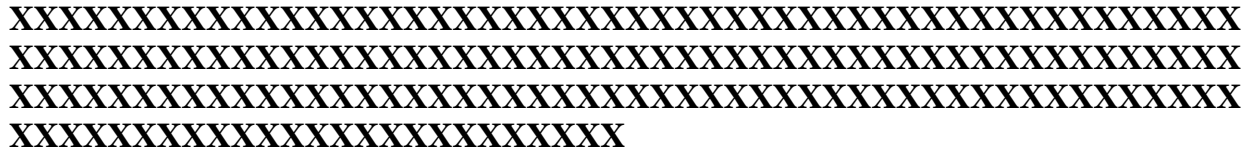
Source: 2000 Census of Population and Housing

EXISTING LAND USE

Map 1 illustrates the 2002 existing land use pattern for the City of Richland Center. Key features of the existing land use patterns include:

- The downtown area located on the east side of the river consisting primarily of retail/service uses, public buildings, and quasi-public uses
- Established residential neighborhoods on both sides of the river. The neighborhoods consist primarily of single family and two family homes, although scattered higher density residential units, commercial, and industrial uses are part of the fabric of the neighborhoods, especially those closer to the downtown.
- The US Highway 14 commercial regional corridor along the southeast boundary of the City.
- The Pine River environmental corridor and adjacent community parks and public access.
- The northside industrial park located along State Highway 56/80 on the north limits of the city.
- The UW-Richland Center Campus and the new Richland H.S. located on US Highway 14 in the northwest section of the City.

INSERT EXISTING LAND USE MAP #1



NATURAL FEATURES

An understanding of the natural features (*Map 2*) with the City of Richland Center and its environs is integral to long-range community planning. This section provides an overview of principal natural features that affect urban form, the distribution of existing open space resources, and the City's development opportunities.

Surface Water/Drainage

Surface water resources within the city planning area include the Pine River, Horse Creek, Spring Creek, Center Creek, and Brush Creek. In the City of Richland Center, surface water resources are defined as perennial streams which maintain at least a small continuous flow throughout the year, except during unusual drought conditions. Due to the topography of the land, water drainage from the hills runs down to the Pine River directly through the City.

The Pine River bisects the planning area, flowing north to south. The river is a focal point of Richland Center natural features systems. This corridor provides a variety of active and passive recreational opportunities and shape the urban form and aesthetic quality of the Richland Center landscape.

Floodplains

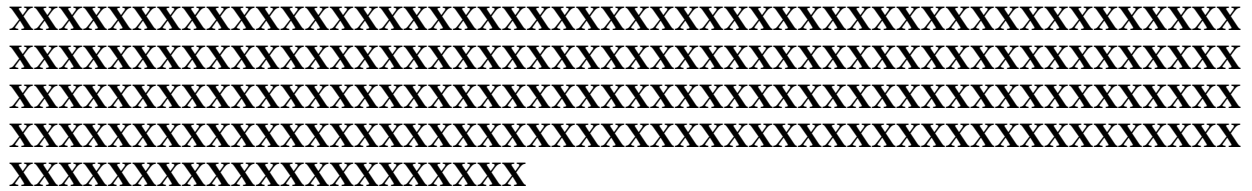
Floodplains, together with wetlands, are vital components of the natural hydrologic cycle. Protection of the floodplain promotes public safety and environmental health, while preserving areas adjacent to significant surface water features.

Floodplains in Richland Center are predominantly associated with the Pine River. Most of the floodplain along the Pine River has been contained due to the construction of a dike system.

Physiography

The topography, including steep slopes and well-defined drainageways, has defined the historic development patterns of the City. The valleys have generally provided the buildable sites which the proposed land use plan expects to continue. It is expected development control ordinances will place limitations on development on slopes greater than 20% and at elevations above 820 feet.

INSERT FLOODPLAIN MAP #2 HERE



EXISTING TRANSPORTATION

Richland Center's role as the economic hub for Richland County is strengthened by its transportation system. Roadways dominate the options available for travel and provide excellent regional access in all directions. A grid of local streets serves the community's core. Pedestrians and some bicyclists benefit from the city's extensive sidewalk network and bike trails.

Road Network

A hierarchy of streets (*Map #3*) provides regional and local travel and access opportunities in Richland Center. The city has not adopted an official street classification system. A street function system exists with various routes in Richland Center taking on arterial, collector and local characteristics. Arterial Streets generally provide for travel outside and through the community. Local Streets provide access to individual properties. Collector Streets link traffic from local streets with arterials, and often provide access to individual parcels.

Arterial characteristics are exhibited by the U.S., State and County Trunk highway system serving the city. U.S. Highway 14 and State Highway 80 provide regional access. Several county trunk highways also serve Richland Center and link the city with nearby rural and other areas within Richland County. The following streets function as arterials.

- **US Highway 14** extends east-west through the region, but local topography forces the route north-south through the city's core, entering the community from the northwest and exiting to the southeast.
- **Highway 80** provides regional north-south travel. On the north side of Richland Center, Highway 80 shares its designation with **State Highway 56**.
- **County Trunk Highway AA** provides access to and from Richland Center's north side.
- **County Trunks Q and Y** provide access to and from the city's west side.
- **Bohmann Drive** is a road under city jurisdiction and links US Highway 14 to **County Trunk OO** on the community's south side.
- **County Trunk N** serves Richland Center's east side.

The core of Richland Center is well served by a grid of local streets. The grid system is long-respected and utilized for its ability to spread traffic use and impact somewhat uniformly over the area. When combined with various forms of traffic control, local street traffic can safely interact and merge with busier arterial and collector streets.

Five streets serve a collector function in Richland Center. Collectors help link major roadways and the traffic to local residential, industrial and downtown streets. The following streets function as collectors:

- **Court Street** currently provides one-way eastbound traffic flow for two blocks, from Main Street to Church Street.
- **Church Street** offers significant continuity through the City's core, extending north-south from 9th Street to US Highway 14 (via Sextonville Road).
- **Park Street** also provides some continuity from US Highway 14 on the south to the downtown's east side.
- **Industrial Drive** provides local access between County Highway Trunk AA and Highway 80, as well as a route allowing truck traffic to avoid Richland Center's north side when use of these two roadways is desired.
- **Westside Drive** provides a limited residential link, given the restrictive topography, between US Highway 14 and County Trunk Q.

Court Street is one of the few one-way streets in Richland Center and serves significant levels of traffic. This one-way traffic flow remains one of several valid methods for addressing the community's downtown traffic flow and parking objectives. However its short two-block distance may confuse some drivers. This issue is addressed under the Future Transportation section.

Other Modes

Richland Center has no rail service, limiting all goods movement to truck traffic. No plans to extend new rail to the area exist.

The former railroad track was converted to a bicycle trail as part of the Rails-to-Trails program. Also, the community adopted a recreation plan that encourages the development of bicycle paths throughout the community, linking neighborhoods, parks and the river, as well as the rail trail.

For pedestrians, a network of sidewalks exist throughout Richland Center.

INSERT TRANSPOR MAP

Map #3

MUNICIPAL FACILITIES

Wastewater Collection and Treatment

The City’s wastewater collection system is composed of gravity sewer piping and nine lift stations with forcemains.

The current wastewater treatment plant (WWTP) was placed into operation in 1974, with major upgrades in 1993 and 1994. Biological phosphorus removal was added in 1998. The most recent upgrade occurred in 2002 and added new influent fine screening and new primary dissolved air flotation (DAF) units. The treatment plant discharges treated effluent to the Pine River. The year 2002 influent loadings and treatment capabilities of the WWTP are listed in Table 17:

**Table 17 – Wastewater Treatment Plant Year 2002
Influent Loadings & Treatment Capacities
City of Richland Center**

	Flow		BOD ₅		TSS	
	Average Daily (MGD)	Peak Hourly (MGD)	Average Daily (lb/d)	Peak Day (lb/d)	Average Daily (lb/d)	Peak Day (lb/d)
Year 2002 Capacity	1.6	3.36	7,500	17,720	6,082	13,760
Year 2002 Loadings	1.16		5,220		3,503	

Source: “Preliminary Design Report – Primary Treatment Addition”, Applied Technologies, 2001

Wastewater Supply and Distribution System

The water supply and distribution system provides potable water and fire protection to the City’s residents, commercial businesses, and industries. Supply and storage are provided by the following:

- Well No. 5..... 1,250 gpm
- Well No. 6..... 930 gpm
- Well No. 7..... 1,000 gpm

- East Elevated Tank..... 500,000 gallons
- West Elevated Tank..... 500,000 gallons

Water is distributed to system customers through 34 miles of watermain piping.

Fire/Police Protection

The City maintains one fire station and is served by a part-time fire chief and 41 volunteers. EMS is provided by the County. The Fire Department also provides fire inspection service to the City.

The Police Department consists of 11 full-time officers, 4 part-time and 2 staff members.

Public Buildings

The City offices moved from the Auditorium building to a new facility located at 450 South Main Street. The new facility accommodates general administration, police, and utility functions. The Richland Center Fire Department expanded their space by occupying offices previously housing the Richland Center Police Department.

Some facilities are highly visible such as the location of parks and public buildings (*Map #4*). Others are not so apparent. Water and sewer lines support existing development and allow for new physical growth.

Parks and Open Space

Richland Center's park system and its open space have evolved over the years. Several elements are common to the City's park plans, although the emphasis has varied. The basic principal for locating parks and designing a park system call for parks large enough to accommodate a range of recreational activities for all age groups while providing safe, convenient access to all homes. The Richland Center Comprehensive Outdoor Recreation Plan 1996-2001 prepared by the Richland Center Park Board, with technical assistance of the Southwestern Wisconsin Regional Planning Commission, and adopted by the City Council in March 1996, provides an inventory of facilities, standards, and an action program for the implementation of the plan. Due to the recent updating of this recreation plan, and a review of this document as to its compatibility with the goals and objectives of this Master Plan, the standards and recommendations of the recreation plan are carried forth in the Master Plan and recommended for implementation.

INSERT PUBLIC FACILITIES MAP HERE

Map #4

Education

RICHLAND SCHOOL DISTRICT

The Richland School District, the bounds of which extend beyond the City of Richland Center, serves more than 1,700 students. Existing schools within the district system include:

- Jefferson
- Lincoln
- Doudna
- Akan
- Middle School
- Rockbridge
- Washington
- Richland H.S. (built 1995)

Table 18 illustrates an enrollment of 1,849 students for the school year of 1995–1996 with a slow, but steady, decline to 1,727 for the 1998–1999 year, or a 6.6% drop. The district projects a further decline to 1,604 for the 2002–03 school year. The district attributes much of this decline to a growing number of empty nesters, an aging population, and the tail end of the current school-age “bulge.” The aging population is further illustrated in the previous tables. At the time of this Master Plan formulation, the school district was engaged in a study of the existing school facilities in order to plan long-range for necessary facility upgrades and/or closings.

Table 18

ENROLLMENT PROJECTIONS — RICHLAND SCHOOL DISTRICT

Year	TI	E	½K	K	1	2	3	4	5	6	7	8	9	10	11	12	Ung	TOTA
		C															r	L
1995-96				141	119	115	125	114	143	125	136	160	148	151	159	165	48	1,849
<i>Actual</i>																		
1998-99	26	30	16	97	124	119	116	116	106	122	117	142	151	143	188	140	0	1,727
<i>Actual</i>																		
2002-03	26	30	15	105	5	105	105	113	124	119	116	116	120	143	131	157	0	1,604
<i>Estimate</i>																		

NOTE: These projections reflect an average kindergarten class of 120, a 15 student decline in first grade due to enrollment elsewhere, and a return of 15 in 1999, 14 in 2000, 21 in 2001 and 14 in 2002 at the 9th grade from private schools.

Source: Richland School District

PRIVATE SCHOOLS

Private schools in Richland Center include:
 Buck Creek Christian School

Eagle School
Richland Christian Academy
Saint Mary's School
SDA Elementary School

UNIVERSITY OF WISCONSIN—RICHLAND

The Richland Center campus is a two-year campus of the University of Wisconsin. Students can earn an Associates of Arts or Science degree, which transfers to US campuses and colleges and universities throughout the United States. In addition, the campus serves southwestern Wisconsin as a cultural center by providing a wide variety of non-credit outreach courses for people of all ages. The Richland Center campus recently became involved in offering a Bachelor of Arts or Science degree through the University of Wisconsin Milwaukee campus.

The University of Wisconsin-Richland is a freshman/sophomore campus at the University of Wisconsin. Students can earn an Associates of Arts & Science degree, which transfers to UW campuses and colleges and universities throughout the United States.

UW-R serves southwestern Wisconsin as a cultural center and by providing a wide variety of non-credit outreach courses for people of all ages.

The campus offers many advantages including:

- Modern student-housing facilities within walking distance of classes
- Dedicated, experienced faculty that specialize in teaching undergraduate college students
- Low tuition in comparison to other University of Wisconsin System campuses
- Small classes and academic advisors to build a foundation of success in academics and careers
- The Guaranteed Transfer Program
- Campus Connection offering a Bachelor degree in Communications, Organizational Administration, or Information Resources from the UW Milwaukee

Students come from around the world:

- 26 International students from 16 different countries in Europe, Asia, and South America
- 32 Wisconsin counties are represented
- 204 Students are from Richland County
- 214 Students were Freshmen

UW-Richland also serves the needs of advanced high school students. Special programs attracted 33 students taking part in an Academic Alliance Program and 12 in the Youth

Options Program. UW-R prides itself on offering the personal attention of a private college at public university prices.

SYMONS RECREATION COMPLEX

The Symons Recreation Complex is located on the U.W. Richland Center campus. John and Edith Symons donated the funds to build the complex, which opened in June 1987. The Complex is owned and operated by Richland County and the City of Richland Center and is partially supported by tax dollars. The Complex employs approximately 40 individuals who are supervised by a Director who in turn is supervised by the Natatorium Board.

The facility has a pool, whirlpool, sauna, exercise room, racquetball courts, and a daycare center. Exercise classes and swim lessons are held regularly and massages are also offered. Use of the facility is open to the public, but membership is required (daily passes are offered).

OVERALL GOALS AND OBJECTIVES

The Master Plan is a declaration of intent. The Plan is advisory and the exercise of legislative discretion regarding specific land use decisions and specific properties is reserved for such proceedings as authorized by the State Statutes governing zoning, subdivision, building, acquisition, and other similar techniques. When this Plan is adopted by ordinance by the City Council, all goals, objectives, principles, and standards become policy.

Planning goals and objectives represent the expression of the community vision and statement of intent. The following goals and objectives statements guide Master Plan decision-making.

GOALS are broad value statements and represent the end desires of the community.

OBJECTIVES represent the means by which goals can be achieved and are expressed generally in a manner that is quantifiable.

Recommendations outlined later in this report, as well as ordinance amendments to the zoning and subdivision codes, should relate to the goals and objectives outlined. Goals and objectives have been formulated for the following aspects of community development:

- Transportation
- Land Use
- Residential Development
- Economic Development
- Overall Goal
- Utility, Water, and Waste Systems
- Community Facilities
- Parks, Open Space, and Environment

Overall Goal

Goal: Richland Center should have its own “sense of place,” and should be recognized by residents and visitors as a pleasant place to live, work, and shop.

Section II THE ELEMENTS

TRANSPORTATION

Goal: A transportation system providing reliable, safe and economical movement of people and goods, both within the community and the surrounding region, and which anticipates the demands of growth.

Objectives:

- Coordinate transportation planning with land use development by providing a transportation framework with which various land development patterns can be supported.
- Construct a street system based on the character and function of each element established in the thoroughfare plan adopted as a part of the Master Plan.
- Stage the construction of street improvements according to a capital improvements plan which coincides with demands of growth.
- Minimize conflicts between vehicular, pedestrian, bicycle, and truck traffic.
- Maximize use of available regional transit through effective and appropriate linkages.

A summary of Richland Centers transportation system is included in the Issues and Opportunities section of this plan.

LAND USE

Goal: A range and balance of land use activities which are respectful of their natural environment, compatible with surrounding land uses and which provide opportunities to pursue all essential aspects of contemporary life within the community.

Objectives:

- Maintain a sense of the character and history of Richland Center through land use and development practices.
- Develop a visually pleasing and efficiently organized community, with proper regard for economic practicality, convenience, and aesthetics.
- Ensure an equilibrium between development of land and the underlying natural systems.
- Maintain a visual and physical separation between incompatible land uses.
- Promote contiguous, compatible development rather than sprawling and scattered development to maximize use of existing and presently programmed community facilities, and to minimize public service costs.
- Organize the location, character, and intensity of land use based on accessibility, environmental conditions, community facilities, neighborhood environment, public safety, traffic impact and public utility capacity.
- Promote a thriving community through the development of a wide range of land use activities in their appropriate context.

A proposed land use map is included on page 49. A summary of existing land use is included in the Issues and Opportunities section and in the sub-area summaries.

HOUSING

Goal: A high quality residential character, with a balanced range of housing opportunities.

Objectives:

- Maintain the primary single-family residential character of the community.
- Guide future residential development into areas which can be served with public facilities efficiently and economically.
- Ensure attractive neighborhoods with identifiable character.
- Promote diversity in the housing stock which provides a balanced range of housing opportunities.
- Distribute multi-family developments to appropriate locations throughout the City in order to avoid excessive population densities in any single area.
- Encourage the continued maintenance of housing and neighborhoods so as to prevent neighborhood decay and ensure community health and safety.

Housing information is included in the Issues and Opportunities section.

ECONOMIC DEVELOPMENT

Goal: A strong base of industry, commerce, retail businesses and services providing a broad range of job opportunities, a healthy tax base, and improved quality of services to Richland Center residents.

Objectives:

- Ensure economic development opportunities through a governmental agenda which supports appropriate private investment.
- Promote, retain, and attract development that will provide viable employment opportunities for Richland Center residents and that will strengthen the City's economic base.
- Guide compatible and related commercial and industrial uses to specific and appropriate locations based on fundamental linkages in support of those areas (i.e., truck routes, commercial suppliers, and adequate infrastructure).
- Prevent undesirable, and encourage desirable, maintain a mixture of commercial and industrial forms of development in order to provide a safe, healthful, and pleasant environment in which to live.
- Support the development of industrial parks which provide good environments for new and expanded businesses.
- Utilize tax incremental financing to support implementation of the City's economic development objectives.

Economic data is included in the Issues and Opportunities section.

UTILITIES AND COMMUNITY FACILITIES

Utilities

Goal: Adequate public services and utilities provided in a cost-effective manner, and staged and sized to meet the demands of rational growth.

Objectives:

- Ensure that future development does not over-burden existing or planned public improvements or service capacities.
- Enhance the public water system to assure the highest quality of water.
- Protect the natural environment and the health of City residents by serving all land uses with adequate sanitary sewer and wastewater treatment facilities.
- Ensure intergenerational equity through capital improvement and development practices which distribute the costs of development to those that benefit from public facilities.

Community Facilities

Goal: Accessible community facilities provided on a fair and equitable basis that contribute to a high quality living environment.

Objectives:

- Ensure that municipal functions, and community buildings and sites are accessible to all residents.
- Maintain communication and cooperation with other governmental jurisdictions in an effort to provide accessible public facilities and spaces which serve the needs of the City residents.
- Ensure effective protection of lives and property from fire through appropriately located fire facilities and capacities.
- Support effective law enforcement through the provision of adequate facilities to protect the lives, property, and rights of the residents of Richland Center.
- Provide those public facilities needed to encourage continued economic development.
- Support the establishment of schools of appropriate size, number, character and quality to assure the excellent education of Richland Center students within Richland Center.

AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

Goal: A balanced and healthful relationship between people and their environment.

Objectives:

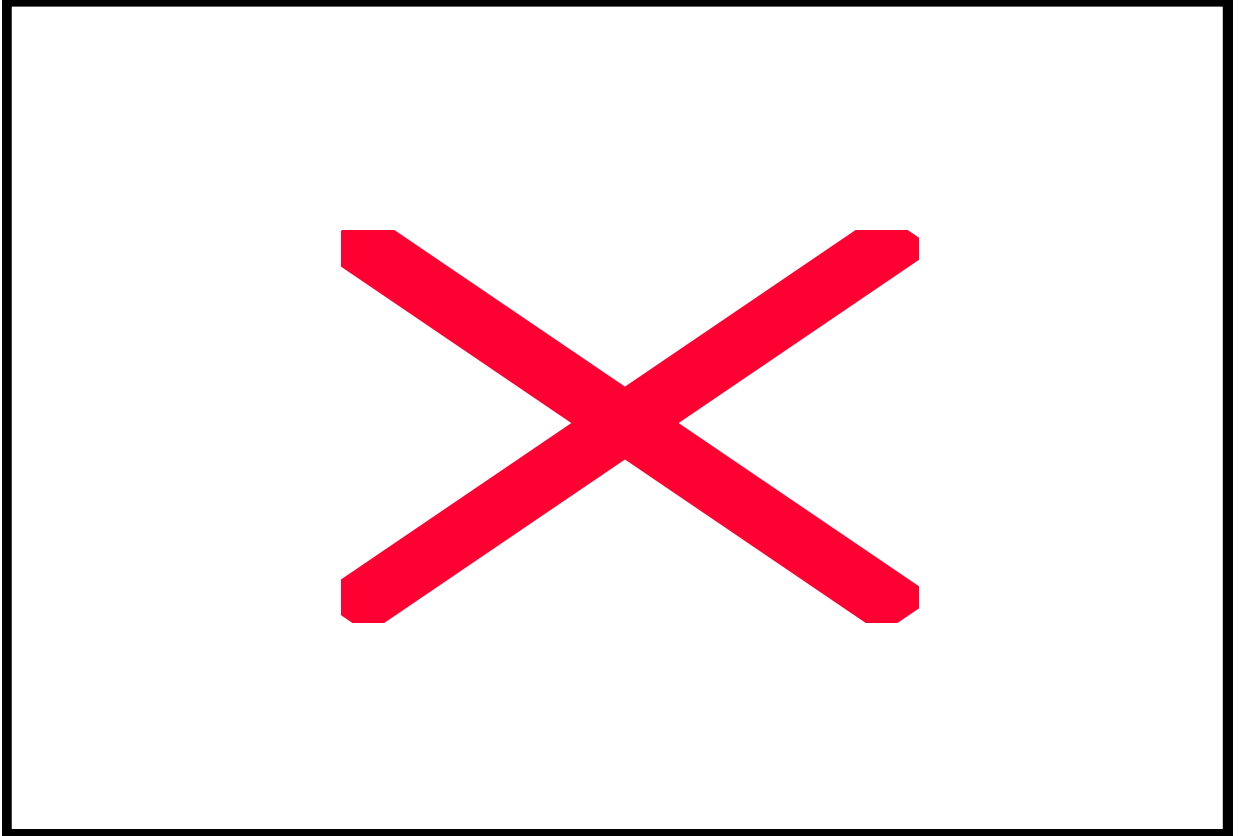
- Ensure an appropriate amount of land for parks and open space throughout the City and the surrounding area, placing special emphasis on preserving and enhancing the natural and scenic environment.
- Cooperate with the development community in acquiring land for parks and open space in order to meet the recreational and open space needs of the community.
- Maintain park, recreation, and open space policies in order to maintain consistency with sound planning principles.
- Promote the bicycle / walking path system for recreation benefits.
- Maintain the quality of the environment by preserving the land's natural character through appropriate land development policies.
- Restrict development in environmentally-sensitive areas to protect and conserve natural resources, especially ground water, woodlands, and wetlands.
- Promote those forms of development which will have the least impact on ground water, woodlands and wetlands, and which are appropriate to soil, geology and slope conditions.
- Coordinate development plans with the appropriate governmental agencies to minimize air, noise, and water pollution.

PLAN RATIONALE

The Proposed Land Use Plan (*Map 5*) is intended to identify locations within the City for the variety of land uses that make Richland Center a vital, growing community, and as an attractive place to live and work. Land uses are organized in a way that support and enhance the attractiveness of the community as a high quality residential, work and shopping environment for current and future residents.

The master planning process has encouraged discussion about the character and conditions of future development. The land use plan builds upon the overall goal of the City: “to have its own sense of place, and be recognized by residents and visitors as a pleasant place to live, work, and shop.” This plan and the City’s planning and community development activity are aimed at maintaining the charm and natural environmental characteristics of the City, while promoting the development of a robust and active community. This goal is implemented, in part, through the development of land uses in specific geographic areas of the City, in a manner consistent with sound planning theory and practice. The land use categories include residential, commercial, industrial, municipal and institutional, open space, and utility.

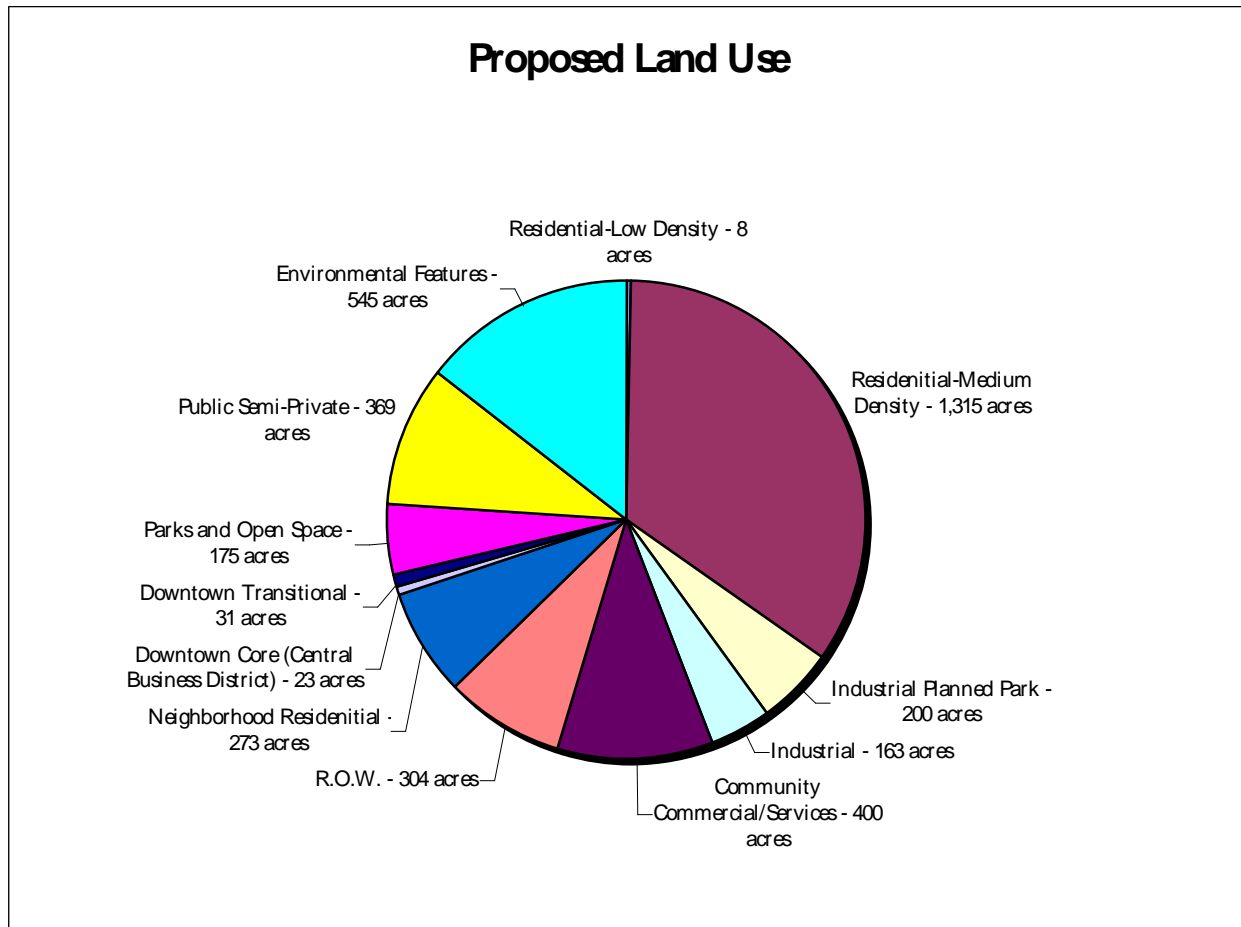
Table 19 on the following page displays the average distribution among the various proposed land uses.



Insert map #5, proposed land use0.

Table 19

Proposed Land Use Acreage (3,806 acres total)



LAND USE DESCRIPTIONS/DEVELOPMENT GUIDELINES

This section describes each of the nine land uses proposed in the Land Plan according to the following:

Description: The intent of the land use category, the types of uses permitted, and the general land use character.

Characteristics: As appropriate, general criteria are provided to guide the development/redevelopment of each land use.

Single Family — Low Density

Description: The intent of Single Family-Low Density areas is to sensitively integrate residential development into the landscape while preserving open space and protecting and enhancing natural features corridors. Overall project gross densities are typically lower than existing neighborhoods in the balance of the community.

Single Family-Low Density areas encourage the creative application of open space in the development of single family neighborhoods to establish a transition in residential character between existing, in-town development and the rural countryside. The single Family-Low Density designations promote substantial open space buffers along existing and proposed collectors and arterials, and a publicly accessible interconnected linear open space system with pedestrian/bicycle pathways linking existing and future neighborhoods. Parks, floodplains, wetlands, swales, poor soils, detention areas, and buffers along perimeter collector roads are additional components of the Single Family-Low Density open space system. Future neighborhoods within Single Family-Low Density areas should be aesthetically and environmentally integrated within this open space system; the open space system should also be artfully utilized to reduce the visual impact of development.

Characteristics:

- Gross density range — 1.0 to 2.0 units per acre (including open space)
- Open Space prominently integrated into neighborhood design.
- Due to natural feature constraints and/or the distance of these areas away from existing utility systems, development of some Single Family-Low Density areas within the next five to ten years would likely require alternative utility systems.
- Curvilinear street patterns which blend into the topography and minimizes grading and impacts to natural features.
- Minimal curb cuts along collector roads. The spacing of curb cuts along collector roads shall generally be no less than 800 to 1,000 feet unless property ownership/access rights and/or sight distance requirements preclude this guideline.
- Required interior project roadway systems.
- Lots grouped to maximize contiguous project open space.

- Promote open space buffers along all peripheral and arterial collector roads.

Single Family Residential — Medium Density

Description: Areas designated as Single Family Residential – Medium Density correspond to residential neighborhoods which are comprised of primarily single family detached dwellings. The Single Family Residential – Medium Density designation on undeveloped areas promotes single family residential developments which, to the greatest extent possible, are planned as extensions of existing residential neighborhoods. Strong pedestrian and vehicular linkages are required; individual isolated subdivisions are discouraged. Densities of new development should be compatible with densities of adjacent existing neighborhoods.

Characteristics:

- Gross density range — 2.1 to 7 units per acre.
- Gross densities of new development compatible with adjacent existing neighborhoods.
- Open space amenities encouraged.
- Pedestrian and vehicular linkages between neighborhoods.
- Promote open space buffers along all peripheral collector roads.
- Encourage regional stormwater detention rather than parcel-by-parcel detention.

Neighborhood Residential

Description: These neighborhoods include a range of densities and housing types, although the pervasive character of development is single family. More so than within Single Family Residential areas, the Neighborhood Residential areas include a range of uses such as retail, service, as well as apartments and single family homes converted to two-family or multi-family dwellings. This mix of uses within these neighborhoods represent the development philosophy at the time.

Characteristics:

- Single family dwellings encouraged on vacant infill parcels.
- Focused commercial/service uses at strategically located nodes as indicated on the Land Use Plan.
- A hierarchy of pedestrian streetscape enhancements to unify these neighborhoods and enhance safety and appearance.
- Aggressive streetscape maintenance programs.
- Coordinated, neighborhood-wide parking program.

Community Commercial/Service

Description: The Community Commercial/Service classification encompasses retail, service and office uses that generally serve the Richland Center area market. Uses should be developed as unified centers. Parcel-by-parcel strip development should be avoided.

Whereas Neighborhood Commercial/Service areas are to be integrated into residential neighborhoods, Commercial/Service areas lie at the edges or outside residential neighborhoods, and are larger in scale and service area.

Commercial and service uses that serve a community-wide market and typically require substantial off-street parking distinguish this land use category from Neighborhood Commercial/Service. Large grocery stores, drug stores, banks, and restaurants are typical Community Commercial/Service uses.

Community Commercial/Service areas are located primarily along major and minor arterial streets. These areas are at the edges or outside of residential neighborhoods.

Characteristics:

- Coordinated/limited access points.
- Area-wide stormwater detention designed as a project amenity.
- Landscaped buffer yards separating commercial uses from residential areas.
- Compatible facade treatment, including signage.
- Landscaped setbacks along peripheral roads.
- Landscaped parking lots.
- Pedestrian linkages.
- Uses typically include grocery stores, drug stores, discount retail, banks, gas stations, automotive service and restaurants.

Industrial

Description: This land use category accommodates manufacturing, warehouse and distribution uses.

Characteristics:

- Grouped/combined stormwater detention rather than parcel-by-parcel detention.
- Flexible subdivision design permitting the assemblage of a variety of parcel sizes.
- Employment areas separated from residential areas by open space buffers and screening.

Environmental Features

Description: This land use classification is established to address the need to maintain our rich natural resource base and living environment. Development of these areas is to be discouraged but not totally prohibited except for those features where federal, state, and local laws call for prohibition. Floodplains, wooded upland slopes, and the ridge and bluff tops are environmental features that so well define the landscape of the area that attract people to live and visit the area. Development of these areas should be done sparingly so these environmental features can be maintained for future generations. Development on slopes of greater than 20% is discouraged, but considered on a case by case basis.

Characteristics:

- Environmental features include floodplains, steep slopes, woodlands, wetlands, streams, significant geologic formations, and cultural sites.

Planned Industrial Park North

Description: This planned district is intended to control the development of lands to be used by industrial firms that have high standards of performance. This district is designed to permit operations of most manufacturing, wholesaling, and warehousing activities with adequate protection to adjacent district uses.

Characteristics:

- Master planned projects with parcel access via an internal roadway system, not individual traffic points of ingress and egress along peripheral collector streets.
- Compatible architectural building materials, height, bulk.
- Compatible ground mounted and building signage.
- Industrial park is often regulated by deed restrictions.

Downtown Transitional

Description: The Downtown Transitional land use category includes office, service, retail, and residential uses that serve as the transition between the Downtown and adjacent residential neighborhoods.

This land use category encourages the development/redevelopment of a variety of uses at the edge of the Downtown. By containing these uses within a Downtown Transitional zone, the Land Use Plan sets the limits to the extension of non-residential uses radiating from the Downtown.

Characteristics:

- Continued development of corridor streetscape enhancements, especially along the principal arterials, as gateways into the Downtown.
- Housing and commercial rehabilitation.
- River edge green space.
- Riverwalk bike and pedestrian path extensions.
- Extensive landscaping on redevelopment sites.
- Bike route linkages into the downtown.
- Preservation and enhancement of historical features.

Downtown Core (Central Business District)

Description: The Downtown Core category refers to the civic, retail and office uses which comprise the traditional City of Richland Center downtown. Residential uses above first floor business uses are also included.

Characteristics:

- Development of specialty retail, offices, restaurant and entertainment uses, and cultural facilities within the downtown.
- Facade enhancements.
- Additional streetscape enhancements.
- Commercial rehabilitation.
- Bike route linkages into the downtown.
- Riverwalk bike and pedestrian path extensions.

- Preservation and enhancement of historical features.

Parks And Open Space

Description: The Parks/Open Space category also encompasses open space which is preserved as wetlands, floodplains, stormwater management, areas of existing vegetation, primary major roadway corridor enhancements, and key buffer areas. Ultimate ownership of areas designated as Parks/Open Space may either be public or private. Within future Single Family-Low Density areas, open space is schematically represented on the Land Use Plan to reinforce the concept of the integration of open space within future residential development.

The Land Use Plan indicates a system of linear open space swaths or greenways throughout the Richland Center planning area. These greenways are intended to promote environmental well-being, preserve natural corridors for wildlife migration, optimize aesthetic benefit, enhance community form, and provide a sense of community identity.

A vital component of future neighborhood development in accordance with the Land Use Plan is the expansion of the neighborhood park system. The Parks and Open Space Plan utilizes a service radius of 1/4 to 1/2 mile as the primary general location criterion. Based upon this neighborhood park service radius, the Land Use and Transportation Plan illustrates general future park locations. More detailed analysis of future park sizes and specific locations are based upon future populations within each neighborhood and proposed neighborhood layout.

These future parks should be developed as part of a greater connected open space system. Wherever possible, linkages between parks, environmental corridors and other open space elements should be provided.

Note that in peripheral Single Family-Low Density areas, residential development may occur through large lots at low densities. With substantial open space inherent in these large lots and resulting relatively low populations within these areas, such neighborhoods may not support park sites with 1/4 to 1/2-mile service radius.

Characteristics:

- Site neighborhood parks sites within 1/4 to 1/2 mile of future neighborhoods.
- Preserve environmental corridors and significant environmental features as open space.
- Provide linkages between open space elements.
- Continue to acquire or access right to property along the river as available.

Section IV SUB-AREA PLANS

PLANNING SUB-AREA 1

The central element of this planning area is the US Highway 14 commercial/industrial corridor. This area includes a major commercial center oriented to a regional market.

Boundaries: Starting at the eastern limit of the City and paralleling on both sides of US Highway 14 to the approximate western boundary of the commercial development. The planning area extends several hundred feet each side of US Highway 14

Existing Land Use: Primarily commercial and industrial development. Substantial agricultural acreage exists *next to* the corridor.

Transportation: US Highway 14 is the principal arterial linking the City to Madison in the east and to La Crosse to the west. US Highway 14 was widened to four lanes in the sub-area several years ago.

Public Recreational Trail: A Recreational Trail has been developed between Richland Center and Lone Rock.

Open Space & Environment: There is little open space or recreation in the planning area due to its commercial and industrial nature. In 1998 the City did purchase a wooded steep sloped area at the western terminus of the corridor to preserve this environmental feature.

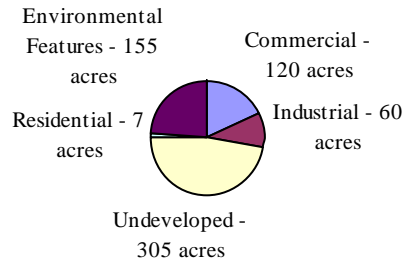
Public Utilities: Water and sanitary facilities are available throughout the sub-area.

Proposed Land Use: Continued development of the area by the conversion of agricultural lands to commercial/industrial uses. The sub-area will continue to grow as a regional center.

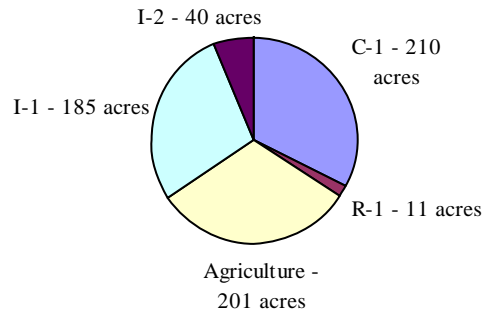
Table 20

Sub Area 1 (647 acres)

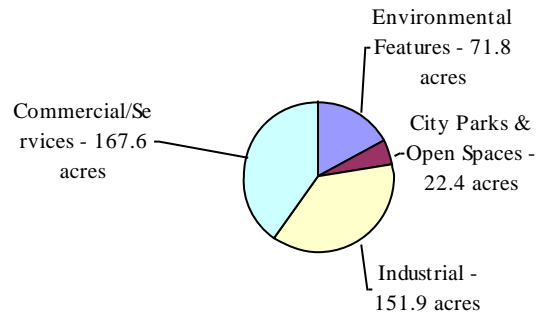
Existing Land Use

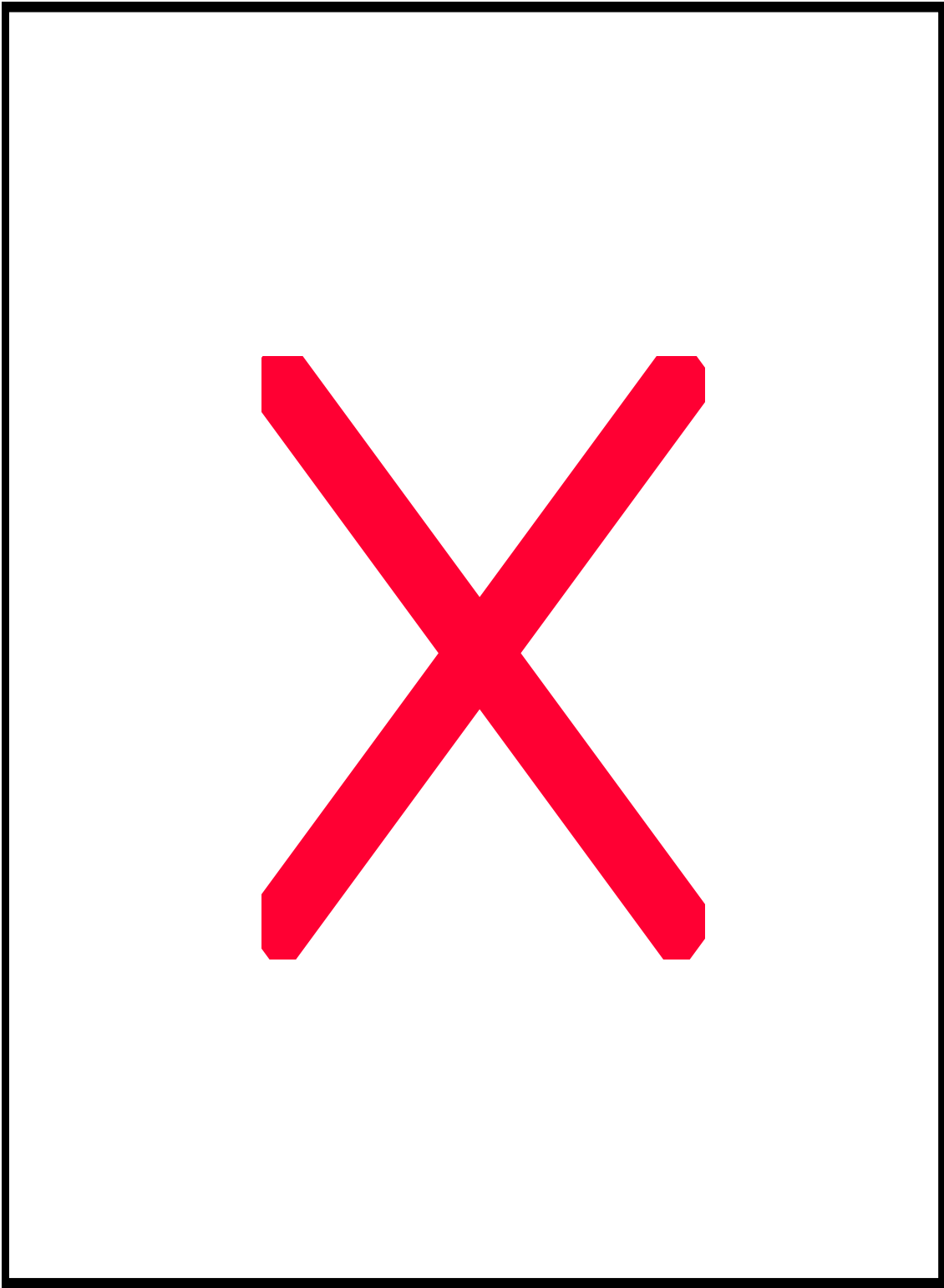


Zoning



Proposed Land Use





SUB AREA 1 MAP

PLANNING SUB-AREA 2

The area includes substantial vacant acreage with potential development value. The Pine River meanders throughout the area providing a significant environmental feature.

Boundaries: East of State Highway 80, this planning area parallels both sides of the Pine River. West of State Highway 80, the sub-area extends northwesterly, on the west side of the river, to US Highway 14 at the northwest reaches of the City limits.

Existing Land Use: The existing land use pattern contains a mix of single-family residential, multi-family residential, industrial, commercial, vacant land and environmental features (wooded slopes, river).

Transportation: The northwest portion of the sub-area is served by a network of local streets connecting to US Highway 14 to the north and County Highway's Q and Y linking this area to the City center. State Highway 80 provides the primary connection of the S.E. portion of the sub-area to the City center.

Open Space & Environment: The sub-area offers significant open space and recreational opportunities along the west shore of the mill pond, the Middle School (10 acres) and the Doudna Elementary School (5 acres). The latter two offer a wide range of facilities.

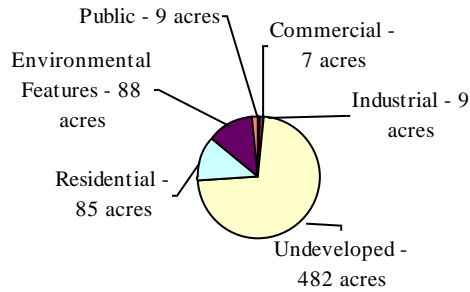
Public Utilities: Water and sanitary sewer are available on a limited basis in the sub-area primarily west of the mill pond and along County Highway Q. Another area of limited availability is the planning area south of US Highway 14 and north and east of the Pine River.

Proposed Land Use: The primary development focus of the sub-area will be single-family residential (1-7 dwelling units/acre). Area east of State Highway 80, proposes significant acreage devoted to open space west of the Pine River and neighborhood residential uses east of the river and abutting Sub-Area 1.

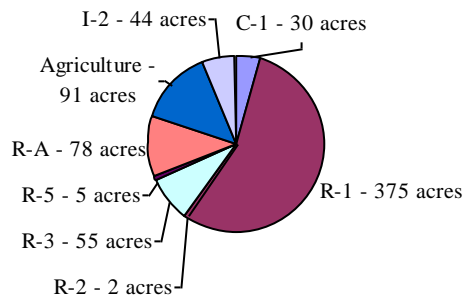
Table 21

Sub Area 2 (680 acres)

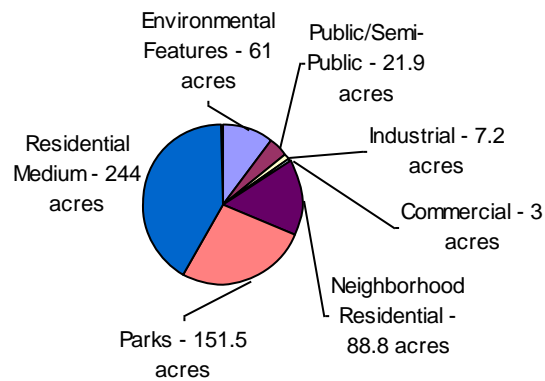
Existing Land Use

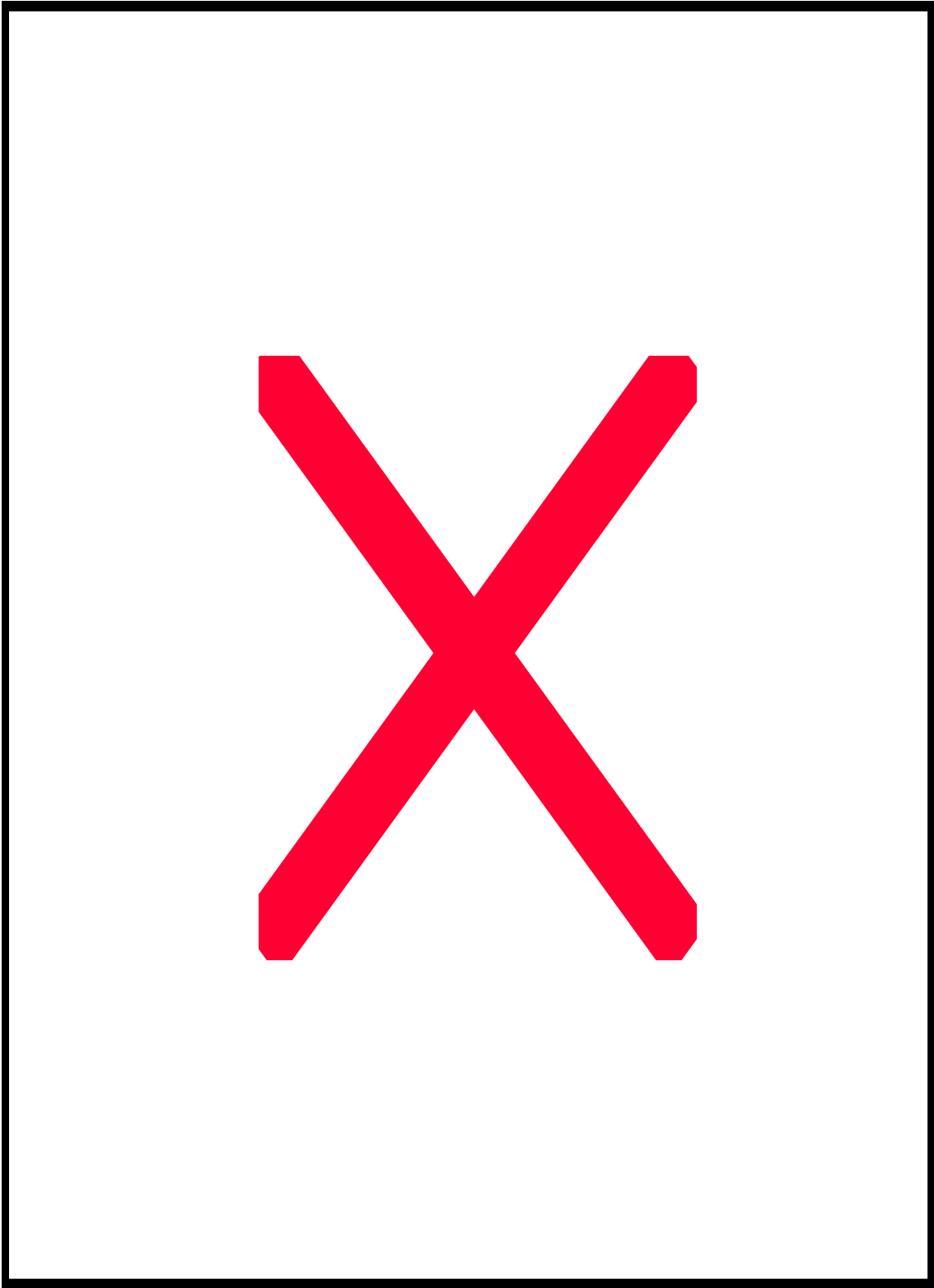


Zoning



Proposed Land Use





Map 7 sub 2

PLANNING SUB-AREA 3

The area is predominantly single-family residential.

Boundaries: East Street forms the west boundary, County Highway N on the north and steep slopes on the south and a portion of the east City limits.

Existing Land Use: Single-family residential, industrial and environmental features.

Transportation: The sub-area is served by a local street system and County Highway N.

Open Space & Environment: Steep, wooded slopes to the south and east provide a dominating, physical influence to the area.

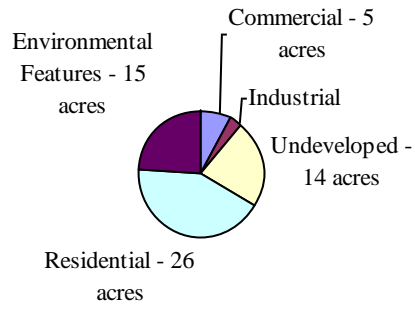
Public Utilities: Limited water and sanitary sewer are available within the sub-area, but are provided at the west limits of the planning area.

Proposed Land Use: The area will continue to develop as a medium density, single-family neighborhood compatible with the existing built environment.

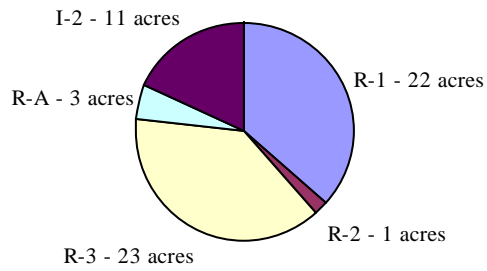
Table 22

Sub Area 3 (62 acres)
Includes R.O.W.

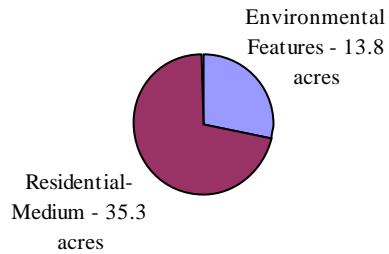
Existing Land Use

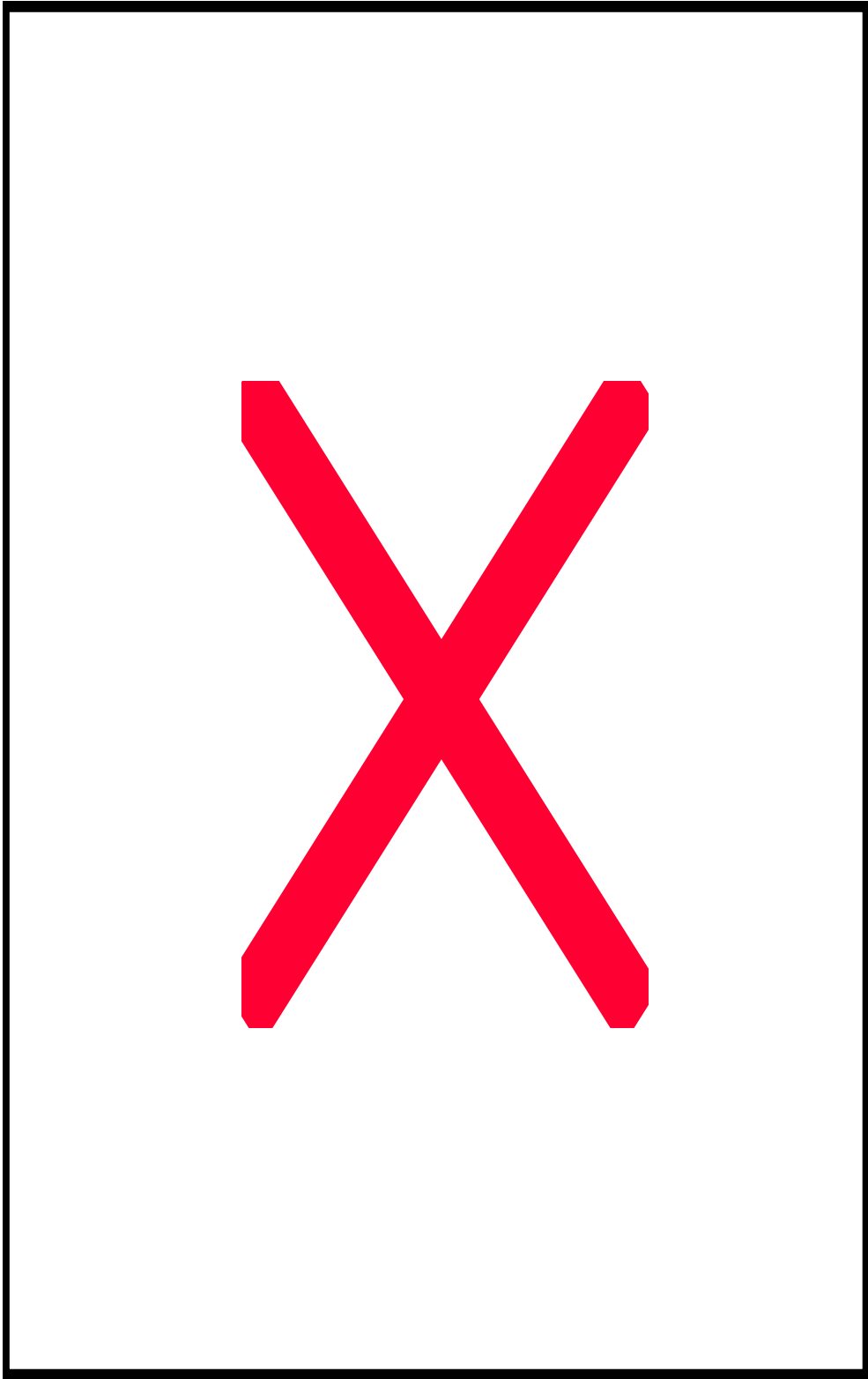


Zoning



Proposed Land Use





MAP 8

PLANNING SUB-AREA 4

This planning area consists of the eastern portion of the City with established land use patterns and limited new development expectations.

Boundaries: Bounded by City limits and steep slopes on the east, US Highway 14 on the south, the City Center on the west and Sub-Areas 10 and 11 on the north.

Existing Land Use: The area is composed of a myriad of land uses. The north and the south areas are dominated by single-family residential. Steep terrain borders the east. The southwest portion of the sub-area consists of a mix of commercial, industrial, downtown transitional and varying residential densities.

Transportation: The entire sub-area is served by a local street grid system.

Open Space & Environment: The predominant feature in the planning area are the steep, wooded slopes along the eastern boundary. The location of the reservoir, wooded area, Strickland Park and Minor Hill Trails Park (50 acres) provide significant amenities to this sub-area and City as a whole.

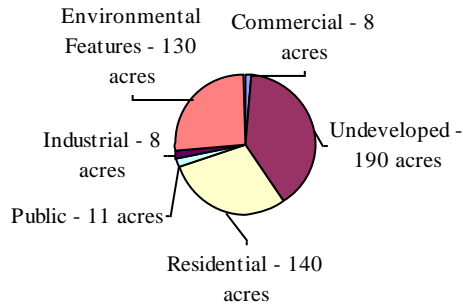
Public Utilities: Water and sanitary sewer services are available throughout the sub-area.

Proposed Land Use: The area is already a built environment consisting of a variety of land uses. The proposed land use plan accommodates existing uses and recommends the continuation of similar, compatible uses with greater sensitivity to buffers, screening and other techniques to mitigate the sometimes negative impacts of mixed land uses.

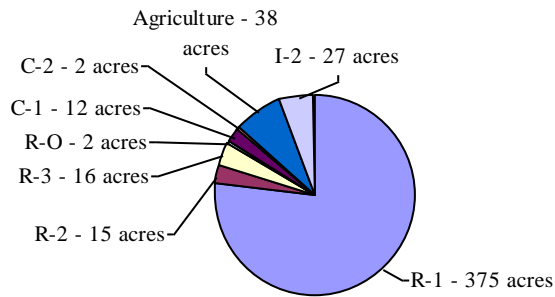
Table 23

Sub Area 4 (487 acres)

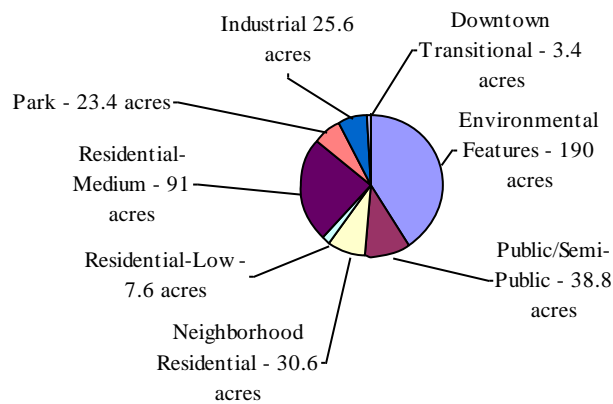
Existing Land Use

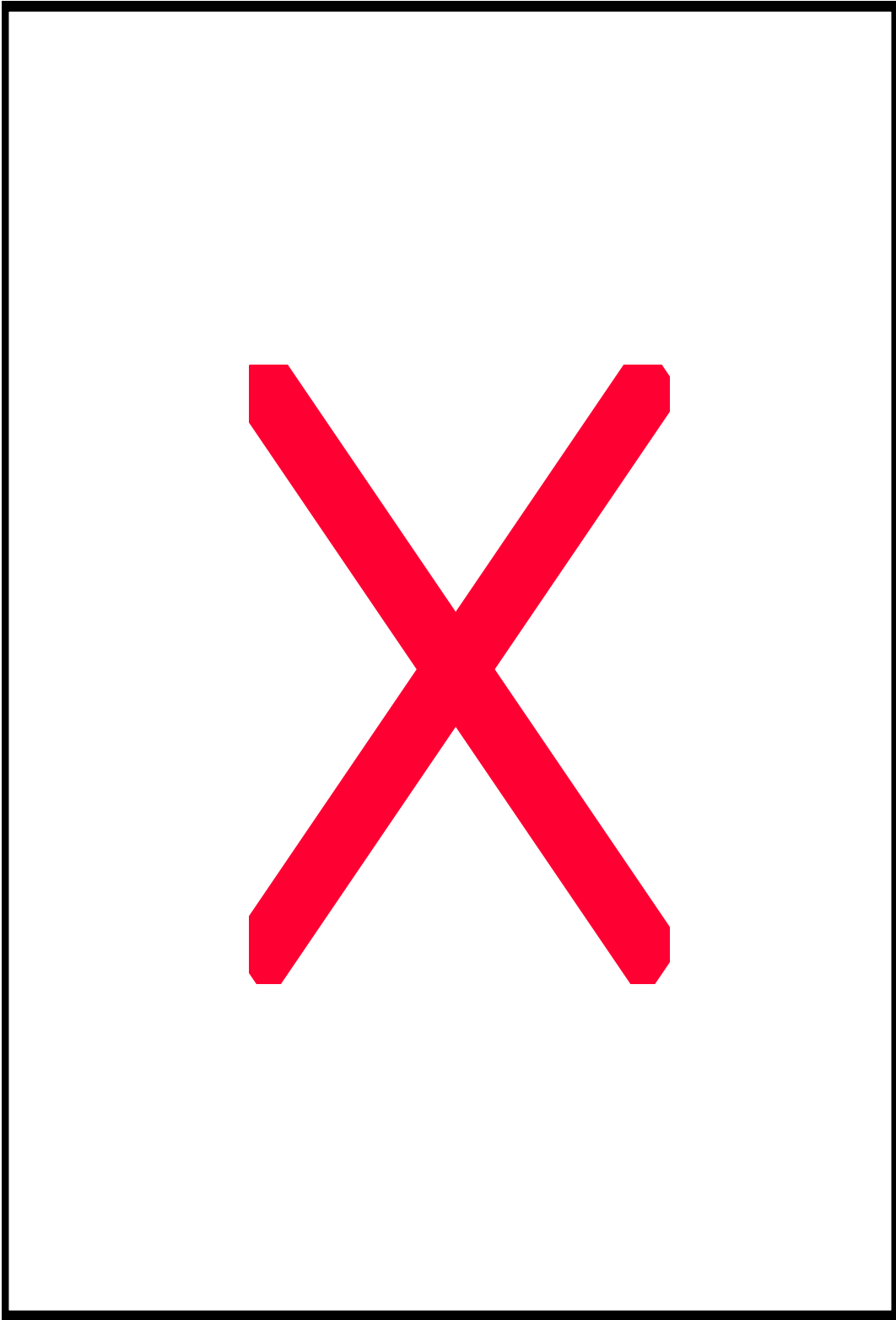


Zoning



Proposed Land Use





MAP 9

PLANNING SUB-AREA 5

Area contains numerous historical structures and is dominated by small lot residential homes.

Boundaries: Bounded by First Street on the north, Park Street on the west, Haseltine Street on the south and James Street on the east.

Existing Land Use: Primarily single-family residential with a mix of land uses adjacent to the downtown center.

Transportation: Served by local street grid system.

Open Space & Environment: Open space and recreational facilities are provided by adjacent neighborhoods.

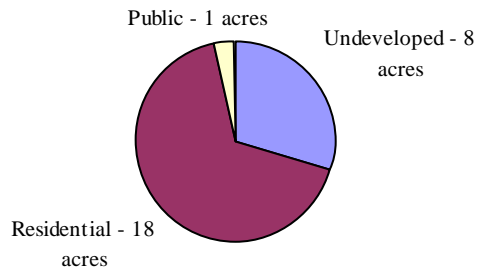
Public Utilities: Sub-area is served with water and sanitary sewer.

Proposed Land Use: The planned land uses for this planning area provide for a continuation of existing land development patterns. The western one-half is proposed to accommodate infill and changes of use as long as the new uses are compatible or can be made compatible with already established uses through buffering, screening, building design.

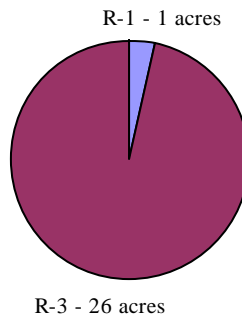
Table 24

Sub Area 5 (27 acres)
Includes R.O.W.

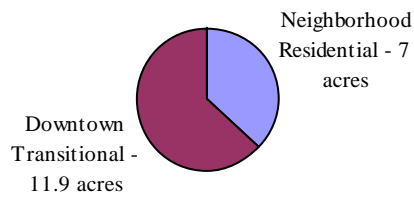
Existing Land Use

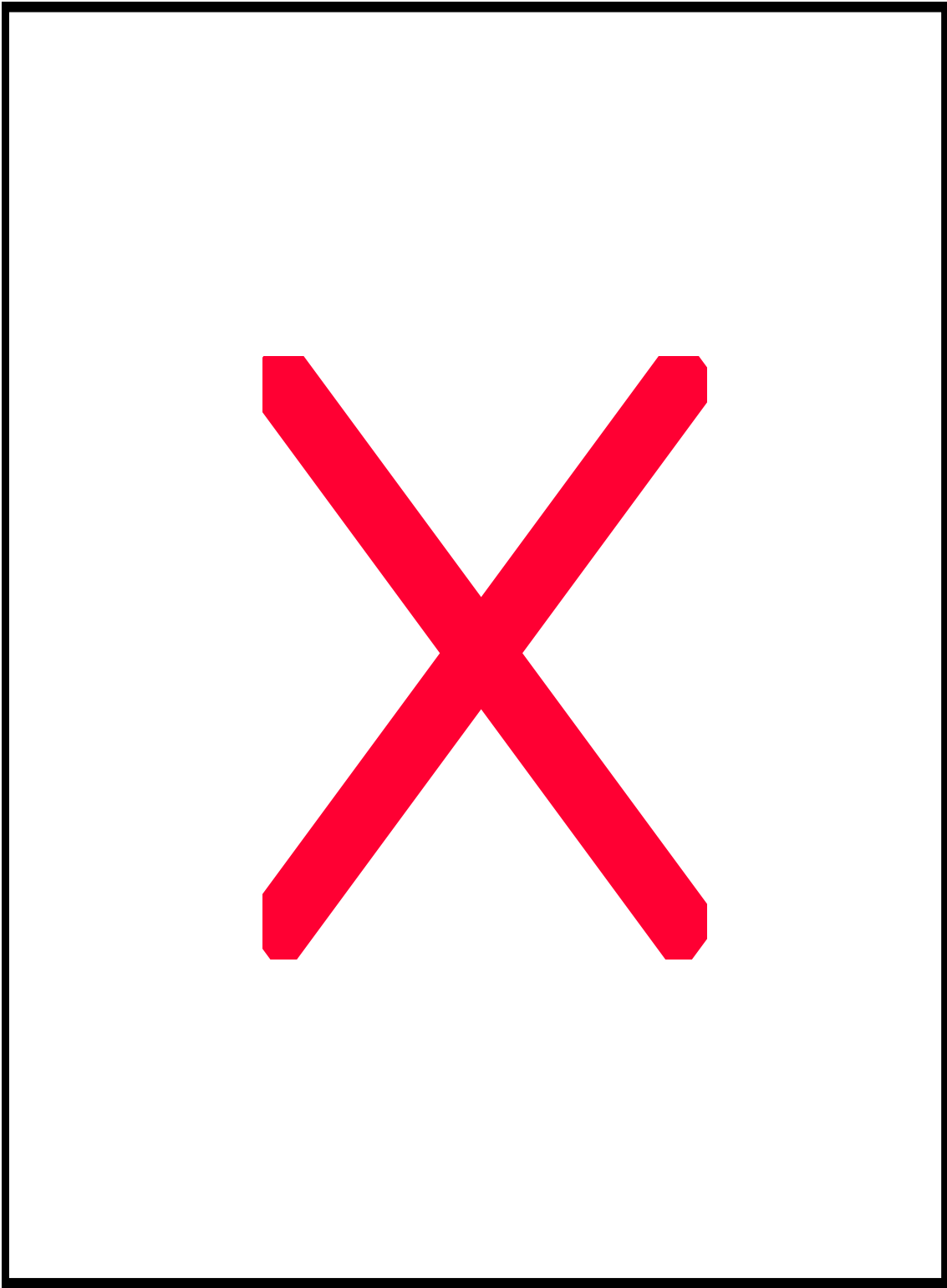


Zoning



Proposed Land Use





MAP 10

PLANNING SUB-AREA 6

An area composed of mixed uses and well-established residential blocks.

Boundaries: The “Orange Street Corridor” on the west, the Pine River on the north, Park Street on the east and Mill Street on the south.

Existing Land Use: The area is predominantly developed in a residential pattern interspersed with a variety of commercial uses on a small scale. The preponderance of non-residential uses is greater the closer to the downtown and much less so in the north portion of the sub-area.

Transportation: State Highway 80 bisects the planning area in a north/south direction. The remaining sub-area is served by the City local street network grid.

Open Space & Environment: The north and northwest portion of the sub-area is served by Krouskop Park (37+ acres) which serves the entire City.

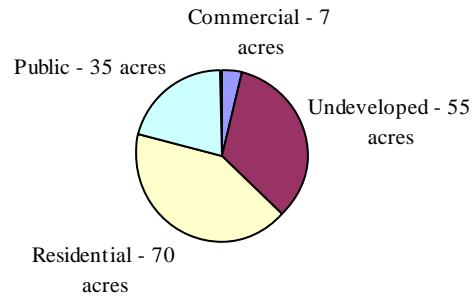
Public Utilities: Water and sanitary sewer serves the sub-area.

Proposed Land Use: The northern portion of the planning area is to continue developing in a single-family residential nature. The south one-half of the sub-area is proposed to accept mixed-use, infill projects that are compatible with already established land uses.

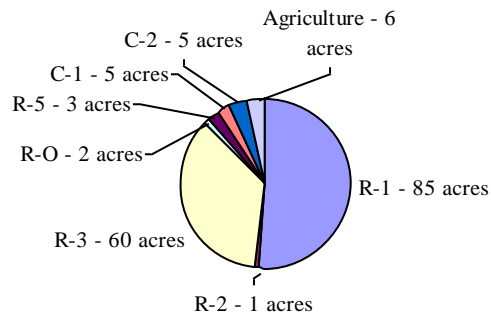
Table 25

Sub Area 6 (167 acres)
Includes R.O.W.

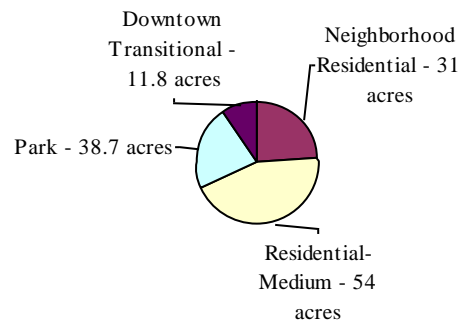
Existing Land Use

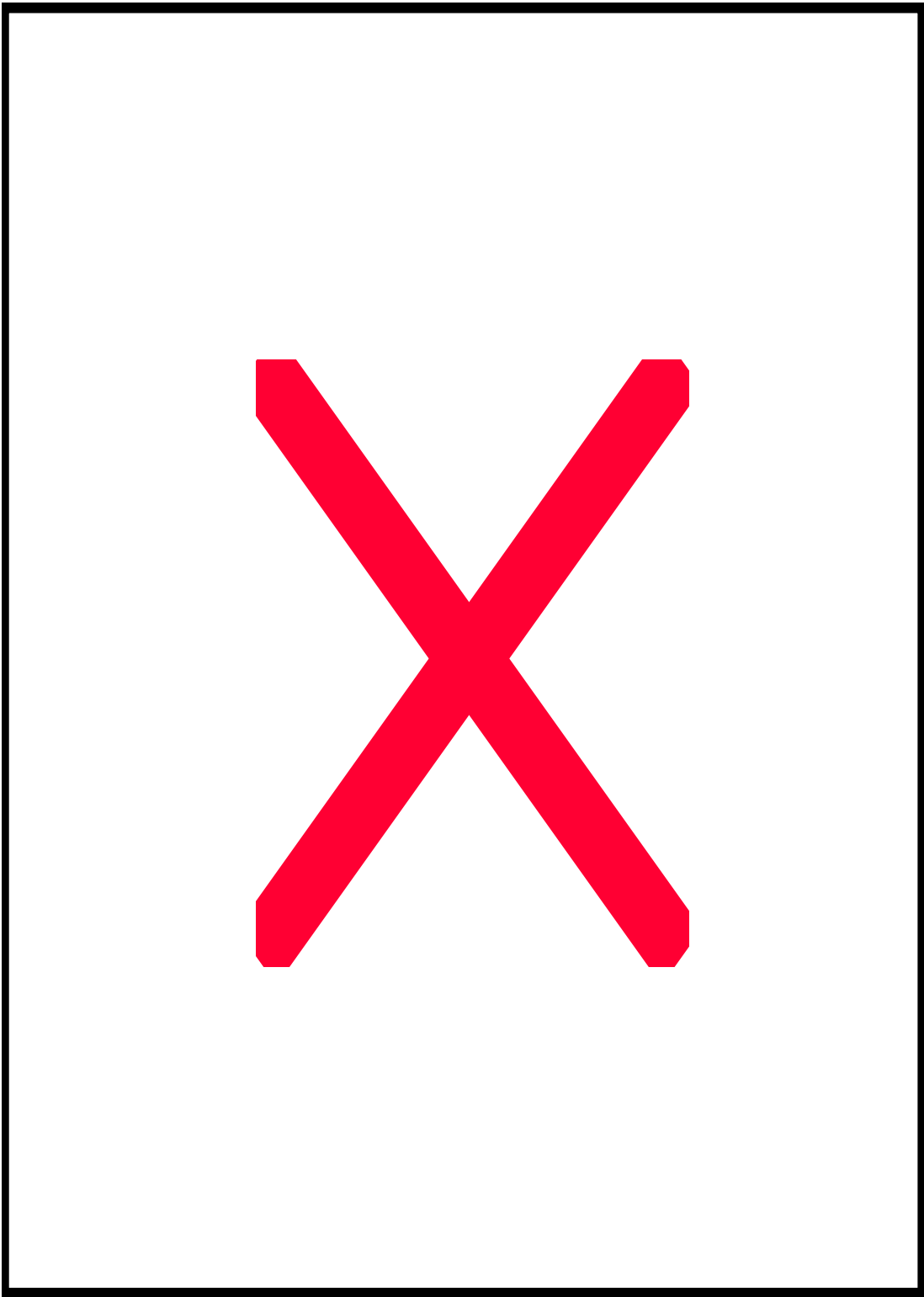


Zoning



Proposed Land Use





MAP 11

PLANNING SUB-AREA 7

The Downtown Core consisting of one- to three-story buildings housing the City's traditional retail, banking, and governmental businesses.

Boundaries: The “Orange Street Corridor” on the west, Mill Street on the north, Park Street on the east, and Kinder Street on the south.

Existing Land Use: Predominantly commercial land-uses.

Transportation: Served by local street network with US Highway 14 and State Highway 80 passing through or adjacent to the study area.

Open Space & Environment: Open space is limited to area adjacent to County Courthouse.

Public Utilities: Water and sanitary sewer are available throughout the sub-area.

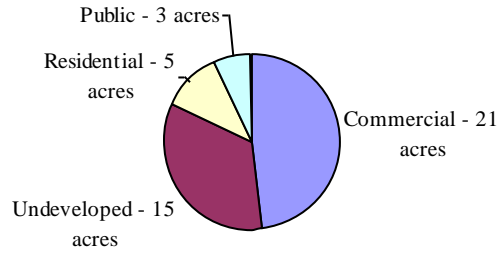
Proposed Land Use: Continue existing land use pattern while encouraging rehabilitation and compatible infill.

Table 26

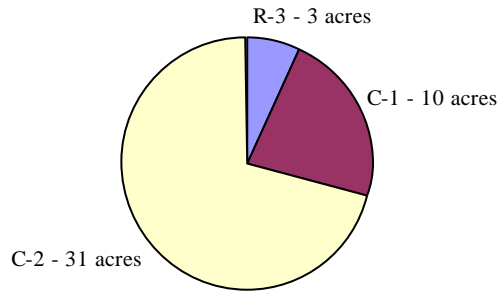
Sub Area 7 (44 acres)

Includes R.O.W.

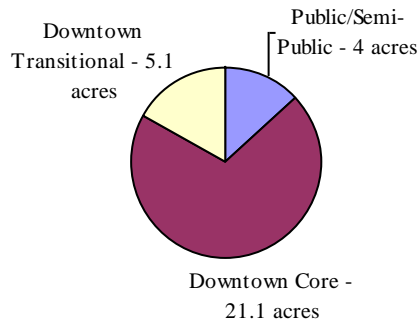
Existing Land Use

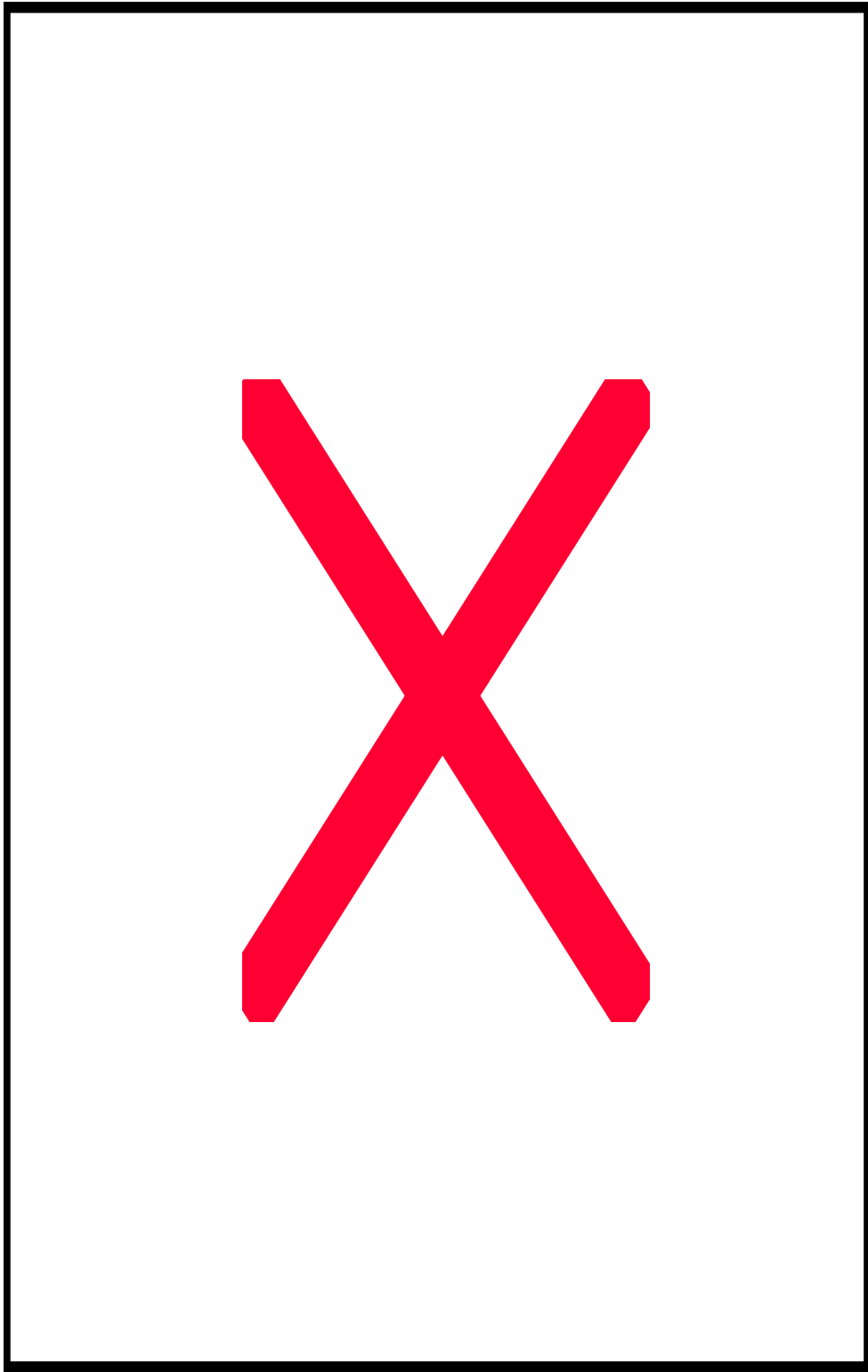


Zoning



Proposed Land Use





MAP 12

PLANNING SUB-AREA 8

“Orange Street Corridor”

Boundaries: Orange Street on the east, Sixth Street on the north, the Pine River on the west, and Haseltine Street on the south.

Existing Land Use: The sub-area contains a mix of industrial and commercial uses on the east and west sides of Orange Street. Commercial and residential uses prevail one block west of Orange Street to the river.

Transportation: US Highway 14 was improved in 1999.

Open Space & Environment: The Pine River provides an environmental corridor along the west limits of the study area.

Public Utilities: Water and sanitary sewer are available throughout the planning area.

Proposed Land Use: The area continues to reflect mixed-use development. Through relocation and redevelopment of the “Orange Street Corridor,” screening, land use buffering, parking and access to US Highway 14 and the Downtown is improved. A detailed “Orange Street Corridor” plan was completed in 1999 and illustrates specific improvements. The Plan is included as Exhibit A.

Land uses should evolve to a class of commercial more closely associated with the downtown core on the southern and eastern side of Orange Street. The southern and west side of Orange Street should be land uses that appropriately transition from commercial to residential – such as multifamily residential. The north end of Orange Street should retain its commercial classification with the interior blocks to the west remaining a solid residential neighborhood of single-family homes. The strip along the levee west of Congress Street should be classified as park and open space.

The Mill Pond Area is in the process of creating a wildflower prairie.

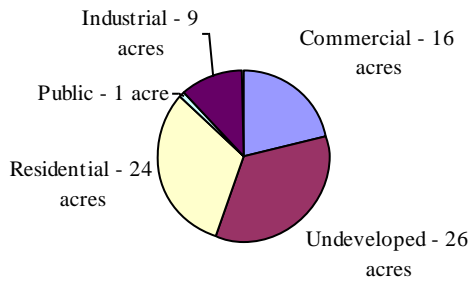
The City created a Redevelopment Authority (RDA) to assist with the redevelopment of the Orange Street Corridor. Tax incremental financing should be utilized to carry out targeted projects within the redevelopment district.

Table 27

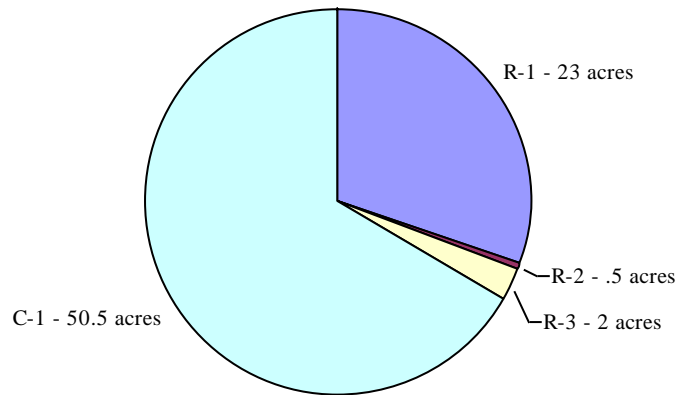
Sub Area 8 (76 acres)

Includes R.O.W.

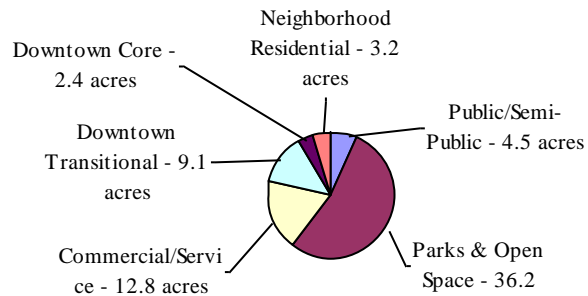
Existing Land Use

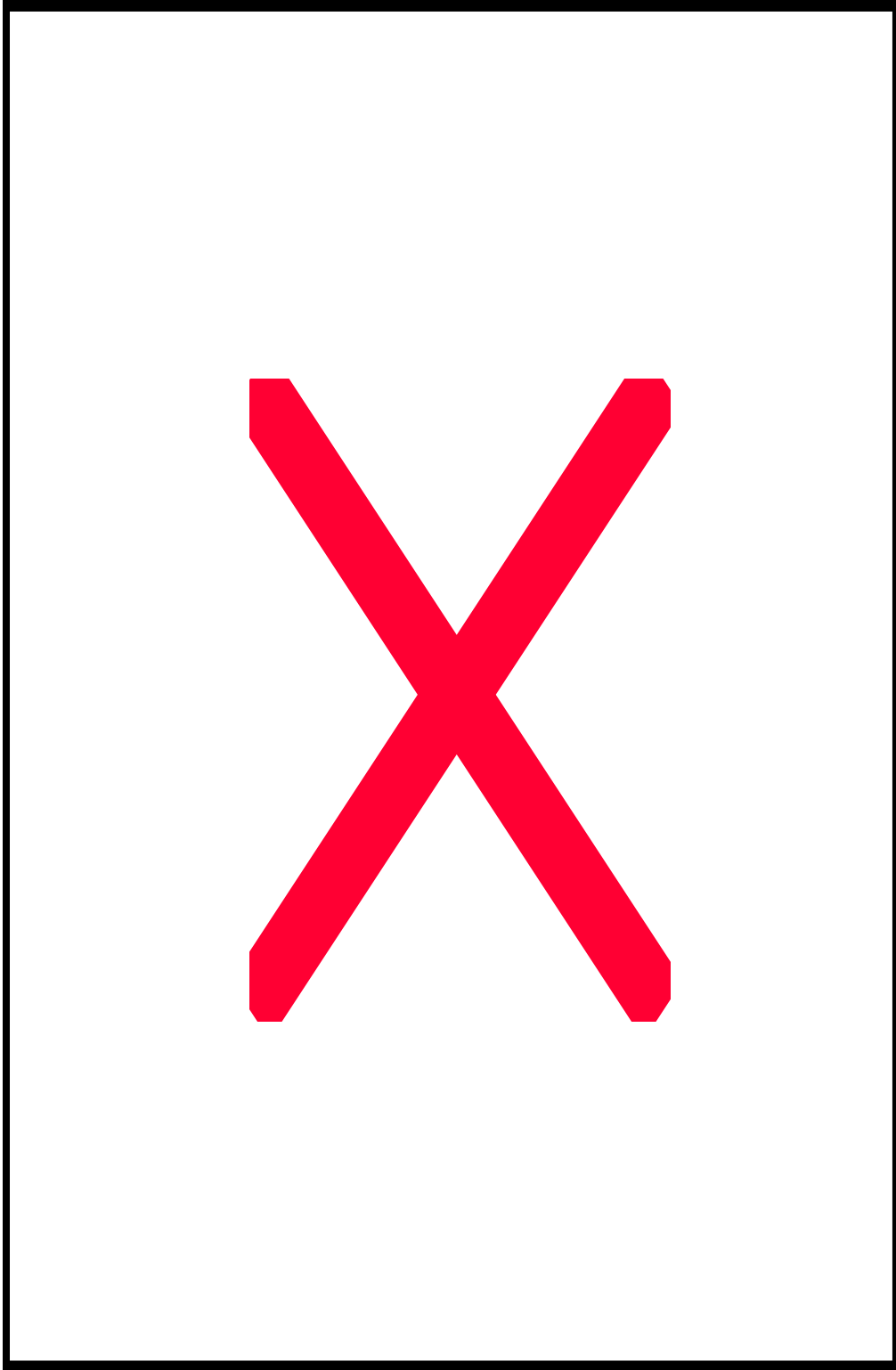


Zoning



Proposed Land Use





MAP 13

PLANNING SUB-AREA 9

The area primarily agricultural and institutional with limited hillside residential.

Boundaries: US HIGHWAY 14 on the south, the Pine River on the east and a combination of City limits and terrain limitations on the north and west.

Existing Land Use: In addition to open space and recreational uses (Krouskop Park, west of the Pine River) institutional property (UW-Richland Center and Richland H.S.) in the western portion of the planning area, are dominant. A limited hillside residential development exists west of State Highway 80 in the center of the planning area.

Transportation: The area is primarily served by US Highway 14 and State Highway 80 with peripheral town roads on the west end of the sub-area. A limited local street system serves the existing residential.

Open Space & Environment: Substantial open space and recreational acreage is available at the City Park site and the institutional uses.

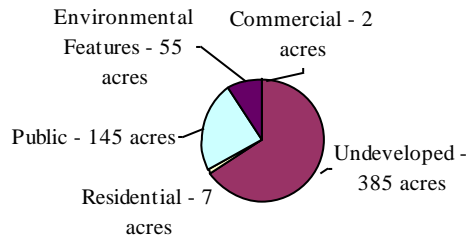
Public Utilities: Water and sanitary sewer is available to the institutions and existing residential development.

Proposed Land Use: The plan proposes that new development take the form of single-family residential (medium density 2-7 dwelling units/acre).

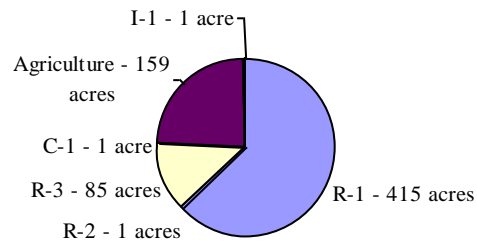
Table 28

Sub Area 9 (662 acres)
Includes R.O.W.

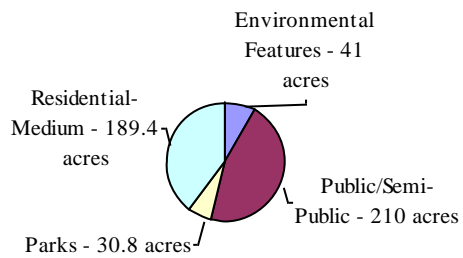
Existing Land Uses

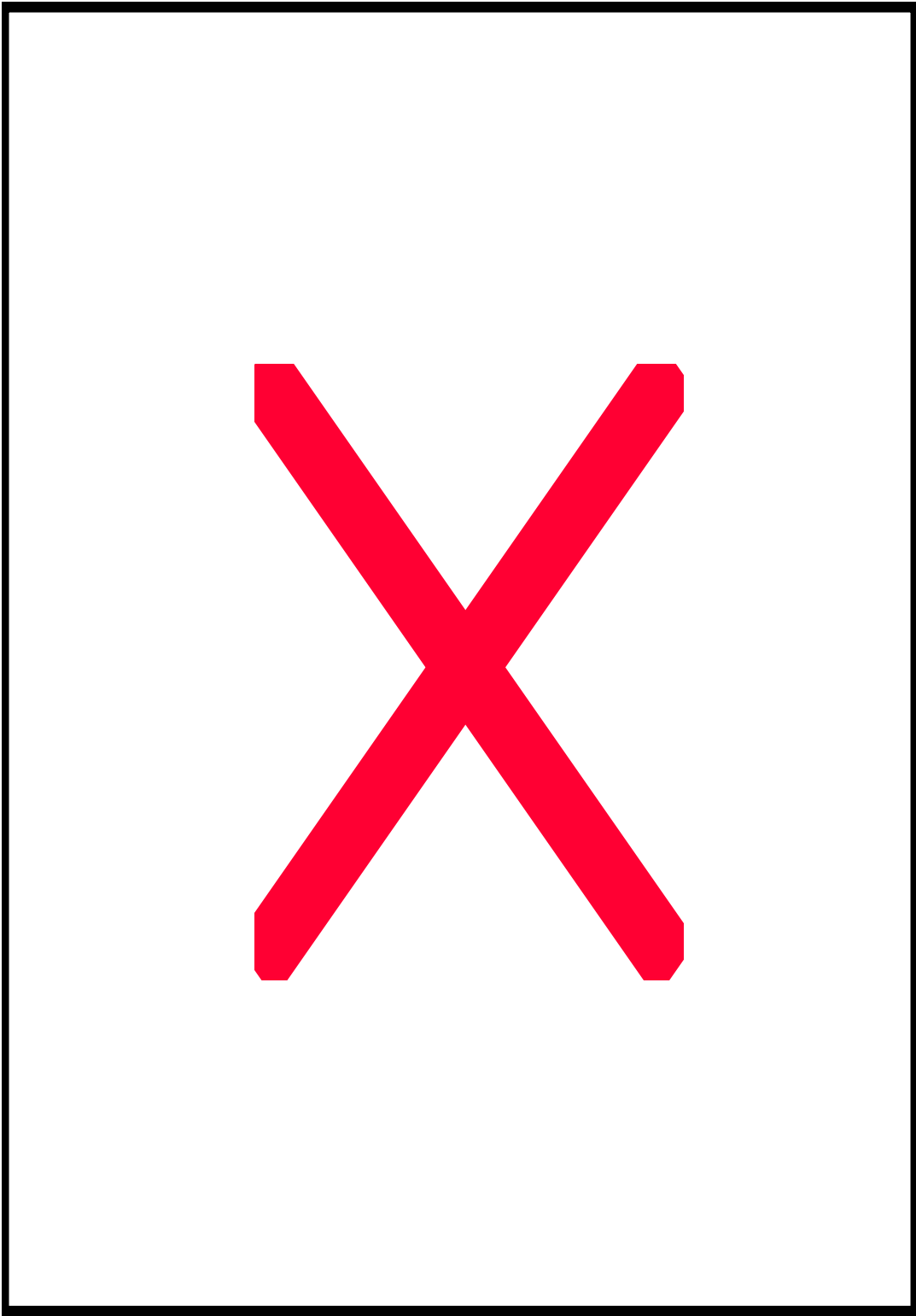


Zoning



Proposed Land Use





MAP 14

PLANNING SUB-AREA 10

This planning area includes the City landfill and vacant land.

Boundaries: County Highway AA on the west, the landfill on the south, the Town of Richland on the east and north.

Existing Land Use: City landfill and agricultural.

Transportation: West frontage of sub-area is served by County Highway AA.

Open Space & Environment: A portion of the south and central area of the property is fronted by wooded slopes.

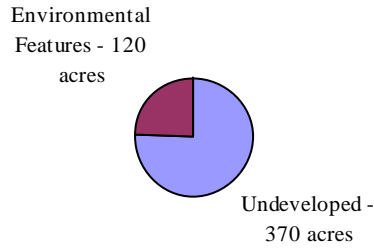
Public Utilities:

Proposed Land Use: The plan provides for expansion of medium density residential in the sub-area.

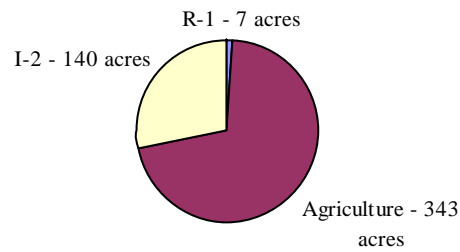
Table 29

Sub Area 10 (490 acres)
Includes R.O.W.

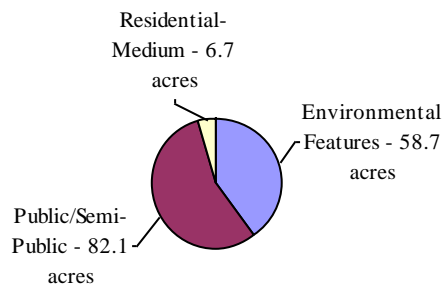
Existing Land Use

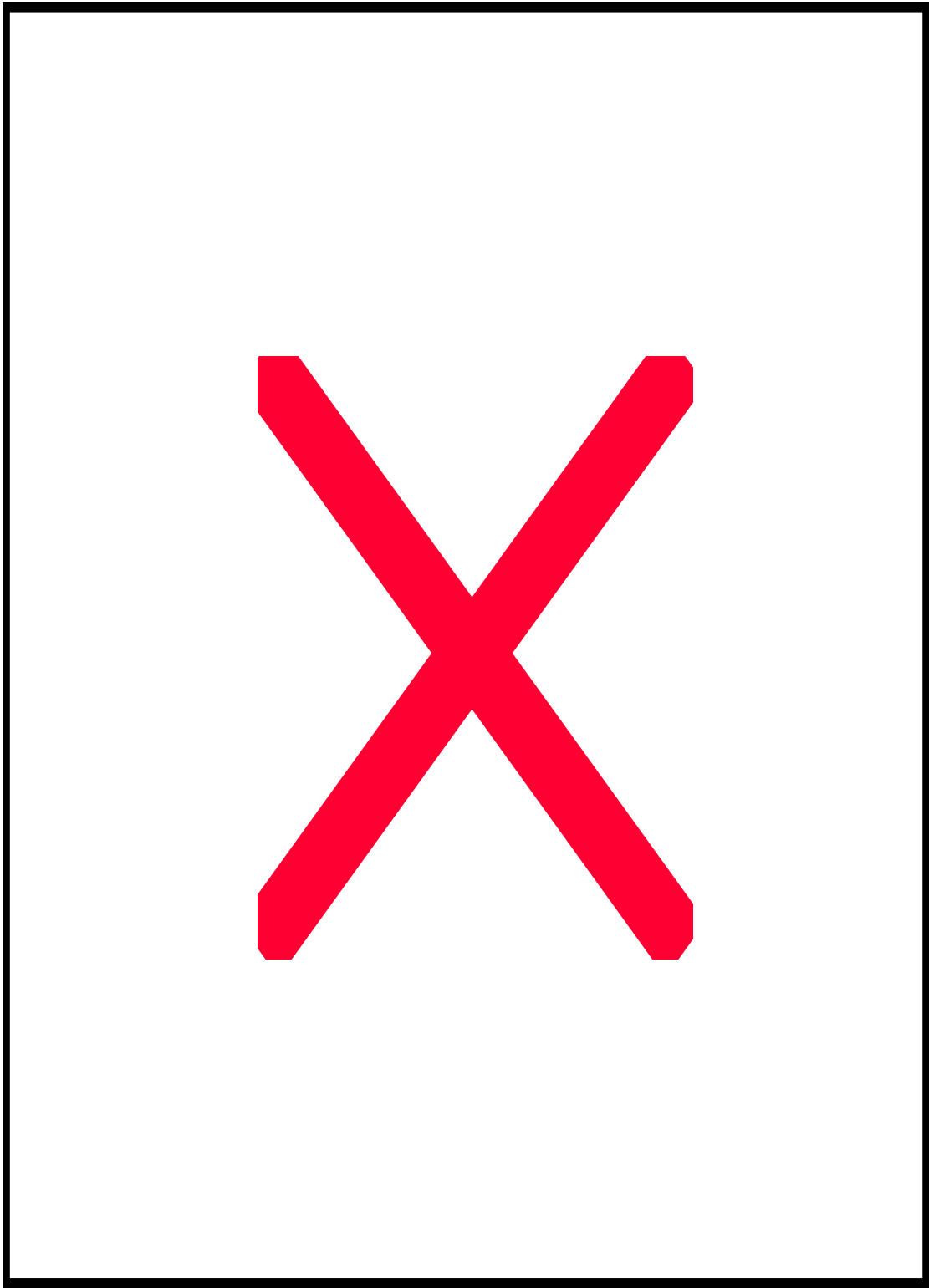


Zoning



Proposed Land Use





MAP 15

PLANNING SUB-AREA 11

The planning area includes property that has been developed for an industrial park and a mobile home community, and the County Fairgrounds.

Boundaries: The Pine River on the west, City limits to the south and Town of Richland on the north and east.

Existing Land Use: A substantial portion of the sub-area consists of the City's northern industrial park. The County Fairgrounds adjoins the industrial park on the south with a mobile home community on the east side of County Highway AA.

Transportation: County Highway AA and State Highway 80 provide access to the planning area. A local street network provides access throughout the industrial planned park.

Open Space & Environment: The sub-area offers limited open space or recreation areas. However, as residential growth takes place, linkages should be made to the Pine River environmental corridor and an expanded bicycle route system.

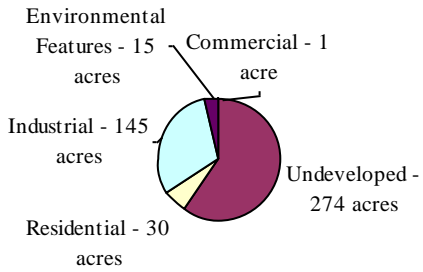
Public Utilities: Water and sanitary sewer services are available to the industrial park and portions of the remaining sub-area.

Proposed Land Use: The plan proposes continued expansion of the industrial park in addition to medium density residential along the east side of County Highway AA.

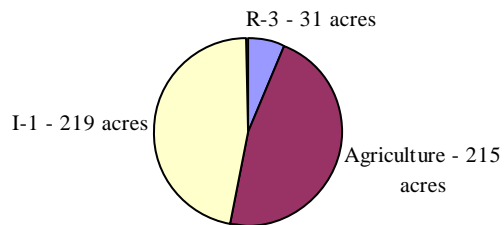
Table 30

Sub Area 11 (465 acres)
Includes R.O.W.

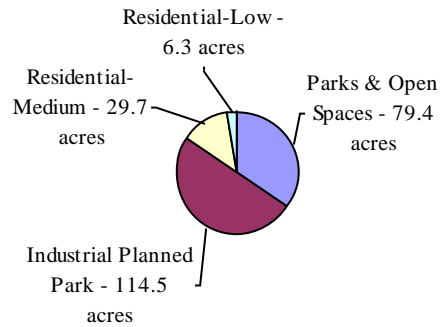
Existing Land Use

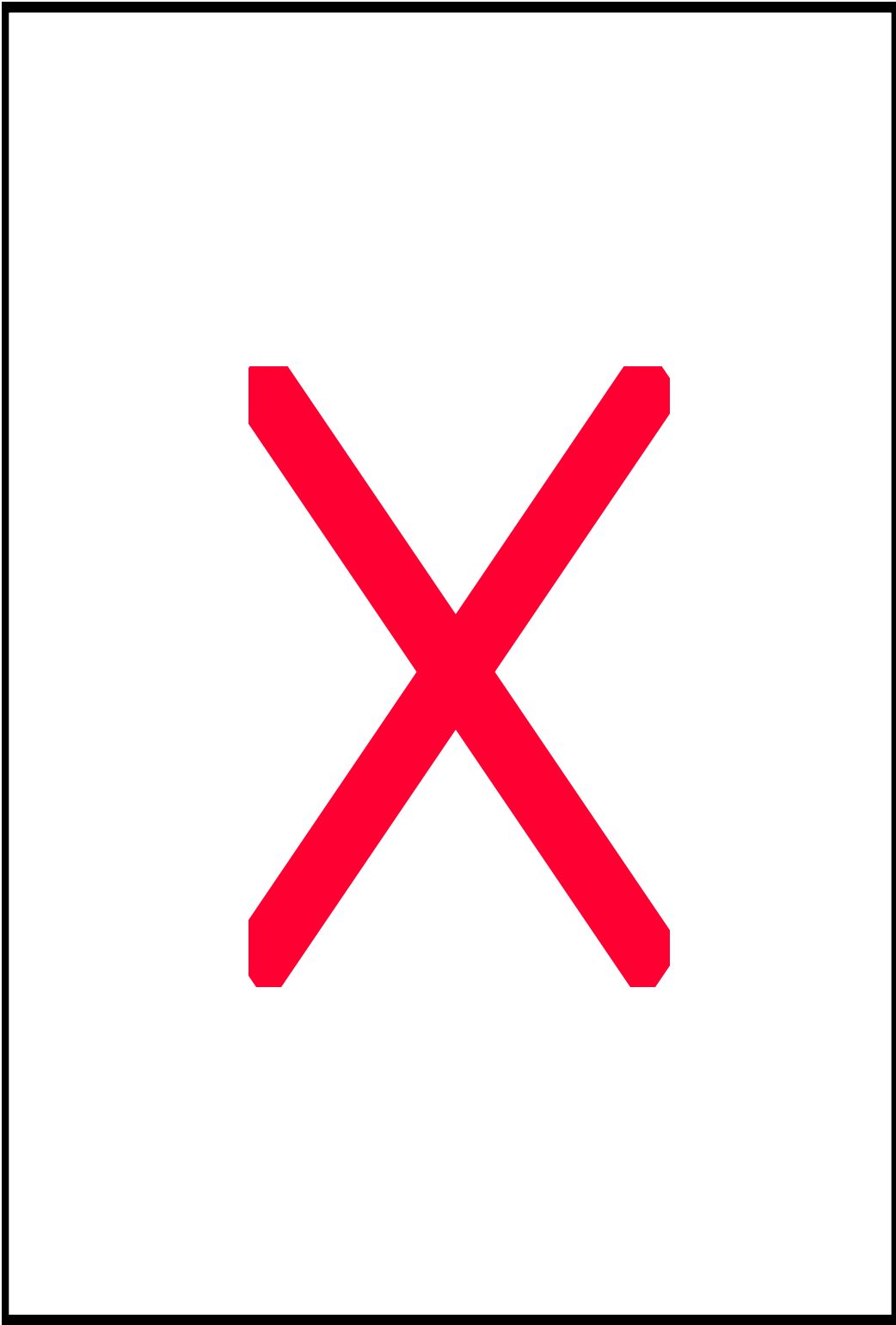


Zoning



Proposed Land Use





MAP 16

Section V INTERGOVERNMENTAL COOPERATION / EXTRATERRITORIAL LANDS

As the area continues to grow and develop, there will be a need and demand in the market place for new homes, businesses, and industries. Because most new commercial/industrial growth requires municipal services, such as sanitary sewer and public water, there will be requests to annex into the City of Richland Center. The policies stated below are guidelines that the City should use in considering potential annexations and exercising extraterritorial powers related to planning for development of those areas with 1-1/2 miles of the City.

Wisconsin State Law specifies that land contiguous to a municipality, not in an incorporated area, can be annexed by petition of a majority of the electors in the area to be annexed and a majority of the landowners (measured by either acreage or assessed value). Nonunanimous petitions may be subject to a referendum. The City has little direct control over where land is annexed except by approving or denying a petition when land is proposed by the property owners to be annexed. The City needs to have guidelines and consistent policies to enable it to respond to annexation requests.

Related to annexation policies are the City's policies with respect to extraterritorial development. Wisconsin State Law enables municipalities to guide growth and development outside the City's boundaries through the exercise of a variety of extraterritorial powers. Chapter 62 enables Cities to regulate subdivision plats and certified survey maps within a jurisdiction of 1-1/2 miles from the City boundaries. Cities may also extend the Official Map and Master Plan into the extraterritorial jurisdictions. These powers are granted unilaterally, so that the City may exercise this power with or without town consent.

Extraterritorial zoning must be exercised jointly with the affected towns. Presently the Town and City have executed extraterritorial zoning processes. *Map 17* illustrates the joint zoning area. The procedures for extraterritorial zoning require the formation of a joint extraterritorial committee with three members from the City Plan Commission and three members appointed by the Town Board of each participating town.

The following policies are guidelines that the City Plan Commission and the City Council should use as they consider future annexations and development within the extraterritorial area.

Extraterritorial Policies

1. The City should work jointly with the Town of Richland to encourage sound land use planning. Such planning should extend to issues which include, but are not limited to, the proper layout and design of streets and roads, assuring that proposed lots have adequate provision for wastewater treatment and water supply, and assuring proper stormwater management which prevents soil erosion and excessive run-off.

2. The City should participate in Extraterritorial Zoning jointly with any adjoining town which desired to do so following the procedures established in Wisconsin State Law s.s. 62.23(7a).
3. The City should exercise its extraterritorial plat review and official mapping powers as established in Wisconsin State Law Chapter 62.
4. The City should not extend municipal water or sanitary sewer lines beyond the City's corporate boundaries. If properties contiguous to the City desire such services, the owners may submit petitions for annexation.
5. The City should discourage subdivisions within the extraterritorial jurisdiction at densities that are likely to require the extension of municipal services.

Annexation Policies

1. The City of Richland Center's Master Plan should serve as a guide indicating areas proposed for future annexation. As the area grows and develops, it may be necessary, from time to time, to amend the Master Plan to reflect changing conditions.
2. No annexation should be approved by the City until a thorough review has been made to determine the feasibility and methods for providing public services.
3. All annexations are required to have a certified survey map.
4. The City should encourage large-parcel landowners seeking annexation to develop a long-range development master plan that identifies the general location of streets and utilities, describes proposed land uses, and provides a general timetable for development.
5. An area proposed for annexation should have boundaries containing at least the minimum area for the proper and orderly extension of municipal services, such as, but not limited to, sewers, storm drains, water systems, and streets and roads.
6. The proposed annexation of an area should not be approved unless all of the proposed area has, or will have when developed, a direct street access.
7. The City should adopt annexation guidelines after consulting with nearby towns. The guidelines should address the fiscal, planning, and legal impacts on both the City and the Towns.

INSERT

EXTRATERRITORIAL

MAP

#17

Creating a Master Plan is the first step in directing community growth. Subsequent efforts must focus on providing direct communications between the Plan's recommendations and actual development.

Implementation depends upon both private and public action. Public action includes administration of the zoning ordinance and subdivision regulations, long-range financial programming, and the review by the Plan Commission of proposals affecting the physical development of the community. Close cooperation between the City Council and Plan Commission is essential to proper administration and effectuation of the plan.

The most effective way of accomplishing these goals are to adopt development regulations which directly implement planning policies. Then, the Plan Commission may evaluate all development proposals (annexations, rezonings, land divisions, conditional uses, planned developments, and public investment and service decisions) based on their consistency with this Plan.

Reference of decisions to Plan recommendations will help establish both their legal defensibility and their economic efficiency.

The greatest number of decisions affecting urban development are made by citizens through private actions. It is essential that the public understand and support the plan.

This Plan should be continuously evaluated and amended as needed to keep current with changes brought about by time. A three- to five-year evaluation cycle is recommended.

PLAN ADOPTION

The first official action toward plan implementation is the adoption, by the Richland Center Plan Commission of the plan document as the general statement of public policy on land development within the City and its environs. This action formalizes the plan document as the current basic frame of reference on general development patterns over the next 5 to 10 years. The plan, thereby, becomes a tool for communicating the City's land use policy and for coordinating various individual decisions into a consistent set of actions to harmoniously shape the City's continued growth in the desired manner.

DEVELOPMENT CONTROL ORDINANCES

- One of the most important tools of plan implementation in an urban community is the municipal authority to control development of private land. Most Cities have a zoning ordinance and subdivision regulations which provide specific land use restrictions and development standards. Since the early 1920's, when the concept of land development was initiated in the United States, development control techniques have been expanded, refined and subjected to all levels of judicial scrutiny. As the purview of municipal authority has changed along with new land development techniques, so much the development control ordinances.
- ***Zoning Regulations:*** Careful application of modern zoning controls can go far in assisting the City in accomplishing the goals of this Master Plan. The zoning ordinance establishes definitions, standards and procedures for the City's administrative and legislative bodies to review and approve specific land developments. The existing zoning ordinance should be updated to reflect the Plan recommendations.
- ***Subdivision Regulations:*** Instituting development standards for land subdivision is another regulating measure of importance in community development. It is essential that the opening of new residential and other areas, by the platting for sale of lots, be at a level that will not be a liability to the public at a future date. Subdivision regulations serve an important function by ensuring the orderly growth and development of unplatted and undeveloped land. Granted under Chapter 236 of the Wisconsin Statutes, the regulations for sewer and water facilities, storm water drainage, lot sizes, street design, open space, and other improvements necessary to ensure that a new development will be an asset to the village.

Good subdivision controls include minimum standards for street widths, lot sizes, block sizes, street grades, utility easements, etc. Such conditions as dead-end streets, offset intersections and the relationship of streets to adjacent neighborhoods should be regulated in a reasonable manner and in the public interest. The City's subdivision ordinance should include clear statements of development policies. These policies should detail the developer's responsibilities for providing sanitary sewers, storm sewers, water, roads and other improvements. The City has the power to enforce such regulations through approval of plats by the Plan Commission as well as the City

Council and to require bonds or other surety to assure standard construction of such improvements.

The City is empowered, via State Statutes to review the subdivision of land within unincorporated territory up to 1-1/2 miles from its corporate limits. It is this authority that gives the City the opportunity to ensure that development in unincorporated territory is in conformance with the “official” plan for these areas.

It is important that the Plan Commission give careful attention to the enforcement of these regulations and general standards. Each preliminary plat should be reviewed thoroughly to assess the compatibility of the proposed street pattern with adjoining land. It is important that the proposed development plan follow recommended land planning standards and it is essential that the engineering design of streets, storm drainage facilities, sanitary sewers, and utility systems conform with City criteria and requirements. An engineering review is important as the Plan Commission passes judgment on a proposed development plan.

The areas to be platted should also be compared with the Development Plan to determine what, if any, attention should be given to future school sites, park sites, thoroughfares, changes in land use, and in other elements of the Plan. Like the Zoning Ordinance, the Subdivision Code requires extensive overhaul to facilitate implementation of this Plan.

- ***Official Mapping:*** The official map is another tool for land use control that can be used to preserve the integrity of the Master Plan and to regulate future growth. Chapters 60 and 62 of the Wisconsin Statutes provide for the establishment of an official map to indicate all existing and planned streets, parks and other public uses. The official map enables the City to prevent private development from occurring in areas designated for other uses. The City of Richland Center presently has an official map, but should be updated. All proposed street extensions, park areas and drainageways should be identified on the map.
- ***Sign Regulations:*** The regulation of signs is one of the more controversial and difficult responsibilities of a development control program. However, such regulations are necessary in order to control the size, location, erection, number and maintenance of signs. Sign regulations are intended to fulfill “quality of life” objectives by ensuring that a desirable and attractive living environment is maintained in the City. The City has sign regulations contained in the Zoning Ordinance. These should be reviewed as to their adequacy to implement the Plan.
- ***Codes:*** Building, electrical, plumbing, mechanical, and fire prevention codes provide sound standards for the safe construction, use, and occupancy of buildings. These codes should be considered implementation devices of Plan for a variety of reasons. First, use of the codes insures that the high quality of development sought as an objective of the Plan is, in fact, carried out via the permit and inspection requirements of the codes. Secondly, through the same permit requirements, the City is providing a check-off point to insure that the land uses proposed are in accordance with the proposed uses embodied in the Plan and permitted by the appropriate zoning

district. Finally, use of the codes provides a mechanism that insures that, following the construction of the building to the required standards, it is maintained in an acceptable fashion over time.

- **Capital Improvement Plan:** A method by which the public related components of the Development Plan can be implemented is through capital improvements programming. A CIP provides an orderly sequence of funding, prioritization and project status. It furnishes a means of assuring that projects will be carried out in accordance with the City's ability to pay without creating an excessive tax burden.
- **Annexation:** The orderly development of a community depends upon periodic expansions of its boundaries to include development of its fringes. The economic growth of territory on the fringe of a city can be attributed primarily to the advantages derived from association with industry, business and other facilities located within the corporate limits. The health, safety, welfare and prosperity of the entire community dictates that such adjacent territory be incorporated and share in the advantages offered by the city and at the same time participate in the cost of City operations. Annexation is an integral part of the overall planning process. It is a tool to be used in guiding and ensuring orderly municipal growth and development. A City should establish a definite annexation policy and continuous annexation program in conformance with the framework of its Plan.

The capability of the fringe area to contribute enough in added tax revenues to the City to pay for the cost of added services over a period of time is normally the major determining factor in the decision-making process of whether or not to annex. However, the economic feasibility to annex is not the only consideration to be made. Certain intangible benefits which can be difficult to measure in monetary terms have to be evaluated. These intangible factors affecting annexation decisions are:

1. Increased property valuation and a broadened tax base will raise the limit of municipal bonds that the City can sell to finance future improvements.
2. The increase in population of the community in the future census is an indicator of the City's qualification for more state and federal funds distributed on a population basis.
3. The land adjacent to the City has a direct effect on development and property values within the community. Even with the existence of certain extraterritorial jurisdiction controls, annexation is the preferred alternative for controlling adjacent developments.
4. Annexation provides the City with an important tool in the implementation of the Plan.

Annexation laws make it difficult for the City to pursue an aggressive progressive program of annexation. The majority of corporate expansion in Richland Center will occur by voluntary annexation of land held by property-owners who require City services, either as potential amenities, or in order to develop their property in a more economical fashion than is available in the County.

- ***Master Plan Monitoring & Review:*** Although not truly an implementation device, the importance of plan monitoring and review to the implementation of the Plan should be noted. The Plan is based on variables that are dynamic and whose future direction cannot always be accurately predicted. Accordingly, such variables as population and urban development characteristics should be periodically compared against the Plan's assumptions and recommendations (at least every 3 to 5 years).

In summary, this plan paints a broad and long-range picture of desirable land uses, transportation systems, the character of the natural landscape, and public facilities and services. The Plan is a guide and not a straightjacket. Ultimately, the Plan Commission and City Council will determine the direction of the Community to assure that it is responsive to new opportunities and changing conditions.

Residential Development

The residential land needs to the year 2015 have been estimated based on projections of household size, housing density and population. In the future, it is assumed that household size will stabilize near the present 2.3 persons per household. It is also assumed that new housing construction will be a mix of single-family and multi-family. Land requirements are estimated at three dwelling units/acre for single-family units, 10 dwelling units/acre for multifamily units and six dwelling units/acre for duplexes.

Based on these assumptions, the City will need approximately 96 acres of residentially developed land by the year 2015 to accommodate the projected population growth of 862 people.

To ensure that new residential areas are developed in a manner that will allow for the most efficient and economical provision of services, it is suggested that new development occur in stages extending outward from existing development.

Economic Development

Future commercial land use needs in the City have been projected based on existing commercial land use and population trends. In the future it is assumed that the amount of land in commercial use will increase at the same rate as population growth. In general it is recommended that new commercial/industrial development occur near or adjacent to highways 14 and 80. It is recommended that new commercial/industrial development along these highways occur as in-filling adjacent to existing commercial areas.

The City currently has 4 TIDs (*Map 18*) covering a wide variety of improvements (*Table 31*). The continued use of this technique is recommended as capacity becomes available and viable development is possible.

INSERT TID MAP
Map #18

Table 31

TID IMPROVEMENTS

TID #2

Land Acquisition	Development Incentives
Haseltine Street Storm Sewer Improvement	Environmental Remediation
Off Street Parking	Economic Development – Grant Applications
Reline Corrugated Sewer Main	Administrative/Planning & Making Maps
Story Field Detention Area	Organizational, Computerization and Legal Services
New Well	Airport Navigational Aids
Bike Trail Improvements	Airport Land Acquisition
Sewer Replacement: Orange St., Seminary to Mill St.	New Aerial Fire Truck
Main Street Sewer Relining	Bohmann Drive Sewer and Water Improvement
Water and Sewer Improvement – HWY 14	Bohmann Drive Road Construction
Electric Pole Relocation	Dike Maintenance
Road Improvements	Koch Utilities
Mill Pond Enhancements	Site Preparation
Treatment Plan Upgrade	US Highway 14 Reconstruction
Lighting Improvements	Church Street Construction
US Highway 14 Construction	Orange Street Sewer

TID #3

Sewer System Improvements
Water System Improvements
Street, Roadway Improvements
Electrical Improvements
Storm Water and Drainage Improvements

TID #4

Land Acquisition
Site Clearing
Site Grading
Storm Sewer System
Street Improvements
Landscaping

TID #5

Land Acquisition
Site Preparation
Storm Water Improvement
Street Improvements

Housing

To maintain the quality of housing and preserve the character of existing neighborhoods, the City should take the following steps:

- Formulate a housing assistance plan which identifies strategies for providing housing for low and moderate income and elderly persons.
- Cooperate with private developers, the Neighborhood Housing Services and other government agencies to facilitate construction of government subsidized housing.
- Ensure that an adequate supply of land is zoned for multifamily units.
- Encourage the rehabilitation of older homes.

US Highway 14 Relocation

Transportation

Land use changes and community growth will combine with major traffic route changes to influence future traffic flow in Richland Center. The changes will combine to alter and increase traffic in and through the community. The changes are summarized below.

By the early 1990s, a number of residents and business owners in Richland Center began to express concern with the growing amount of traffic in the downtown area. Much of the problem stemmed from through-traffic along Highways 14 and 80, which currently share the city's Main Street - a north-south street serving the downtown business district and some residential portions of the community. The Wisconsin Department of Transportation initiated a study of alternative routes to allow through-traffic to bypass Richland Center's downtown and certain residential neighborhoods.

A decision was made to relocate US Highway 14 from Main Street to Orange Street. Orange Street extends north-south just two blocks west of Main Street. Work occurred on the by-pass in 1999 and diverted a few thousand pass-through drivers around Richland Center's downtown business district. Signage alerts US Highway 14 drivers who wish to visit Richland Center's downtown businesses. The downtown is planned to expand westward to meet Orange Street. Highway 80 will remain on Main Street.

Access to properties located along Orange Street will be from side streets upon completion of the US Highway 14 relocation was complete. This design enhances capacity of Orange Street, allowing it to handle increased traffic flow more efficiently.

Other site design options, if implemented, will help provide access to properties along Orange Street while maintaining the new highway's capacity. These options include the following:

- **Shared Driveways** — Locating driveways at the property lines, as sites develop and redevelop, provide the opportunity for shared driveways. Under this concept a single driveway with access to the road is shared by the land uses of neighboring parcels. This reduces the number of potential conflict points with the roadway, thereby enhancing capacity. The concept is recommended for commercial properties only. It requires the cooperation and agreement of the two property owners.
- **Cross-Access** — Under this concept, commercial property owners agree to provide a point of access that links their parking lots. It allows visitors to travel from one property to another on the same block without using the adjacent highway. This improves capacity and safety. Cross-access agreements must be signed by the adjoining property owners and recorded with the City.
- **Adequate Turning-Radius** — Driveway access, streets and on-site maneuvering will be enhanced by designing for the proper turning radius required for semi-truck traffic. This requirement is typically enforced only in commercial and industrial areas of a community.

Land Use Influences

Proposed land use changes that will expand Richland Center's downtown and the downtown transitional activities will influence traffic flow in the vicinity. Expansion of these uses will work to continue the community's economic dominance in the County. Economic opportunities will increasingly centralize in Richland Center. In turn, more traffic will be attracted to downtown Richland Center.

Highway 14 has been relocated and completed on Orange Street. To help reduce confusion by mixing one-way and two-way traffic, Court Street's one-way travel restriction may be extended west to Orange Street. This will provide drivers with an easy and identifiable one-way route inbound to downtown Richland Center from the US Highway 14/Orange Street by-pass. Additional signage at Church Street, where the one-way flow terminates, may also help to reduce driver confusion. This improvement will also extend the collector function of Court Street westward to Orange Street.

Residential growth is anticipated, especially near the City's extremities. In general, the cumulative impact is considered minimal. The existing road network—along with its already planned and reviewed future improvements—is more than adequate to handle any resulting increase in traffic. Of course, normal precautions and enhancements should be considered. Direct access to arterials should not be permitted. Sidewalks and bicycle paths should be constructed to provide safe alternatives for residents and children in these new neighborhoods. Sidewalks are encouraged in all new residential developments.

Discussion has occurred about targeting new residential development north of US Highway 14 (Pleasant Valley Road) in the community's southeast corridor. Depending on the number of new residential units in this corridor, access to US Highway 14 should be limited to one or two locations that may require signalization. Sidewalks and bicycle paths should also serve this new neighborhood. An effort to provide safe pedestrian and

bicyclist access to the commercial properties south of US Highway 14 should also be considered.

Parking

Some concerns have been raised about the need for additional parking in downtown Richland Center. With an expanded downtown and economic role in the County, Richland Center may benefit from the addition of a parking lot accessible to its downtown. Certain opportunities may exist to provide new parking at the business district's west edge, next to Orange Street. Existing buildings would need to be acquired and demolished before a facility could be established. This action would enhance the visual linkage to Richland Center's downtown for travelers along Orange Street and the US Highway 14 Relocation.

Other Policies

Neighborhoods, parks, and other key locations should be linked by sidewalks and bicycle paths. Also, new residential neighborhoods should be linked by roadway, sidewalk and bicycle path networks with existing neighborhoods, rather than providing separate new networks.

In commercial areas, shared driveway and cross-access policies should be implemented. Care should be taken to assure that commercial and industrial streets, driveways and parking lots are designed to provide adequate turning radius. Given the reliance on truck traffic for the delivery of goods. Direct access to parcels located along streets that function as an arterial should be limited.

COMMUNITY FACILITIES AND SERVICES

WASTEWATER COLLECTION AND TREATMENT

The estimated average daily and peak hourly wastewater flows from each sub-area are shown in Table 32. Wastewater generation rates per person for residential land use and per acre for commercial/industrial uses were based on historic water demands of the City. These rates were increased by 40% to account for sources of infiltration and inflow that may be present in the collection system.

insert Table 32

The minimum size of interceptor sewer required to serve each sub-area is shown in Table 33. Sizing of the interceptor sewers was based on constructing the sewers at minimum slopes allowed by Wisconsin Department of Natural Resources (WDNR) code. A more detailed evaluation of the sizing should be performed when specific routes are known for each sewer interceptor.

An opinion of probable construction costs for each anticipated interceptor sewer size is shown in Table 34. These estimates are given as ranges and on a per linear foot basis. A more detailed cost analysis should be performed when the specific routes are known for each sewer interceptor.

**Table 33 – Sub-Area Interceptor Sanitary Sewer Sizing
City of Richland Center**

Sub-Area	Total Peak Hourly Flow (cfs)	Sanitary Sewer Size (inches)	Sanitary Sewer Capacity @ Min. Slope (cfs)
1	2.84	18	3.47
2	1.37	12	1.62
3	0.16	8	0.76
4	0.90	10	1.15
5	0.12	8	0.76
6	0.44	8	0.76
7	0.18	8	0.76
8	0.22	8	0.76
9	0.74	10	1.15
10	0.03	8	0.76
11	1.73	15	2.29

Notes: Minimum slope per WDNR code requirements
SDR-35 PVC Pipe

insert Table 34

The future total, estimated wastewater flows and loadings from the sub-areas are shown in Table 35 as “Projected Loadings”. This table also shows the year 2002 WWTP capacities. Comparing the projected flows and loadings to the WWTP capacities reveals that the plant should have adequate BOD₅ and TSS capacity. Comparing the projected flows and flow capacity of the WWTP reveals the projected flows to be slightly greater than the capacities. It should be noted that the projected flows are estimates and that a more detailed analysis of each sub-area should be performed during the next facility plan for the WWTP.

**Table 35 – Wastewater Treatment Plant Projected Influent Loadings
& Year 2002 Treatment Capacities
City of Richland Center**

	Flow		BOD ₅		TSS	
	Average Daily (MGD)	Peak Hourly (MGD)	Average Daily (lb/d)	Peak Day (lb/d)	Average Daily (lb/d)	Peak Day (lb/d)
Year 2002 Capacity*	1.6	3.36	7,500	17,720	6,082	13,760
Projected Loadings	1.7	4.37	6,910	16,317	5,846	13,209

Source: “Preliminary Design Report – Primary Treatment Addition”, Applied Technologies, 2001

WATER SUPPLY AND DISTRIBUTION SYSTEM

Existing System

The existing water supply system contains the following:

1. Wells:

- Well No. 5 1,250 gpm
 - Well No. 6 930 gpm
 - Well No. 7 1,000 gpm
- Total Well Capacity: 3,180 gpm

2. Storage:

- Two 500,000-gallon elevated tanks = Total Storage = 1,000,000 gallons
- Effective Storage = 800,000 gallons

The effective storage is 80% of the total storage due to the tanks not being completely full at all times.

Historical Water Demands

The average daily pumpage, maximum day pumpage, and maximum day/average day ratio, as reported to the Public Service Commission (PSC) of Wisconsin over the past five years are shown in Table 36. The historical residential water demands over the past five years are shown in Table 37, while the commercial and industrial demands for the year 2001 are shown in Table 38.

**Table 36 – Historic Water Pumpage 1997-2001
City of Richland Center**

Year	Annual Pumpage (MG)	Average Daily Pumpage (mgd) ¹	Maximum Day Pumpage (mgd) ¹	Maximum Day/Average Day Ratio
1997	285.892	0.783	2.062	2.63
1998	303.976	0.833	1.733	2.08
1999	339.989	0.931	1.913	2.05
2000	334.463	0.916	1.754	1.91
2001	321.812	0.882	2.146	2.43
Average			2.22	

¹Million gallons per day

**Table 37 – Historical Residential Water Demands
City of Richland Center**

Year	Population	Annual Residential Water Sales (MG)	Average Daily Residential Water Sales (mgd) ¹	Average Demand (gpcd) ²
1997	5,110	88.210	0.242	47
1998	5,140	88.731	0.243	47
1999	5,185	87.986	0.241	46
2000	5,114*	85.924	0.235	46
2001	5,153**	87.844	0.241	47
Average			0.240	47

¹Million gallons per day

²Gallons per capita per day

*2000 Census

**Adjusted per 2000 Census

**Table 38 – Year 2001 Industrial & Commercial Water Demands
City of Richland Center**

Land Use Type	Land Use Area for Year 2001 (Acres)	Annual Water Sales (MG)	Average Daily Water Sales (mgd) ¹	Average Demand (gpd/acre) ²
---------------	-------------------------------------	-------------------------	--	--

Commercial	187	54.419	0.149	797
Industrial	233	170.773	0.468	2,008

¹Million gallons per day

²Gallons per day per acre

Engineering Design Criteria

The adequacy of a water supply system can be evaluated by applying the following design criteria.

1. The peak hourly demand*, excluding fire flow demand, should be provided by well capacity.
2. The peak hourly demand* plus fire flow should be available from wells and storage. This criterion addresses the worst case scenario of a fire occurring during a period of peak hourly demand.
3. An average daily demand should be available in storage.

*Note that the peak hourly demand is determined by applying a peaking factor of 2 to the maximum day pumping rate.

Adequacy of the Existing System

The current demands (year 2001) of the City are as follows:

- Average daily demand = 931,000 gallons
- Maximum day demand = 2.146 MG
- Peak hourly demand = 4.29 MG = 2,980 gpm = >3,000 gpm

A typical peak hourly/maximum day demand ratio of 2.0 was used to estimate the peak hourly demand.

The system is evaluated by applying the previously stated criteria as follows:

1. The peak hourly demand (3,000 gpm) is provided by well capacity (3,180 gpm). Therefore, Criterion #1 is satisfied.
2. A fire flow of 3,000 gpm for 3.5 hours will be assumed per typical Commercial Risk Services (CRS) recommendations.

Peak hourly demand	3,000 gpm
Fire Flow	3,500 gpm
Well Pumping Capacity	3,180 gpm
Rate Required for Elevated Storage	3,320 gpm

Volume required for elevated storage:

$$(3,320 \text{ gpm})(3.5 \text{ hrs})(60 \text{ min/hr}) = 697,200 \text{ gallons}$$

The effective storage (800,000 gallons) is greater than the required storage (697,200 gallons). Therefore, Criterion #2 is satisfied.

3. The average daily demand of 931,000 gallons is greater than the available effective storage of 800,000 gallons. Therefore, 131,000 gallons of additional storage is required to satisfy Criterion #3.

Estimated Future Water Demands

The future water demands for each sub-area will be estimated based on the historical water demands as shown in Tables 36 through 38. The average maximum day/average day ratio of 2.22 (shown in Table 36) will be used to find the maximum day demand, and a typical peak hour/maximum day ratio of 2.0 will be used to estimate the peak hourly demand. The estimated future demands for each sub-area can be found in Table 39.

insert Table 39

Estimated Future Water Supply and Distribution Facilities

The previously mentioned Engineering Criteria will be used to estimate the future water supply facilities required. It will be assumed that, for Criterion #2, the well capacity will meet the peak hourly demand. Therefore, the amount of storage to satisfy Criterion #2 for each sub-area is as follows:

$$3,500 \text{ gpm} (3.5 \text{ hrs})(60 \text{ min/hr}) = 735,000 \text{ gallons}$$

Furthermore, the current effective storage volume of 800,000 gallons is greater than the required volume of 735,000 gallons.

Table 40 shows the additional well capacity and storage required to satisfy Engineering Design Criteria #1 and #3.

**Table 40 – Sub-Area Estimated Required Water Storage & Well Capacity
City of Richland Center**

Sub-Area	Sub-Area Average Daily Demand (gals./day)	Sub-Area Peak Hourly Demand (gals./day)	Sub-Area + Existing Average Daily Demand (gals./day)	Sub-Area + Existing Peak Hourly Demand (gals./min.)	Additional Storage Required (per Criterion #3) (gallons)	Additional* Well Capacity Required (per Criterion #1) (gals./min.)
1	437,880	1,352	1,368,880	4,352	569,000	1,200
2	188,321	581	1,119,321	3,581	320,000	500
3	17,781	55	948,781	3,055	149,000	-200
4	117,759	364	1,048,759	3,364	249,000	200
5	13,353	41	944,353	3,041	145,000	-200
6	53,612	166	984,612	3,166	185,000	-100
7	20,960	65	951,960	3,065	152,000	-200
8	25,322	78	956,322	3,078	157,000	-200
9	95,401	295	1,026,401	3,295	227,000	200
10	3,375	10	934,375	3,010	135,000	-200
11	244,995	756	1,175,995	3,756	376,000	600
Total of Sub-Areas	1,218,757	3,763	Existing + All Sub-Areas		1,350,000	3,600

*Negative numbers indicate no additional well capacity is required for developing the sub-area.

Given:

Existing Daily Demand..... 931,000 gals./day
 Existing Peak Hourly Demand..... 3,000 gpm
 Existing Well Capacity 3,180 gpm
 Existing Effective Storage 800,000 gallons

Furthermore, the City’s Water Supply and Distribution System Master Plan should be consulted for water distribution system improvements. The City’s Water Supply and Distribution System Master Plan should be updated based on the anticipated growth in each sub-area as outlined in this Comprehensive Master Plan.

Opinion of Probable Construction Costs

Opinions of Probable Construction Costs for the potential future system improvements (in year 2002 dollars) are given below. These costs include preliminary estimated engineering fees and 10% contingencies. More extensive preliminary design should be performed in the future to obtain more accurate estimates for each facility.

1. Wells

Well with well pump, discharge piping and valving, auxiliary generator, iron exchange softening units, telemetry, update main SCADA panel, motor control center and building:

\$500,000 to \$600,000

2. Storage Facilities

500,000-gallon elevated storage tank, assumed to be 60 feet tall, with telemetry, update to main SCADA panel and cathodic protection system:

\$810,000 to \$850,000

STORMWATER MANAGEMENT

The City is encouraged to establish an Erosion Control and Stormwater Management Plan to address the management of stormwater runoff created by new development and redevelopment within the City. The basis of this plan should be a thorough and up-to-date Stormwater Management Ordinance. The objective of the ordinance is to set minimum standards for the quality and quantity of runoff from areas under construction and areas where the alterations to the landscape and the creation of impervious surfaces result in changes in the amount and quality of water flowing off the site.

Recommended minimum ordinance standards are as follows:

- Stormwater Quality
 - ✓ An 80% reduction in the amount of sediment which washes from a new development, as compared to the same site with no sediment control.
 - ✓ A 40% reduction in the amount of sediment which washes from a site, as compared to the same site without sediment control.
 - ✓ Steps to treat oil and grease contained in runoff during the first ½ inch of runoff from areas where oil and grease pollution is possible.
 - ✓ Steps to reduce the temperature of runoff for areas where surface water flows into rivers or streams designated by the Wisconsin Department of Natural Resources (WDNR) as “coldwater communities”.

- Stormwater Quantity

- ✓ No increase in rate of runoff from a site after it has been developed compared to before development in the 2-year and 10-year storm events. Note: In flood-prone areas, this standard could also address a stormwater reduction to include the 100-year storm event.
- ✓ Stormwater leaving a site must be discharged to a stable outlet capable of carrying the designated flow at a rate that doesn't cause erosion.
- ✓ The 100-year storm event shall be conveyed overland and shall be safely passed within the street right-of-way or drainage easements.

The ordinance should allow flexibility in meeting the standards to enable developers to take into consideration the characteristics unique to the site and proposed project.

The ordinance should require developers and landowners to submit a Stormwater Management Plan for review and approval by the City. The submitted plan should include detailed information and a plan showing the proposed stormwater facilities. Calculations showing compliance with the standards should also be included. Any impacts to existing downstream stormwater system should be addressed in this plan.

As mentioned above, the Erosion Control and Stormwater Management Ordinance should be kept up to date. Currently, two legislative acts are known that will be affecting erosion control and stormwater management ordinances for municipalities. The first is the proposed Chapter NR 151, Runoff Management. This will be a new Wisconsin Administrative Rule under which the WDNR will establish runoff pollution performance standards and prohibitions for non-agricultural development. This proposed chapter is currently being drafted and, when finalized, will affect stormwater management throughout the State.

The second known upcoming legislation is NPDES Phase II. In 1987, the Clean Water Act was amended requiring the EPA to develop a two-phased program to regulate stormwater discharges. Phase II is intended to regulate small municipal (10,000 or less) storm sewer systems and construction activities. The WDNR will be enforcing requirements of the NPDES Phase II program and can be contacted for more information. Municipalities will be required to develop Best Management Practices (BMPs) to meet the following control measures:

1. Public Education and Outreach
2. Public Participation and Involvement
3. Illicit Discharge Detection and Elimination
4. Construction Site Runoff Control
5. Post-Construction Site Runoff Control
6. Pollution Prevention and Good Housekeeping of Municipal Operations

These BMPs should be incorporated into the City's Erosion Control and Stormwater Management Ordinance.

In summary, an up-to-date Erosion Control and Stormwater Management Ordinance will be the basis for the City's Stormwater Management Plan. As developments are proposed, the Ordinance will provide review standards, which will ensure the proposed stormwater facilities will be adequate.

The following recommendations are offered to ensure that services and facilities are provided in an economical manner.

- The capital improvements program should be used to plan for the cost of maintaining and providing adequate community facilities and services. The program includes the anticipated cost of maintaining existing facilities and providing new facilities in the community for the next five to ten years. The program should be updated annually to adjust for changes in the City's needs and financial capability.
- The City should use special assessments to cover the cost of public utility improvements where appropriate. Special assessments can be used to cover the cost of improvements such as storm sewers, roads, sidewalks, and sanitary sewers. These assessments are justified when the benefits of a specific improvement accrue to adjacent land owners.
- Adequate public utilities should continue to be required in all designated residential, commercial and industrial growth areas as they develop.
- The City should use the urban service area concept as a guide for future development. Development should be discouraged outside of the service area until a substantial portion of land within the service area is developed. The service area delineations are based on population and land use projections, existing zoning and development patterns, the location of environmentally sensitive areas, and meetings with local officials to determine where growth should occur. These service areas reflect a narrowing of growth options to include only areas best suited and actually needed for development by the year 2005. Restricting development to the urban service area will reduce the cost of public services and utilities.
- The City should install sidewalks in areas where heavy vehicle traffic poses a threat to pedestrian safety. Sidewalks should generally be installed near schools, shopping centers or other areas that generate heavy pedestrian and vehicle traffic.

RECREATIONAL FACILITIES

The following recommendations address current and projected recreational needs while conserving, protecting and improving the environmental and historical resources of the City.

- The City should continue to improve and develop Krouskop, North, Northlake, Strickland, and Westside Parks, as per the Richland Center Comprehensive Outdoor Recreation Plan 1996-2001.

- The City's subdivision ordinance should be amended to require land developers to dedicate land or pay a fee in lieu of land sufficient to provide newly developed areas with adequate park and recreation facilities. The proposed ordinance would require developers to dedicate an amount of land determined by the density of development. The site of the dedication would be determined by the City. If the City does not select land for dedication because of unsuitability or other reasons, it would require payment equal to the value of the required land dedication.
- The City should update its recreation plan every five years to reflect changes in needs and the availability of financial resources.
- The City should consider adding a park near the Industrial Park on the north side of the City, possibly adding to or connecting with the City-owned nursery.

PRESERVATION OF UNIQUE ENVIRONMENTAL AND HISTORICAL RESOURCES

- Existing natural drainageways within the City and extraterritorial should be preserved. Natural drainageways provide an economical means to handle surface run-off. Drainageways also offer potential for developing greenways, parkways, and hiking or biking trails through the City.
- Woodlands and wetlands within the City and extraterritorial should be preserved where possible. These areas are valuable resources, which provide wildlife habitat and open space and protect water quality.
- The City has a tree planting program. This program encourages planting of shade trees in residential areas and along the boundaries separating residential areas from potentially conflicting industrial and commercial uses.

SUBDIVISION ORDINANCE

- The City's subdivision regulations should incorporate specific engineering requirements for stormwater drainage, erosion control, and road construction.

ZONING AND SIGN ORDINANCES

- The City's zoning and sign regulations should be updated to reflect new techniques, concepts, and streamlining to implement the Master Plan. Map 19 illustrates existing City zoning.
- The City should continue to acquire land for recreation and conservation purposes along the waterway and river as it becomes available.
- The Richland Center Parks and Recreation Plan shall be incorporated as a part of this Master Plan.

INSERT ZONING MAP #19

RICHLAND CENTER

**REDEVELOPMENT PLAN
RICHLAND CENTER, WISCONSIN**

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INTRODUCTION AND RELATIONSHIP TO LOCAL OBJECTIVES

In accordance with Section 66.431 of the Wisconsin State Statutes, the Common Council of the City of Richland Center created a Redevelopment Authority to protect and promote the health, safety, morals, and general welfare of the people in the City by,

"...the elimination and prevention of such areas through the utilization of all means appropriate for that purpose, thereby encouraging well-planned, integrated, stable, safe, and healthful neighborhoods, the provision of healthful homes, a decent living environment and adequate places for employment..."

Specifically the City of Richland Center Redevelopment Authority, via its statutory powers, will address revitalization of the City's Old Orange Street Railroad Corridor, which runs north to south from 6th Street to the area just South of Gage St. which includes a triangular piece of land bounded by the Right of way of Central Ave. and U. S. Highway 14. Portions of this corridor area are blighting and are in need of revitalization. As required by State Statutes, the Redevelopment Authority must prepare and have approved by the Common Council a plan to undertake and carry out the redevelopment of the designated area.

The City's overall objectives related to land use, economic development, public utilities, and transportation include the following:

Land Use:

- Maintain a sense of the city character and history of Richland Center through land use and development practices.
- Develop a visually pleasing and efficiently organized community, with proper regard for economic practicality, convenience, and aesthetics.
- Ensure an equilibrium between development of land and the underlying natural systems.
- Maintain a visual and physical separation between incompatible land uses.
- Promote contiguous, compatible development rather than sprawling and scattered development to maximize use of existing and presently programmed community facilities, and to minimize public service costs.
- Organize the location, character, and intensity of land use based on accessibility, environmental conditions, community facilities, neighborhood environment, public safety, traffic impact, and public utility capacity.
- Promote a thriving community through the development of a wide range of land use activities in their appropriate context.

Economic Development:

- Ensure economic development opportunities through a governmental agenda which supports appropriate private investment.
- Promote, retain, and attract development that will provide viable employment opportunities for Richland Center residents and that will strengthen the City's economic base.
- Guide compatible and related commercial and industrial uses to specific and appropriate locations based on fundamental linkages in support of those areas (i.e., truck routes, commercial suppliers, adequate infrastructure).
- Prevent undesirable commercial and industrial forms of development in order to provide a safe, healthful, and pleasant environment in which to live.

Public Utilities and Facilities:

- Ensure that future development does not over-burden existing or planned public improvements or service capacities.
- Enhance the public water system to assure the highest quality of water.
- Protect the natural environment and the health of City residents by serving all land uses with adequate sanitary sewer system and waste water treatment facility.
- Ensure intergenerational equity through capital improvement and development practices which distribute the costs of development to those that benefit from public facilities.

Transportation:

- Coordinate transportation planning with land use development by providing a transportation framework with which various land development patterns can be supported.
- Construct a street system based on the character and function of each element established in the thoroughfare plan adopted as a part of the comprehensive plan.
- Stage the construction of street improvements according to a capital improvements plan which coincides with demands of growth.
- Minimize conflicts between vehicular, pedestrian, and bicycle traffic.

Source: Draft Comprehensive Plan for the City of Richland Center, April 1999, Vierbicher Associates.

The designated Redevelopment Area (RDA) and related rehabilitation work will support these objectives by providing for the orderly redevelopment of the Old Orange Street Railroad Corridor area, while providing expanded business opportunities to the residents of Richland Center.

STATEMENT OF THE BOUNDARIES OF THE PROJECT AREA

The designated Redevelopment Area (RDA) is a narrow corridor area that runs north to south for approximately one mile from just north of the 6th Street/Orange Street intersection to a triangular piece of land just south of Gage Street bounded by right of way of Central Ave. and U. S. Highway 14. The main portion of the RDA boundaries run along Orange Street which is USH 14 (Map I). USH 14 was completely rebuilt and relocated on Orange St. in 1999. This area, which is along an old railroad corridor, includes 229 lots which are part of sixteen whole blocks and 14 partial blocks. The railroad line, which ran through this area for over 100 years, was abandon in 1991 and removed in 1992. Most of the properties within the designated RDA are privately owned and are occupied by older structures that are either in commercial or residential use. Table I lists the property ownership for each parcel within the RDA. All the properties within the designated RDA are included in the City's Tax Incremental Finance (TIF) District No 2, which was established in 1995 and amended in 1997 or in the City's Tax Incremental Finance (TIF) District No. 4 which was established in 1995 and amended in 2002.

**Table 1
Property Ownership within the RDA**

BLOCK	Lot(s)	Owner	Address
47	7	Thomas & Jane Williams	350 W. 6 th Street
50	1	WI DOT	419 W. 6 th Street
	1, 2, & 4	Schneider Plumbing	880 N. Orange Street
51	1	Schneider Plumbing	780 N. Orange Street
	4	Bernard Vodak	714 N. Orange Street
52	5	Murphy Oil Co.	373 W. 6 th Street
	8	Chester & Karen Sumwalt	373 W. 6 th Street
53	5	Troy & Lisa Clary	397 W. 5 th Street
	6	Carol Kraska	769 N. Orange Street
	7	Marie Davis	N. Orange Street
	8.1	Theda Ryan	362 W. 4 th Street
	8.2	Marie Davis	382 W. 4 th Street
80	5	E Subera & John Foreman	361 W. 4 th Street
	6	Betty Gray	387 W. 4 th Street
	7	James Pulvermacher	N. Orange Street
	8.1	William & Jean Robinson	374 W. 3 rd Street
	8.2	Willow Powell	380 W. 3 rd Street
81	5.1	Linda Harlan	359 W. 3 rd Street
	5.2	Francis Miller	383 W. 3 rd Street
	6	Theron Long	567 N. Orange Street
	7	Raymond Brown Jr.	362 W. 2 nd Street
	8	Raymond Brown Jr.	386 W. 2 nd Street
82	1	James & Patti Pulvermacher	650 N. Orange Street
	2	Richard & Linda Turner	457 W. 4 th Street
	3	Marjorie Clements	420 W. 3 rd Street
	4	Carol Kraska	452 W. 3 rd Street
83	1.1	C. Meadows	3 rd & Orange Street
	1.2	John & Bernice Carter	441 W. 3 rd Street
	2.1, 3, & 4.1	Fredrick Fry	500 N. Orange Street
	4.2	Virgil & Frances McBain	436 W. 2 nd Street
84	1	Ryan's Auto Sales	470 N. Orange Street
	2	William Randall	437 W. 2 nd Street
	3.1	Arthur & Beverly Jones	440 N. Orange Street
	3.2	John Shiere	422 W. 1 st Street
	4.1	Arthur & Beverly Jones	Orange & 1 st Streets
85	1	Marketing Associates	430 W. Union
	5.1 & 5.2	Charles & Marie Barry	457 & 477 W 1 st Street
	6	Susan Barry	361 N. Congress
	7	Debbie Ann Barry	335 N. Congress
	8	Cindie Barry Brown	315 N. Congress
86	5.1	Ray Piepenhagen	367 W. 2 nd Street
	5.2	L. Bingham & B. Daughenbaugh	391 W. 2 nd Street

	6	Stan Scholl	475 N. Orange Street
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**Table 1
Property Ownership within the RDA**

BLOCK	Lot(s)	Owner	Address
86	7	Keegan Implement	N. Orange Street
87	5	David & Louise Jacob	369 W. 1 st Street
	6 & 8	Richland Electric Cooperative	300 Blk of N. Orange
04	1	Richland County Chrysler Property	244 N. Main
	2	Timothy Crook	291 N. Jefferson
	3	Paula Hynek	261 N. Jefferson
	6	Alan Romeis	235 N. Jefferson
	7	William Honer / Precision Auto	290 W. Mill
	8.2	Scott & Debra Goplen	212 N. Main
05	1.1, 1.2	Richard & Mary Fruit	194, 182 N. Main
	1.3	Woodward Communication Inc.	174 N. Main
	4.1	Brian & Stephanie Perkins	170 N. Main
	4.2	Thomas & Carla Rawson	168 N. Main
	5.1	Howard & Helen Nelson	152 N. Main
	5.2	Stephen & Joan Mott	124 N. Main
	5.3 & 8	Guelig Revocable Trust	232 W. Court, 100 N. Main
	5.4	Joseph & Jean Halverson	242 W. Court
	5.6 & 5.7	Consumers Co-op of Richland Co.	250, 278 W. Court
12	1	Brian & Stephanie Perkins	100 S. Main
	2.1, 2.2, & 4.1	Robert Spayne & Faye Janes	255, 279 W. Court, 130 S. Main
	4.2	Gary Kershner	146 S. Main
	4.3	MJ & P Bradford, W Hilleman	150 S. Main
	7.1 & 7.2	Ed Leineweber, Marjorie Windrem	290, 280 W. Seminary
	7.3	Delbert Dowell	214 W. Seminary
	8	HRZ	172 S. Main
17	1.1	Erllys Perry	290 N. Jefferson
	1.2	Nettie Sandmire	241 W. Union Street
	2	Gregory Shireman	373 W. Union Street
	3, 7.4	Errol Wilson	265 & 300 Blk N. Orange Street
	4.1	Kay Lisney	260 N. Jefferson Street
	4.2	Mark & Kimberly Turner	256 N. Jefferson Street
	5	Henry & Barbara Doudna	238 N. Jefferson Street
	7.1, 7.2, 7.3	Troy & Lisa Clary	396, 380, 368 W. Union Street
	8.1	Dale Burnham	314 W. Mill
	8.2	Peter & Rachel Kemp	306 W. Mill
18	1	George & Donna Sutton	270 N. Orange Street
	2 & 3	Gary & Betty Henning	461, 475 W. Union Street
	5 & 6	Darlo & Barbara Wentz	210 N. Orange, 235 N. Congress
	7.1	Carl Tanner	486 W. Mill
	7.2	Marilyn Dunwald	462 W. Mill
	8	Timothy & Amanda Oman	444 W. Mill

27	1 & 5	C Schneider, J Walsh, J Halverson	190 N. Orange, 412 W. Court
	2 & 6	Gene & Jean Hynek	486 W. Court

**Table 1
Property Ownership within the RDA**

BLOCK	Lot(s)	Owner	Address
	7	Lois Jones	440 W. Court
	8	Sally Tillotson	418 W. Court
28	1	Cecil & Gloria Scott	357 W. Mill
	2	Donald Mueller	387 W. Mill
	3	Chester & Karen Sumwalt	395 W. Court
	6	James J Robb	101 N. Orange
	7.1	David & Louise Jacob	362 W. Court
	7.2	Wayne & Dorothy Piper	340 W. Court
	8	Consumers Coop of Richland Co	101 N. Jefferson
29	1	Fink LLC	120 S. Jefferson
	2	Kent & Alice Frydenlund	395 W. Court
	6	Kent & Alice Frydenlund	378 S. Seminary
30	1	Madonna Kincaid	437 W. Court
	2	Troy & Lisa Clary	465 W. Court
	3	Kevin Kincaid	481 W. Court
	4	David & Ellen Kay Bee	407 W. Court
	6	William & Sheila Troxel	488 W. Seminary
	7.1	Richard Pauls	478 W. Seminary
	8.1	Autozone Texas LP	420, 440 W. Seminary
39	1	Cornerstone Enterprises of RC LLP	411 W. Seminary
40	4	Marjorie Hayes	339 W. Seminary
	8	Wesley & Lynn Harwick	270 S. Jefferson
13	5 & 8.3	Richland County Government	250, 296 S. Main
	6	Robert & Carol Chitwood	215 S. Jefferson
	8.1	Kramer Water Store	241 W. Haseltine
	8.2	Arnold & Theresa Williams	270 S. Main
50B	1 & 2.1	Kramer Water Store	300 S. Main, 241 W. Haseltine
	2	Consumers Coop of Richland County	300 S. Main
	2.2	Lunenschloss-Hansen Inc	200 Blk W. Haseltine
	3	Jamco LLC	300 S. Main
51B	1,2,3,4,5,6,7,8	City of Richland Center	450 S. Main
70	1	Mathew & Shirley Schumacher	500 S. Main
	8	Carl & Susan Huth	590 S. Main
71	1,2,3,4,5,6,8	City Of Richland Center	450 S. Main
51C	1	Ryan Foods No. Central Inc	920 Sextonville Road
Area E of US 14		City of Richland Center	East of New USH 14 Route

* The letter after the block # is for citing purposes only.

EXISTING USES AND CONDITIONS OF REAL PROPERTY

EXISTING LAND USE

An inventory of the existing land use patterns within the designated Redevelopment Area (RDA) has been completed. This inventory was divided into the following categories: Commercial, Public and Semi-Public, Residential, Salvage Yard, and Vacant. The existing land use of the properties within the RDA is depicted on Table 2 and Map 2.

About 66 percent of the land within the RDA is currently developed. Most of the developed properties are in the commercial use category (Map 2 and Table 2). These areas are principally concentrated along Orange Street, between Sixth Street and Third Street; along Orange Street, Jefferson Street and Main Street, between Union Street and Seminary Street; and along Haseltine Street, between Jefferson Street and Main Street. A fair amount of the developed land within the RDA is residential use. The main concentration of land in residential use is found along the East side of Orange Street, between Fifth Street and First Street and on Congress Street from Seminary Street to First Street. The other three uses making up the developed land within the RDA are public, semi-public, and salvage yard use. The newly renovated railroad depot along Orange Street, owned by the City, and the new City Municipal Building along Main Street account for the land in public use. A half-a-block of land along Orange Street between First Street and Union Street accounts for the salvage yard use. The rest of the land within the RDA, or about 34 percent of the developable land, is currently undeveloped/vacant. The largest concentration of undeveloped/vacant land is found in the southern portion of the RDA, in the vicinity of the new City Municipal Building.

Table 2
Existing Land Use within the RDA

BLOCK	Lot(s)	Existing Land Use(s)
47	7	Vacant
	8	Commercial and Vacant
50	1	Vacant
	2, 3, & 4	Commercial
51	1, 2, & 3	Commercial
	4	Residential
52	5, 6, 7, & 8	Commercial
53	5, 6, 7, & 8	Residential
80	5, 6, & 8	Residential
	7	Commercial & Residential
81	5, 7, & 8	Residential
	6	Commercial & Residential
82	1 & 2	Commercial
	3 & 4	Commercial & Residential
83	1	Commercial & Residential
	2 & 3	Vacant
	4	Residential & Vacant
84	1, 2, & 3	Commercial & Residential
	4	Residential & Vacant
85	1, 2, 3, & 4	Salvage Yard

Table 2
Existing Land Use within the RDA

BLOCK	Lot(s)	Existing Land Use(s)
85	5, 6, 7, 8	Residential
86	5 & 6	Residential
	7	Vacant
	8	Commercial
87	5 & 6	Residential & Vacant
	7 & 8	Commercial & Vacant
04	1, 4	Vacant
	2, 3	Residential
	5, 7, 8	Commercial
	6	Residential & Commercial
17	2, 3, & 6	Commercial
	7	Commercial & Residential
	1, 4, 5, 8	Residential
18	1	Commercial & Vacant
	4, 5, 6	Commercial
	8	Residential & Vacant
	2, 7	Residential
	3	Vacant
27	1 & 4	Commercial
	5	Vacant
	8	Residential
	2, 7	Residential
	3, 6	Vacant
28	2, 6, & 7	Commercial & Residential
	3	Commercial
	1, 4, 5	Vacant & Commercial
	8	Commercial
05	1	Commercial
	2, 3	Public
	4, 5, 6, 7, 8	Commercial
12	1, 2, 4, 5, 8	Commercial
	3, 6	Public
	7	Residential
29	2, 3, & 6	Commercial
	7	Vacant & Commercial
	1, 4	Commercial
	5, 8	Vacant
30	1 & 4	Residential
	5	Vacant
	8	Commercial, Residential & Vacant
	2, 7	Commercial
	3, 6	Vacant

39	1, 2 & 4	Commercial & Vacant
	3, 5, 6, 7, & 8	Vacant

**Table 2
Existing Land Use within the RDA**

BLOCK	Lot(s)	Existing Land Use(s)
40	1 & 4	Residential
	2, 3, 6, & 7	Public & Semi-Public
	5 & 8	Commercial & Vacant
13	5, 6, & 7	Commercial
	8	Commercial & Vacant
50B*	1	Commercial & Vacant
	2 & 4	Commercial
	3, 5, 6, 7, & 8	Vacant
51B*	1, 2, 3, 4, 5, 6, 7, & 8	Public & Semi-Public
70	1, 5, & 8	Commercial
	2, 3, 4, 6, & 7	Vacant
71	1, 2, 3, 4, 5, 6, & 8	Vacant
51C*	-	Commercial
Area E of USH 14		Vacant

*The letter after the block number is for citing purposes only.

Note: The existing land use inventory of the redevelopment area was conducted by City Staff in October 2002

CONDITION OF PROPERTIES

The condition of the properties within the designated Redevelopment Area (RDA) were rated. Each of, or portions of the properties were given a rating of Very Good, Good, Fair, Poor, or Vacant. The following is a synopsis of this rating scale:

- Very Good: No Structural and/or Property Rehabilitation and/or Conservation Work Needed.
- Good: Very Little Structural and/or Property Rehabilitation and/or Conservation Work Needed.
- Fair: Moderate Structural and/or Property Rehabilitation and/or Conservation Work Needed.
- Poor: Major Structural and/or Property Rehabilitation and/or Conservation Work Needed.
- Vacant: An Area that is Not Occupied by a Structure and Not Currently being Used.

The condition rating of the properties within the RDA are shown on Table 3 and Map 3.

About 66 percent of the developed land within the RDA is in either fair or poor condition. These properties are principally located along Orange Street, between Fifth Street and Haseltine Street. Most of the properties that are rated poor are found along the southern portion of Orange Street, between Second Street and Seminary Street. The properties rated good and very good account for about 34 percent of the developed land within the RDA. The largest concentrations of good and very good rated properties are found in blocks 5, 12, 50, 52, 82, 85, and 51B. The undeveloped areas within the RDA are rated or classified as vacant.

Table 3
Condition of Properties within the RDA

BLOCK	Lot(s)	CONDITION OF PROPERTIES
47	7	Vacant
	8	Poor and Vacant
50	1	Vacant
	2, 3, & 4	Good
51	1, 2, & 3 & 4	Fair
52	5, 6 & 7	Very Good
	7 & 8	Good
53	5 & 6	Fair
	7	Good
	8	Fair & Good
80	5 & 6	Fair
	7 & 8	Fair & Good
81	5 & 6	Fair & Poor
	7 & 8	Fair & Very Good
82	1, 2, 3 & 4	Good
83	1	Fair
	2 & 3	Vacant
	4	Poor & Vacant
84	1 & 2	Fair
	3	Fair & Poor
	4	Poor & Vacant
85	1, 2, 3, & 4	Poor
	5	Good-Fair
	6, 7, & 8	Good
86	5, 6 & 8	Poor
	7	Vacant
87	5	Fair & Vacant
	6	Vacant
	7 & 8	Good & Vacant
04	1	Vacant
	2 & 3	Fair
	4	Vacant & Poor
	5 & 6	Poor
	7	Fair
	8	Poor – Fair (Garage & Rest)
17	2, 3, & 6	Poor
	7	Fair & Poor
	1 & 4	Poor - Poor (2 homes)
	5	Fair
	8	Poor – Poor – Poor (2 homes & manufactured home)
18	1 & 8	Poor & Vacant
	2, 4 & 5	Poor

Table 3
Condition of Properties within the RDA

BLOCK	Lot(s)	Condition of Properties
	3	Vacant
	6	Fair
	7	Fair – Poor
27	1 & 4	Poor
	3, 5 & 6	Vacant
	8	Poor & Fair
	2	Fair
	7	Very Good
28	2	Fair
	3	Poor
	6 & 7	Fair & Poor
	1, 4, 5	Vacant
	8	Fair – Fair (1 commercial building, 1 home)
05	1, 6 & 7	Very Good
	2, 3	Vacant
	4, 5 & 8	Fair & Very Good
12	1, 5	Fair
	2	Poor – Poor
	3, 6	Vacant
	4, 8	Good
	7	Fair – Fair – Poor (3 homes)
29	2, 3, & 6	Poor
	7	Vacant & Good
	1, 4	Very Good
	5, 8	Vacant
30	1, 2 & 4	Fair
	3, 5, & 6	Vacant
	8	Poor & Vacant
	7	Fair
39	1,2,3,4,5,6,7 & 8	Very Good
40	2, 3, 6, & 7	Very Good
	5 & 8	Fair & Vacant
13	5	Poor
	6	Fair
	7	Good
	8	Poor & Vacant
50B*	1	Good & Vacant
	2	Good
	4	Fair
	3, 5, 6, 7, & 8	Vacant

**Table 3 Area
Condition of Properties within the RDA**

BLOCK	Lot(s)	Condition of Properties
51B*	1, 2, 3, 4, 5, 6, 7, & 8	Very Good
70	1 & 5	Poor
	2, 3, 4, 6, & 7	Vacant
	8	Fair
71	1, 2, 3, 4, 5, 6,7, & 8	Vacant
51C*	-	Poor & Vacant
Area E of USH 14		Vacant

*The letter after the block number is for citing purposes only.

As part of the USH 14 rerouting project, the Wisconsin Department of Transportation through site investigations identified four areas of soil contamination along Orange Street (Map 4). Two of the areas of contamination were found between Six Street and Fifth Street, while the other two areas were found between Third Street and First Street. To meet state and federal laws, the contaminated soil in the road right-of-way areas had to be removed and replaced with clean soil, before the highway construction project could proceed. In addition to these four sites, soil contamination has been confirmed in most of Block 39 (south of Seminary Street and west of Orange Street), which was the site of an old dump (Map 4). The City is in the process of applying for a Brownfield grant and as part of the grant application, a phase 1 & 2 study is required. The City received a Blight Elimination Brownfield Redevelopment (BEBR) grant for the phase 1 & 2 study.

PROPOSED USES OF THE AREA

Due to the size of the RDA boundaries the Authority has decided to subdivide the redevelopment area into distinct zones and outline the strategy of improvements to each zone. The zones are shown on the following pages. The RDA is putting their emphasis on a three and one – half block area for redevelopment at this time. The three and one – half block area (Orange Street Commons Project) is West of Orange St., running from Seminary St. to First St. The City amended TIF district # 2 project plan to include this potential development. It also amended TIF district #4 project plan and boundaries to compliment the Orange Street Commons project. This will provide a unified entrance to Court St. The plan still needs approval by the City Council.

The Over - All Master Plan For The Orange Street Corridor Redevelopment Area

This document was created to provide a general plan for the Orange Street Corridor Redevelopment Area, herein after referred to as the Redevelopment Area. The plan subdivides the Redevelopment Area into distinct zones and outlines the strategy for the improvements to each zone. The zones are listed on the following page. A map is being prepared.

- Zone A** Area from Sixth St. to First St., with 132 foot deep lots fronting on the east side of Congress St. Please note zone A is not part of the redevelopment area but due to the proximity of the area to Orange St., the RDA thought is should be mentioned.
- Zone B** Area which includes the lots (132 feet deep) that front on Orange Street on the west side from First Street to Sixth Street. Also included is the West half of Block 85 which is between First St. and Union St.
- Zone C** Area which extends along the east side of Orange Street from Second Street to Sixth Street, extending 132 feet deep from Orange Street. This zone also includes lots 7 & 8 in Block 47 on the North side of 6th St.
- Zone D** Area on east side of Orange Street from Second Street to Union Street, extending approximately 132 feet deep from Orange Street.
- Zone E** Area west of Orange Street between Congress and Orange Street from Seminary to First Street. Does not include the west half of block 85 between First St. and Union St. (Phase One - Orange Street Commons Project)
- Zone F** Area east of Orange Street from Union Street to Seminary St. extending to Main Street (expansion of retail core).
- Zone G** Area south of Seminary and west of Main St. to the triangular piece of land just South of Gage St. bounded by the right of way of Central Ave. and U.S. Highway 14.

The following are the general polices and goals for the development of each area:

Zone - A

General Description - Zone A is primarily a small sub neighborhood area of older but primarily sound and affordable single-family homes. The area does not have the scatter intrusions of business or the suspected soil or ground water pollution present in other areas. The new Pine River Recreation Trail provides a fine lineal park, which not only enhances the aesthetic values and amenities of the area but it provides a safe pedestrian corridor to other recreation facilities.

Future Land Use Policy - The future land use for this area is to preserve this primarily as a single family/low density rental (duplexes) neighborhood area as long as the area retains a minimum standard of housing soundness.

Treatment - The policy of the City should be to encourage landowners to continue to make improvements to their homes. The City could possibly provide low interest loans to elderly or low to moderate income families to help them maintain or renovate their properties. The treatment could include spot removal of seriously deteriorated homes and replacing them with new single-family detached dwellings or perhaps duplexes. The City should also encourage neighborhood groups to participate in planning for the area, as well as developing a landscaping plan for the area.

Expenditures and Major Improvements - At this time there would seem to be no need for any major expenditure in this area. Minor expenditures such as sidewalk replacement and tree plantings, should be encouraged.

City Actions - The City should merely enforce existing zoning and building codes designed to protect the character of the area.

Zone B -

General Description - The west side of Orange Street exists as a commercial strip with building trade establishments, a trucking terminal, a used car dealer, a commercial warehouse, some vacant lots and a few residential structures. The buildings are, for the most part, in good repair, but it is evident that there may be some pollution to the soil and perhaps groundwater, which complicates appropriate planning and development strategies.

Future Land Use Policies – A logical use for this area would seem to relate to building trade activities, such as electrical and plumbing contractors, home builder's offices, and related businesses. While the trucking terminal does not present an immediate problem, it might be best suited to another location. The clustering of contractor businesses could eventually result in the development of vacant lots, replacement of residential uses and movement of the used car lot. The City should consider allowing closure of streets to prevent traffic from being diverted into the neighborhood to the west. The adjacent neighborhood should play a role in determining whether they want such protection and consider it in light of the changes in land use encouraged along Orange Street.

Treatment - There is a good chance this area will be able to redevelop itself entirely through private market mechanisms. The City could consider the use of zoning to encourage use by the building trades and to protect the neighborhood area in Zone A from unwanted residential/commercial conflicts. The City should use its tax credits and RLF loans as the means of encouraging private action. The City could sponsor a future Blight Elimination Brownfield Redevelopment (BEBR) Grant to measure the extent of pollution.

Expenditures and Major Improvements - The strategy does not include use of City funds for land acquisition, clearance or improvements in this area at this time, if ever. The area should be given several years to redevelop through market forces.

City Action - The only City action would be to use existing incentives -tax credits and RLF loans - to encourage private redevelopment and to review existing zoning to ensure that the overall development between this commercial area and neighboring residential area is compatible and helps to facilitate the desired commercial development. The City should however, institute a tree planting program for the area and require landscaping and screening of parking and storage areas as part of the action for this area.

Zone C -

General Description - The area on the east side of Orange from Second Street to Sixth Street is primarily a stretch of older homes in varying degree of repair. The last block from the North side of Fifth St, to Sixth Street contains offices and a feed supply store. Second, Third, Fourth and Fifth Streets all provide traffic access from the neighborhood to older neighborhoods to the east. The depth of the lots is only 132 feet from Orange Street and therefore, is too shallow for commercial or higher density residential development. There is probably little ground or water pollution in this area.

Future Land Use Policy - As homes continue to age, there will be pressure to convert this area to commercial development. This may not be in the best interest of preserving the carrying capacity of Highway 14, the view of the area, and the neighborhood to the west. The City will need however, to have some economically feasible way of encouraging redevelopment as homes reach the end of their expected life spans. This area should be encouraged to develop as apartments or perhaps office space with access from the side streets. The City could consider allowing closure of streets to prevent traffic from being diverted into the neighborhood to the east. The adjacent neighborhood should play a role in determining whether they want such protection and consider it in light of the changes in land use encouraged along Orange Street. It must be noted that Second St. serves as a major access street to the Richland Hospital and Third St. serves as a major exit street from the Hospital and this must be taken into consideration anytime there is discussion in reference to street closures in Zone C.

Treatment - The City policy for this area should be to encourage private redevelopment as outlined above. The City should develop a landscaping program for this area.

Expenditures and Major Improvements – The only expenditures would be related to landscaping and protection of neighborhoods from unwanted traffic. Developers would have to replace sidewalks and participate in street landscaping.

City Action – Encourage private market redevelopment for apartments and perhaps offices, and obtain neighborhood involvement in planning of the area. Review zoning to ensure appropriate development improvements, develop street landscaping and protect the neighborhood.

Zone D -

General Description - This area has a couple of homes, older warehouses, a commercial building and open storage of electric poles. There are a couple of streets which could serve to divert traffic into the neighborhood area to the East. There may be some groundwater and soil pollution in this area from previous uses.

Future Land Use - The highest and best uses for this area would seem to be highway commercial and downtown fringe developments. The area could include offices and apartments. The development site may have to be increased in depth to provide proper site layout.

Treatment - The City should encourage the private redevelopment of this area without significant City involvement. The City would be involved in code enforcement and possibly involved in relocations and spot demolition of properties. However, the treatment would not involve widespread public acquisition and clearance. The City has tested for soil and groundwater pollution in part of this area.

Expenditures and Major Improvements - The City expenditures would include some design of side streets in relationship to downtown and neighborhood development, lighting improvements, landscaping and demolition.

Action - City could provide incentives for private developers. Other action might include review of ordinances and spot demolition.

Zone E -

Description of Area – This area is for the Orange Street Commons Project. This area suffers from a poor mixture of commercial, industrial and residential uses. There is significant evidence of groundwater and soil pollution, to the extent that it has interfered with private redevelopment of the area. Some homes are deteriorated, the area has an overdeveloped street system, which interferes with the highest and best use for redevelopment of the area, and storm drainage limitations could limit redevelopment options.

The area has excellent highway accessibility with the new Highway 14 corridor, has great access to the Pine River Recreation Trail, and is close to the commercial center of the City

Future Land Use Policy –The area should be redeveloped to provide a new front door to the downtown. It will not be developed as an extension of the retail core of the downtown. It will provide an expansion of the fringe of the downtown providing lodging space, offices, high density apartments, commercial uses, entertainment, and food. It will also function to provide a tourism center and encourage visitation to the downtown. It is very important that the project be designed to compliment and enhance the downtown and improve pathways to the downtown. A lineal park is planned as part of this project running East and West.

Treatment- This will be a clearance / redevelopment project. The City has ascertained the extent of pollution in the area. The plan is to acquire all properties, relocate businesses and families, clear the area and sell the land to private development interests. The final development will be a private / public partnership. One lead developer and one lead design / engineering firm may be hired.

Expenditures and Major Improvements - The City will seek use of TIF, CDBG, Brownfield, EDA, other private funds and proceeds from land sales to redevelop the area. They will consider closing streets to create one super block for redevelopment.

City Actions: The City will acquire property using stated redevelopment laws, relocate families, access and clear up any pollution and create a public / private partnership arrangement to facilitate the redevelopment. The City will also have to create a planned unit development section of the City

ordinance to facilitate the development. The City will solicit the comments and involvement of the Main Street / Chamber Organization and other outlying businesses within the City.

Zone F –

General Description - Zone F is the area between the Orange Street Commons Project and the downtown. It is part of the existing fringe of the downtown, which is becoming part of the retail core of the downtown. It is a combination of scattered houses, parking lots, offices, apartments, veterinary clinics, grocery store, and other businesses. Some of the buildings have recently been renovated, others are deteriorating. The area provides parking for the downtown.

Future Land Use - Because of the relocation of Highway 14 any expansion of the downtown must move through this area. This area will become part of the downtown retail core. The redevelopment could include entertainment facilities, new retail space and offices, but should also include a significant expansion in parking. Some existing uses may be relocated.

Treatment - This is a spot demolition project where most of the development would be private investment, but where the City may have to become involved in acquisition of sites for parking or potential street redesigns. The area might include wall murals, but would not be part of the historic downtown proper. A key function would be the treatment of Court Street between Orange Street and Main Street to the downtown area. Replacement of sidewalks, improvement of parking, opening of vistas, street lighting and landscaping will be a very great part of the redevelopment project. It is anticipated that to make this project happen investment by developers, existing downtown businesses and by the City would be required. The area would be significantly redesigned to accommodate the anticipated changes.

Expenditures and Major Improvements - Public parking should be expanded, Court Street would be redesigned as part of a downtown improvement project, a possible facade easement program would be established, tax incremental financing would be available, a new employee parking program may be created, and a new mini mall may be developed through private action.

City Action – Provided incentives to developers using tax incremental financing.

Zone G -

General Description - This is the area along Highway 14 south of Seminary Street. These are existing large vacant tracts of land, with truck parking, some deteriorated industrial and commercial sites, some new and older commercial properties, the Municipal Building. The zone is across from the waste treatment facilities.

Future Land Use - This area would be a combination of normal downtown fringe uses, such as car repair, home services (such as Culligan), etc. The development of this area could proceed in a number of directions and at this time detail planning may be premature.

Map 5 and Table 4 shows the proposed land use pattern desired for the designated Redevelopment Area (RDA) by the City's Redevelopment Authority. These desired uses were determined by looking at the existing uses and circumstances within the RDA, such as the rerouting of USH 14 along Orange Street, and looking at the proposed land uses identified within the City's Comprehensive Plan. The plan is currently being updated by the Planning Commission. The complete Comprehensive Plan will be approved by the Planning Commission and City Council at a later date.

The City's Redevelopment Authority desires that all of the developable land within the RDA be designated for commercial use. There is an exception for Blocks 81, 80, 53 and 47 which is intended for multi-family use. The

former Richland County shop site which was designated by the Authority for industrial use which is identified as Block 51C. This property is now owned by Dean Foods who operates a facility just to the east of the property. All the future land uses designated by the Authority for the RDA are consistent with the Planning Commission's land use designations in the City's Comprehensive Plan (Map 5).

**STANDARDS OF POPULATION DENSITY, LAND COVERAGE, AND
BUILDING INTENSITY AFTER REDEVELOPMENT**

All redevelopment plans for the designated redevelopment area (RDA) except for Blocks 81, 80 , 53 and 47 are in accordance with current zoning regulations with regard to population density, land coverage, and building use. The proposed commercial land use identified for the remainder of RDA boundaries, except for Block 51C, will be in compliance with C-I (General Business) zoning requirements. Block 51C's proposed industrial land use will be in compliance with I-2 (General Industrial) zoning requirements (see Appendix A).

TABLE 4

PROPOSED USES OF PROPERTIES WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Block Areas	PROPOSED USE(S) OF PROPERTY								
	Existing Land Use(s)	Future Land Use(s)	Keep Existing Use(s)	Change Use(s)	Commercial	Residential	Existing Zoning	Future Zoning	Keep Existing Zoning
47	Comm	RES		X		X	C-1	R-5	
	Vacant	RES		X		X	C-1	R-5	
50	Comm		X				C-1		X
51	Comm		X				C-1		X
	Resident			X	X		C-1		X
52	Comm		X				C-1		X
53	Resident	RES		X		X	C-1	R-5	
80	Resident	RES		X		X	C-1	R-5	
	Comm	RES		X		X	C-1	R-5	
81	Resident		X				C-1		
	Comm	RES		X		X	C-1	R-5	
82	Comm		X				C-1		X
	Resident			X	X		C-1		X
83	Vacant			X	X		C-1		X
	Resident			X	X		C-1		X
84	Comm		X				C-1		X
	Vacant			X	X		C-1		X
85	Resident			X	X		C-1		X
	Salvage Y			X	X		C-1		X
86	Resident			X	X		C-1		X
	Vacant			X	X		C-1		X
87	Comm		X				C-1		X
	Resident			X	X		C-1		X
04	Vacant			X	X		C-1		X
	Comm		X				C-1		X
17	Comm		X				C-2		X
	Resident			X	X		C-1		X
18	Resident			X	X		C-1		X
	Comm		X				C-1		X
17	Comm		X				C-1		X
	Vacant			X	X		C-1		X
18	Comm		X				C-1		X
	Vacant			X	X		C-1		X
18	Resident			X	X		C-1		X
	Vacant			X	X		C-1		X

**Note: The following are abbreviations for existing land use categories used in spreadsheet: Commercial (Comm), Residential (Resident), Public and Semi-Public (Psp), and Vacant (Vacant).*

TABLE 4**PROPOSED USES OF PROPERTIES WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA**

Block Areas	PROPOSED USE(S) OF PROPERTY								
	Existing Land Use(s)	Future Land Use(s)	Keep Existing Use(s)	Change Use(s)	Commercial	Industrial	Existing Zoning	Future Zoning	Keep Existing Zoning
27	Comm		X				C-1		X
	Vacant			X	X		C-1		X
	Resident			X	X		C-1		X
28	Comm		X				C-1		X
	Resident			X	X		C-1		X
05	Vacant		X				C-2		X
	Comm		X				C-2		X
12	Vacant		X				C-2		X
	Comm						C-2		X
	Resident			X	X		C-2		X
29	Comm		X				C-1		X
	Comm		X				C-2		X
	Vacant			X	X		C-1		X
30	Resident			X	X		C-1		X
	Comm		X				C-1		X
39	Vacant			X	X		C-1		X
	Comm		X				C-1		X
40	Psp		X				C-1		X
	Resident			X	X		C-1		X
	Comm		X				C-1		X
13	Comm		X				C-2		X
	Vacant			X	X		C-2		X
50B	Vacant			X	X		C-1		X
	Comm		X				C-1		X
51B	Psp		X				C-1		X
70	Vacant			X	X		C-1		X
	Comm		X				C-1		X
71	Vacant			X	X		C-1		X
51C	Comm			X		X	I-2		X
	Vacant			X	X		C-1		X
Area E of USH 14	Vacant			X	X		C-1		X

**Note: The following are abbreviations for existing land use categories used in spreadsheet: Commercial (Comm), Residential (Resident), Public and Semi-Public (Psp), and Vacant (Vacant).*

PRESENT ASSESSED VALUE FOR PROPERTY TAX PURPOSES

Table 5 indicates the assessed value of the properties within the designated redevelopment area for 2002. The RDA has a total assessed value of \$8,020,402.00. This figure excludes the properties that are owned by the City of Richland Center, Richland County, and the Wisconsin Department of Transportation, which are tax exempt public owned properties.

Table 5		
Assessed Value of Properties within the RDA, 2002		
BLOCK	Lot(s)	Assessed Value
47	7 & 8	\$61,200
50	01	\$0
	2, 3, &4	\$148,800
51	1	\$145,400
	4	\$59,000
52	5	\$145,300
	8	\$74,100
53	5	\$38,500
	6	\$29,400
	7	\$49,300
	8.1	\$62,700
80	5	\$48,700
	6	\$36,700
	7	\$6,600
	8.1	\$62,900
	8.2	\$58,900
81	5.1	\$42,700
	5.2	\$26,400
	6	\$700
	7	\$51,800
	8	\$64,600
82	1	\$85,200
	2	\$51,800
	3	\$40,200
	4	\$36,400
83	1.1	\$28,300
	1.2	\$45,500
	2.1, 3, & 4.1	\$18,500
	4.2	\$28,600
84	1	\$33,300
	2	\$26,800
	3.1	\$10,400
	3.2	\$21,300
	4.0	\$7,100
85	1	\$72,800
	5.1 & 5.2	\$50,400

Table 5
Assessed Value of Properties within the RDA, 2002

BLOCK	Lot(s)	Assessed Value
	6	\$48,000
	7	\$65,900
	8	\$57,000
86	5.1	\$51,800
	5.2	\$37,200
	6	\$50,400
	7	\$28,200
87	5.2	\$49,200
	6 & 8	\$0
04	1	\$224,000
	2	\$75,200
	3	\$52,300
	6	\$31,400
	7	\$64,900
	8.2	\$40,100
05	1.1 & 1.2	\$167,800
	1.3	\$0
	4.1	\$95,800
	4.2	\$96,000
	5.1	\$122,200
	5.2	\$90,900
	5.3 & 8	\$136,400
	5.4	\$67,100
	5.6 & 5.7	\$202,400
12	1	\$213,600
	2.1, 2.2, & 4.1	\$211,400
	4.2	\$31,000
	4.3	\$54,400
	7.1 & 7.2	\$122,100
	7.3	\$50,200
	8	\$267,100
17	1.1	\$32,900
	1.2	\$19,800
	2	\$46,100
	3 & 7.4	\$61,000
	4.1	\$69,000
	4.2	\$47,100
	5	\$62,600
	7.1, 7.2, & 7.3	\$79,800
	8.1	\$41,000
	8.2	\$55,700
18	1	\$50,900

	2 & 3	\$37,300
	5 & 6	\$51,600
	7.1	\$47,300

Table 5
Assessed Value of Properties within the RDA, 2002

BLOCK	Lot(s)	Assessed Value
	7.2	\$25,500
	8	\$26,100
27	1 & 5	\$119,900
	2 & 6	\$145,922
	7	\$37,600
	8	\$32,100
28	1	\$28,400
	2	\$32,100
	3	\$7,700
	6	\$34,600
	7.1	\$46,600
	7.2	\$29,500
	8	\$115,200
29	1	\$309,100
	2	\$33,900
	6	\$76,800
30	1	\$60,600
	2	\$65,600
	3	\$31,000
	4	\$57,900
	6	\$63,900
	7.1	\$67,200
	8.1	\$165,100
39	1	\$9,800
40	4	\$57,500
	8	\$82,900
13	5 & 8.3	\$0
	6	\$63,400
	8.1	\$16,600
	8.2	\$28,000
50B	1 & 2.1	\$87,900
	2	\$147,100
	2.2	\$24,400
	3	\$282,800
51B	1	\$0
70	1	\$65,900
	8	\$146,800
71	1	\$0
51C	1	\$118,580

Area E of USH 14		\$0
Total		\$8,020,402.00

*The letter after the block number is for citing purposes only. Source: City of Richland Center.

Following redevelopment, it is anticipated that the properties within the RDA will have a total assessed value in excess of \$16,700,000.00. This estimate is based on the current assessed values and anticipated new development.

STATEMENT OF PROPOSED CHANGES IN ZONING ORDINANCES OR MAPS AND BUILDING CODES AND ORDINANCES

The designated redevelopment area (RDA) is properly zoned based on the goals set by the City's Redevelopment Authority with the exception of Blocks 47, 52, 53,80 & 81 (see Map 6, Table 4 and Appendix A). The entire RDA is zoned General Business- Commercial (C-1) or General Business – Commercial Downtown, except for the west half of Block 85 which is zoned Residential (R – 1), and Block 51 C (General Industrial, 1-2). The Orange Street Commons project will require a planned unit development to assist with the development that is anticipated on the three and one – half blocks.

STATEMENT OF THE KIND AND NUMBER OF SITE IMPROVEMENTS AND ADDITIONAL PUBLIC UTILITIES AND FACILITIES, WHICH WILL BE REQUIRED TO SUPPORT NEW LAND USES AFTER REDEVELOPMENT

Table 6 is a block by block synopsis of the specific types of site improvements desired for the designated Redevelopment Area (RDA) by the City's Redevelopment Authority. These desired improvements were determined during a series of Authority meetings and a public informational meeting. During this process, the Authority decided upon specific site improvements for each block within the RDA under the following broad categories: structural improvements, property aesthetic improvements, public acquisition of properties, public assistance to transfer properties to developers, and public utility/facility improvements. In addition to looking at specific site improvements, the Redevelopment Authority examined potential financial incentives for implementing some of the wanted improvements, which are identified on Table 7. The Authority examined the RDA block by block to determine if there was a potential need for economic development incentives and/or environmental cleanup funding to achieve desired redevelopment goals.

Based on the site improvement and financial incentive analyses (Tables 6 & 7), the following are broad objectives and actions developed by the Redevelopment Authority for the designated redevelopment area (RDA):

Objectives

- Support the removal of blighting influences within the RDA:
- Support revitalization efforts within the RDA by promoting the area as a prime location for retail trade and service businesses:
- Increase the property tax base within the City:
- Expand job opportunities for residents of the Richland Center:
- Use private developers to the fullest extent possible to accomplish the redevelopment process:
- Establish marketing strategies to attract new retail trade and service businesses into the RDA:
- Keep lines of communication open with existing businesses within the RDA and potential new businesses, which provide or will provide employment and income in the City, and assist where possible in linking these businesses to available resources, such as grant funds, training, etc.:
- Promote the relocation of existing uses within the RDA that do not conform to the desired future land uses to more appropriate available lands elsewhere in the City:
- Work with businesses within the RDA on aesthetic beautification projects; Promote the cleanup of identified areas of contamination within the RDA:

Actions:

- Work with businesses within the RDA, local banks, the Chamber of Commerce/Main Street organization, outlying businesses districts, the local economic development organization, and other civic groups to implement the revitalization vision established for the RDA:
- Provide assistance to property owners within the RDA to find financial aid for structural and aesthetic improvements to their properties:

- Publicize and promote the RDA using tools, such as marketing brochures, a community web site, and advertising in specific periodicals and newspapers:
- Establish or recapitalize a revolving loan fund to assist with economic revitalization and/or restructuring of the RDA by assisting existing businesses. Attract new businesses and examine alternative uses for the area. Focus business recruitment efforts on service and retail trade businesses:
- Use the existing Tax Increment Finance Districts within the City to help finance enhancement projects in the RDA:
- Create a business recruitment program designed to identify target commercial businesses for the RDA, establish a mechanism for responding to business inquiries, and develop promotional campaign aimed at marketing the RDA to new businesses:
- Maintain an inventory of lands and buildings that could be made available within the RDA to potential developers and/or businesses seeking to start, expand, or relocate in the City; Assist owners of properties within the RDA that do not conform to the desired land uses to find more appropriate and properly zoned available lands elsewhere in the City and finances needed for the relocation:
- Provide public assistance where needed to help transfer properties within the RDA to private developers:
- Public acquisition of real property within the RDA may be used as a last resort to achieve redevelopment goals under direction of the City Council;
- Create a business development incentive program that will develop a system for evaluating business within the RDA and determine the types of land and financial incentives the Redevelopment Authority will provide to particular businesses it would like to either keep or attract to the RDA:
- Provide financial support to businesses by considering to sponsor applications for federal and/or state business financial assistance:
- Promote the local revolving loan fund (RLF) programs, which can be used to provide financial incentive to businesses within the RDA. Capitalize the programs with TIF allocations, money generated from federal or state programs, and/or public private partnerships developed with local financial institutions:
- Whenever possible, with City Council approval, apply for state and federal grant funding to upgrade existing and/or install new public utilities and facilities:
- Identify remediation alternatives for contaminated sites within the RDA. Identify means to eliminate or contain contaminants on polluted sites to address environment concerns and protect adjacent properties:
- Assist owners of contaminated properties within the RDA in finding financial aid to cleanup their properties:

**Table 6
TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT
AREA**

Types of Site Improvements	Block Areas					
	47		50		51	52
Property Condition Rating Within Block	Poor	Vacant	Good	Vacant	Fair	V Good
Structure(s), Present	8a		2, 3, 4		1, 2, 3, 4	5, 6, 7a
No Repair Needed			2, 3, 4			5, 6, 7a
Repairs Needed/Renovation					1, 2, 3, 4	
Beyond Repair, Demolish	8a					
Renovate for Comm Use or Demolish so Property can be used for Comm Use					1, 2, 3, 4	
Property Aesthetics						
No Aesthetic Improvements Needed		7, 8b				
Aesthetic Improvements Needed	8a		2, 3, 4	1	1, 2, 3, 4	5, 6, 7a
Landscaping	8a				1, 2, 3, 4	5, 6, 7a
General Cleanup	8a			1	1, 2, 3, 4	
Fill						
Facia – Signage on Building						
Public Acquisition of Property(ies)						
Not Needed	8a	7, 8b	2, 3, 4	1	1, 2, 3, 4	5, 6, 7a
Potentially Needed						
Public Assistance to Transfer Property(ies) to Developers	8a	7, 8b	2, 3, 4	1	1, 2, 3, 4	5, 6, 7a
Public Utility/Facility Improvements						
Not Needed	8a	7, 8b				5, 6, 7a
Potentially Needed			2, 3, 4	1	1, 2, 3, 4	
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access			2, 3, 4	1	1, 2, 3, 4	
Parking						

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

**Table 6
TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT
AREA**

Types of Site Improvements	Block Areas					
	52	53		80		81
Property Condition Rating Within Block	Good	Good	Fair	Good	Fair	Fair
Structure(s), Present	7b, 8	7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
No Repair Needed	7b, 8					
Repairs Needed/Renovation		7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Beyond Repair, Demolish						
Renovate for Comm Use or Demolish so Property can be used for Comm Use						
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	7b, 8	7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Landscaping	7b, 8	7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
General Cleanup		7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Fill						
Facia – Signage on Building						
Public Acquisition of Property(ies)						
Not Needed	7b, 8	7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Potentially Needed						
Public Assistance to Transfer Property(ies) to Developers	7b, 8	7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Public Utility/Facility Improvements						
Not Needed	7b, 8					
Potentially Needed		7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access		7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b
Parking		7, 8b	5, 6, 8a	7bc, 8a	5ab, 6ab, 7a, 8b	5b, 6c, 7b, 8b

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6
TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT
AREA

Types of Site Improvements	Block Areas					
	81		82	83		
Property Condition Rating Within Block	Poor	V Good	Good	Vacant	Poor	Fair
Structure(s), Present	5a, 6abc	7a, 8a	1ab, 2ab, 3abc, 4abc		4b	1ab
No Repair Needed		7a, 8a	1ab, 2ab, 3abc, 4abc			
Repairs Needed/Renovation	5a, 6abc					
Beyond Repair, Demolish					4b	
Renovate for Comm Use or Demolish so Property can be used for Comm Use			1ab, 2ab, 3abc, 4abc			
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	5a, 6abc	7a, 8a	1ab, 2ab, 3abc, 4abc	2ab, 3, 4a	4b	1ab
Landscaping			1ab, 2ab, 3abc, 4abc	2ab, 3, 4a	4b	1ab
General Cleanup	5a, 6abc			2ab, 3, 4a	4b	1ab
Fill				2ab, 3, 4a	4b	1ab
Facia – Signage on Building			1ab, 2ab, 3abc, 4abc			1ab
Public Acquisition of Property(ies)						
Not Needed	5a, 6abc	7a, 8a	1ab, 2ab, 3abc, 4abc	2ab, 3, 4a	4b	1ab
Potentially Needed						
Public Assistance to Transfer Property(ies) to Developers	5a, 6abc	7a, 8a	1ab, 2ab, 3abc, 4abc	2ab, 3, 4a	4b	1ab
Public Utility/Facility Improvements						
Not Needed	5a, 6abc	7a, 8a	1ab, 2ab, 3abc, 4abc			
Potentially Needed				2ab, 3, 4a	4b	1ab
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access					4b	1ab
Parking						

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas					
	84			85		
Property Condition Rating Within Block	Fair	Poor	Vacant	Fair	Poor	Good
Structure(s), Present	1ab, 2abc, 3a	3b, 4b		5b	1,2,3,4	5a, 6, 7, 8
No Repair Needed						
Repairs Needed/Renovation	1ab, 2abc, 3a			5b		5a, 6, 7, 8
Beyond Repair, Demolish		3b, 4b			1,2,3,4	
Renovate for Comm Use or Demolish so Property can be used for Comm Use						
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	1ab, 2abc, 3a	3b, 4b	4a	5b	1,2,3,4	5a, 6, 7, 8
Landscaping	1ab, 2abc, 3a	3b, 4b	4a		1,2,3,4	
General Cleanup	1ab, 2abc, 3a	3b, 4b	4a	5b	1,2,3,4	5a, 6, 7, 8
Fill	1ab, 2abc, 3a	3b, 4b	4a		1,2,3,4	
Facia – Signage on Building						
Public Acquisition of Property(ies)						
Not Needed	1ab, 2abc, 3a	3b, 4b	4a	5b		5a, 6, 7, 8
Potentially Needed					1,2,3,4	
Public Assistance to Transfer Property(ies) to Developers	1ab, 2abc, 3a	3b, 4b	4a			
Public Utility/Facility Improvements						
Not Needed				5b		5a, 6, 7, 8
Potentially Needed	1ab, 2abc, 3a	3b, 4b	4a		1,2,3,4	
Water					1,2,3,4	
Sanitary Sewer					1,2,3,4	
Storm Sewer						
Utility Connections						
Roads						
Access	1ab, 2abc, 3a	3b, 4b	4a		1,2,3,4	
Parking					1,2,3,4	

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6**TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA**

Types of Site Improvements	Block Areas					
	86		87			17
Property Condition Rating Within Block	Poor	Vacant	Vacant	Good	Fair	Poor
Structure(s), Present	5abc, 6, 8			7b, 8b	5b	1ab, 2, 3, 4ab, 6, 7acd, 8ab
No Repair Needed						
Repairs Needed/Renovation						
Beyond Repair, Demolish	5abc, 6, 8					1ab, 2, 3, 4ab, 6, 7acd, 8ab
Renovate for Comm Use or Demolish so Property can be used for Comm Use				7b, 8b	5b	
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	5abc, 6, 8	7	5a, 6ab, 7a, 8a	7b, 8b	5b	1ab, 2, 3, 4ab, 6, 7acd, 8ab
Landscaping	5abc, 6, 8	7	5a, 6ab, 7a, 8a	7b, 8b	5b	1ab, 2, 3, 4ab, 6, 7acd, 8ab
General Cleanup	5abc, 6, 8	7	5a, 6ab, 7a, 8a	7b, 8b	5b	1ab, 2, 3, 4ab, 6, 7acd, 8ab
Fill	5abc, 6, 8	7	5a, 6ab, 7a, 8a			
Facia – Signage on Building						
Public Acquisition of Property(ies)						
Not Needed	5abc, 6, 8	7	5a, 6ab, 7a, 8a	7b, 8b	5b	1ab, 2, 3, 4ab, 6, 7acd, 8ab
Potentially Needed						
Public Assistance to Transfer Property(ies) to Developers	5abc, 6, 8	7	5a, 6ab, 7a, 8a	7b, 8b	5b	1ab, 2, 3, 4ab, 6, 7acd, 8ab
Public Utility/Facility Improvements						
Not Needed			5a, 6ab, 7a, 8a	7b, 8b	5b	
Potentially Needed	5abc, 6, 8	7				1ab, 2, 3, 4ab, 6, 7acd, 8ab
Water						1ab, 2, 3, 4ab, 6, 7acd, 8ab
Sanitary Sewer						1ab, 2, 3, 4ab, 6, 7acd, 8ab
Storm Sewer						
Utility Connections						
Roads						
Access	5abc, 6, 8	7	5a, 6ab, 7a, 8a			1ab, 2, 3, 4ab, 6, 7acd, 8ab
Parking						1ab, 2, 3, 4ab, 6, 7acd, 8ab

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6**TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA**

Types of Site Improvements	Block Areas			
	17	18		
Property Condition Rating Within Block	Fair	Poor	Vacant	Fair
Structure(s), Present	5, 7b	1b, 2ab, 4, 5, 7b, 8b		6, 7a
No Repair Needed				
Repairs Needed/Renovation	5, 7b	1b, 2ab, 4, 5, 7b, 8b		
Beyond Repair, Demolish				
Renovate for Comm Use or Demolish so Property can be used for Comm Use		1b, 2ab, 4, 5, 7b, 8b		6, 7a
Property Aesthetics				
No Aesthetic Improvements Needed				
Aesthetic Improvements Needed	5, 7b	1b, 2ab, 4, 5, 7b, 8b	1a, 3ab, 8a	6, 7a
Landscaping	5, 7b	1b, 2ab, 4, 5, 7b, 8b	1a, 3ab, 8a	
General Cleanup	5, 7b	1b, 2ab, 4, 5, 7b, 8b	1a, 3ab, 8a	6, 7a
Fill				
Facia – Signage on Building		1b, 2ab, 4, 5, 7b, 8b		
Public Acquisition of Property(ies)				
Not Needed	5, 7b	2ab	1a, 3ab, 8a	
Potentially Needed	7b	7b		6, 7a
Public Assistance to Transfer Property(ies) to Developers	7b	7b	1a, 3ab, 8a	6, 7a
Public Utility/Facility Improvements				
Not Needed	5, 7b			6, 7a
Potentially Needed		1b, 2ab, 4, 5, 7b, 8b	1a, 3ab, 8a	
Water				
Sanitary Sewer				
Storm Sewer				
Utility Connections				
Roads				
Access		1b, 2ab, 4, 5, 7b, 8b	1a, 3ab, 8a	
Parking	7b	7b	1a, 3ab, 8a	6, 7a

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas					
	04			27		
Property Condition Rating Within Block	Fair	Poor	Vacant	Vacant	Poor	Fair
Structure(s), Present	2, 3, 7, 8b	4b, 6, 5b, 8a			1,4, 8a	2ab,8b
No Repair Needed						
Repairs Needed/Renovation	2, 3, 7, 8b	4b, 5b, 8a				
Beyond Repair, Demolish		6				
Renovate for Comm Use or Demolish so Property can be used for Comm Use					1,4, 8a	2ab,8b
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	2, 3, 7, 8b	4b, 6, 5b, 8a	1, 4a, 5a	3ab, 5ab, 6ab,	1,4, 8a	2ab,8b
Landscaping	2, 3, 7, 8b	4b, 6, 5b, 8a	1, 4a, 5a	3ab, 5ab, 6ab,	1,4, 8a	2ab,8b
General Cleanup	2, 3, 7, 8b	4b, 6, 5b, 8a	1, 4a, 5a	3ab, 5ab, 6ab,	1,4, 8a	2ab,8b
Fill					1,4, 8a	
Facia – Signage on Building						
Public Acquisition of Property(ies)						
Not Needed	2, 3, 7, 8b	4b, 6, 5b, 8a	1, 4a, 5a		1,4, 8a	
Potentially Needed				3ab, 5ab, 6ab,		2ab,8b
Public Assistance to Transfer Property(ies) to Developers					1,4, 8a	2ab,8b
Public Utility/Facility Improvements						
Not Needed	2, 3, 7, 8b	4b, 6, 5b, 8a	1, 4a, 5a	3ab, 5ab, 6ab,		2ab,8b
Potentially Needed					1,4, 8a	
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access					1,4, 8a	
Parking					1,4, 8a	

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas				
	27	28			05
Property Condition Rating Within Block	V Good	Poor	Fair	Vacant	Vacant
Structure(s), Present	7ab	3ab, 6abc, 7ac	2ab, 6b, 7b, 8		
No Repair Needed					
Repairs Needed/Renovation		3ab, 6abc, 7ac	2ab, 6b, 7b, 8		
Beyond Repair, Demolish					
Renovate for Comm Use or Demolish so Property can be used for Comm Use	7ab				
Property Aesthetics					
No Aesthetic Improvements Needed					
Aesthetic Improvements Needed		3ab, 6abc, 7ac	2ab, 6b, 7b, 8	1, 4, 5	2, 3
Landscaping		3ab, 6abc, 7ac	2ab, 6b, 7b, 8	1, 4, 5	2, 3
General Cleanup		3ab, 6abc, 7ac	2ab, 6b, 7b, 8	1, 4, 5	2, 3
Fill			2ab, 6b, 7b, 8	1, 4, 5	
Facia – Signage on Building			2ab, 6b, 7b, 8	1, 4, 5	
Public Acquisition of Property(ies)					
Not Needed		3ab, 6ac, 7ac	2ab, 6b, 7b, 8	1, 4, 5	2, 3
Potentially Needed	7ab		2ab, 6b, 7b, 8	1, 4, 5	
Public Assistance to Transfer Property(ies) to Developers		3ab, 6abc, 7ac	2ab, 6b, 7b, 8	1, 4, 5	
Public Utility/Facility Improvements					
Not Needed	7ab		2ab, 6b, 7b, 8	1, 4, 5	2, 3
Potentially Needed		3ab, 6abc, 7ac			
Water					
Sanitary Sewer					
Storm Sewer					
Utility Connections					
Roads					
Access		3ab, 6abc, 7ac			
Parking		3ab, 6abc, 7ac			

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas					
	05		12			
Property Condition Rating Within Block	V Good	Fair	V Good	Fair	Poor	Vacant
Structure(s), Present	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b	4abc, 5a, 8	1, 5b, 7abc	2ab	
No Repair Needed						
Repairs Needed/Renovation	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b		1, 5b, 7abc	2ab	
Beyond Repair, Demolish						
Renovate for Comm Use or Demolish so Property can be used for Comm Use						
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b	4abc, 5a, 8	1, 5b, 7abc	2ab	3ab, 6
Landscaping	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b	4abc, 5a, 8	1, 5b, 7abc	2ab	3ab, 6
General Cleanup	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b		1, 5b, 7abc	2ab	3ab, 6
Fill	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b				
Facia – Signage on Building	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b		1		
Public Acquisition of Property(ies)						
Not Needed	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b	4abc, 5a, 8		2ab	3ab, 6
Potentially Needed	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b		7		
Public Assistance to Transfer Property(ies) to Developers	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b				
Public Utility/Facility Improvements						
Not Needed	1abc, 4ac, 5abce, 6abc,7abc,8abcf	8de, 5d, 4b	4abc, 5a, 8	1, 5b, 7abc	2ab	3ab, 6
Potentially Needed						
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access						
Parking						

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas				
	29			30	
Property Condition Rating Within Block	V Good	Vacant	Good	Fair	V Good
Structure(s), Present	1, 4		7b	1ab,2ab, 4ab,7abc	5, 8
No Repair Needed	1, 4		7b		5, 8
Repairs Needed/Renovation					
Beyond Repair, Demolish					
Renovate for Comm Use or Demolish so Property can be used for Comm Use				1ab,2ab, 4ab,7abc	
Property Aesthetics					
No Aesthetic Improvements Needed			7b		5, 8
Aesthetic Improvements Needed	1, 4	2, 3, 5, 6, 7a, 8		1ab,2ab, 4ab,7abc	
Landscaping		2, 3, 5, 6, 7a, 8		1ab,2ab, 4ab,7abc	
General Cleanup	1, 4	2, 3, 5, 6, 7a, 8		1ab,2ab, 4ab,7abc	
Fill					
Facia – Signage on Building					
Public Acquisition of Property(ies)					
Not Needed	1, 4	2, 3, 5, 6, 7a, 8	7b		5, 8
Potentially Needed				1ab,2ab, 4ab,7abc	
Public Assistance to Transfer Property(ies) to Developers				1ab,2ab, 4ab,7abc	
Public Utility/Facility Improvements					
Not Needed	1, 4	2, 3, 5, 6, 7a, 8	7b	1ab,2ab, 4ab,7abc	
Potentially Needed					
Water					
Sanitary Sewer					
Storm Sewer					
Utility Connections					
Roads					
Access					
Parking					

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas					
	30	39		40		
Property Condition Rating Within Block	Vacant	Vacant	V Good	V Good	Fair	Vacant
Structure(s), Present			1ab,4ab, 5ab	2, 3, 6, 7	5b, 8b	
No Repair Needed				2, 3, 6, 7		
Repairs Needed/Renovation					5b, 8b	
Beyond Repair, Demolish			1ab,4ab, 5ab			
Renovate for Comm Use or Demolish so Property can be used for Comm Use						
Property Aesthetics						
No Aesthetic Improvements Needed						
Aesthetic Improvements Needed	3ab, 5, 6abc, 8a	2ab,3,5c,6, 7,8	1ab,4ab, 5ab	2, 3, 6, 7	5b, 8b	5a, 8a
Landscaping	3ab, 5, 6abc, 8a	2ab,3,5c,6, 7,8	1ab,4ab, 5ab		5b, 8b	5a, 8a
General Cleanup	3ab, 5, 6abc, 8a	2ab,3,5c,6, 7,8	1ab,4ab, 5ab	2, 3, 6, 7	5b, 8b	5a, 8a
Fill		2ab,3,5c,6, 7,8	1ab,4ab, 5ab			
Facia – Signage on Building						
Public Acquisition of Property(ies)						
Not Needed					5b, 8b	5a, 8a
Potentially Needed	3ab, 5, 6abc, 8a	2ab,3,5c,6, 7,8	1ab,4ab, 5ab	2, 3, 6, 7		
Public Assistance to Transfer Property(ies) to Developers	3ab, 5, 6abc, 8a			2, 3, 6, 7	5b, 8b	5a, 8a
Public Utility/Facility Improvements						
Not Needed	3ab, 5, 6abc, 8a			2, 3, 6, 7		
Potentially Needed		2ab,3,5c,6, 7,8	1ab,4ab, 5ab		5b, 8b	5a, 8a
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access		2ab,3,5c,6, 7,8	1ab,4ab, 5ab		5b, 8b	5a, 8a
Parking		2ab,3,5c,6, 7,8	1ab,4ab, 5ab			

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6**TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA**

Types of Site Improvements	Block Areas				
	13			50B	
Property Condition Rating Within Block	Poor	Fair	Vacant	Vacant	Good
Structure(s), Present	5, 8ac	6ab, 7ab			1b, 2abc
No Repair Needed					1b, 2abc
Repairs Needed/Renovation		6ab, 7ab			
Beyond Repair, Demolish	5, 8ac				
Renovate for Comm Use or Demolish so Property can be used for Comm Use					
Property Aesthetics					
No Aesthetic Improvements Needed			8b	1a,3, 5, 6, 7, 8	
Aesthetic Improvements Needed	5, 8ac	6ab, 7ab			1b, 2abc
Landscaping	5, 8ac	6ab, 7ab			1b, 2abc
General Cleanup	5, 8ac	6ab, 7ab			1b, 2abc
Fill					
Facia – Signage on Building		6ab, 7ab			
Public Acquisition of Property(ies)					
Not Needed	5, 8ac	6ab, 7ab	8b	1a,3, 5, 6, 7, 8	1b, 2abc
Potentially Needed					
Public Assistance to Transfer Property(ies) to Developers	5, 8ac	6ab, 7ab		1a,3, 5, 6, 7, 8	
Public Utility/Facility Improvements					
Not Needed	5, 8ac	6ab, 7ab	8b	1a,3, 5, 6, 7, 8	
Potentially Needed					
Water					
Sanitary Sewer					
Storm Sewer					
Utility Connections					
Roads					
Access					
Parking					

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas					
	50B	51B	70			71
Property Condition Rating Within Block	Fair	V Good	Vacant	Poor	Fair	Vacant
Structure(s), Present	4	1,2,3,4,5,6,7,8		1, 5	8ab	
No Repair Needed					8ab	
Repairs Needed/Renovation	4					
Beyond Repair, Demolish				1, 5		
Renovate for Comm Use or Demolish so Property can be used for Comm Use						
Property Aesthetics						
No Aesthetic Improvements Needed		1,2,3,4,5,6,7,8				1,2,3,4,5,6,8
Aesthetic Improvements Needed	4		2,3,4,6,7	1, 5	8ab	
Landscaping	4		2,3,4,6,7	1, 5	8ab	
General Cleanup	4		2,3,4,6,7	1, 5		
Fill			2,3,4,6,7			
Facia – Signage on Building			2,3,4,6,7			
Public Acquisition of Property(ies)						
Not Needed	4	1,2,3,4,5,6,7,8	2,3,4,6,7	1, 5	8ab	1,2,3,4,5,6,8
Potentially Needed						
Public Assistance to Transfer Property(ies) to Developers	4	1,2,3,4,5,6,7,8	2,3,4,6,7	1, 5		1,2,3,4,5,6,8
Public Utility/Facility Improvements						
Not Needed		1,2,3,4,5,6,7,8	2,3,4,6,7	1, 5	8ab	1,2,3,4,5,6,8
Potentially Needed						
Water						
Sanitary Sewer						
Storm Sewer						
Utility Connections						
Roads						
Access						
Parking						

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 6

TYPES OF SITE IMPROVEMENTS WITHIN THE RICHLAND CENTER REDEVELOPMENT AREA

Types of Site Improvements	Block Areas		
	51C		Area E of USH 14
Property Condition Rating Within Block	Poor	Vacant	Vacant
Structure(s), Present	X		
No Repair Needed			
Repairs Needed/Renovation	X		
Beyond Repair, Demolish			
Renovate for Comm Use or Demolish so Property can be used for Comm Use			
Property Aesthetics			
No Aesthetic Improvements Needed			
Aesthetic Improvements Needed	X	X	X
Landscaping	X	X	X
General Cleanup	X	X	X
Fill			
Facia – Signage on Building			
Public Acquisition of Property(ies)			
Not Needed	X	X	X
Potentially Needed			
Public Assistance to Transfer Property(ies) to Developers	X	X	X
Public Utility/Facility Improvements			
Not Needed	X	X	X
Potentially Needed			
Water			
Sanitary Sewer			
Storm Sewer			
Utility Connections			
Roads			
Access			
Parking			

Note: Very Good, Good, Fair, and Poor on the spreadsheet represent the condition rating of the properties within the selected block areas.

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	47		50		51
Property Condition Rating Within Block	Poor	Vacant	Good	Vacant	Fair
Economic Development Incentives					
Not Needed at this Time			X		
Grants/Loans (CDBG, RD, ETC)	X	X		X	X
RLF-County	X	X		X	X
RLF-City	X	X		X	X
TIF Assistance	X	X		X	X
Special Assessment	X	X		X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	52		53		80
Property Condition Rating Within Block	V Good	Good	Good	Fair	Good
Economic Development Incentives					
Not Needed at this Time	X	X			
Grants/Loans (CDBG, RD, ETC)			X	X	X
RLF-County			X	X	X
RLF-City			X	X	X
TIF Assistance			X	X	X
Special Assessment			X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	80	81			82
Property Condition Rating Within Block	Fair	Fair	Poor	V Good	Good
Economic Development Incentives					
Not Needed at this Time					X
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	
RLF-County	X	X	X	X	
RLF-City	X	X	X	X	
TIF Assistance	X	X	X	X	X
Special Assessment	X	X	X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	83			84	
Property Condition Rating Within Block	Vacant	Fair	Poor	Fair	Poor
Economic Development Incentives					
Not Needed at this Time					
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	X
RLF-County	X	X	X	X	X
RLF-City	X	X	X	X	X
TIF Assistance	X	X	X	X	X
Special Assessment	X	X	X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	84	85			86
Property Condition Rating Within Block	Vacant	Poor	Fair	Good	Poor
Economic Development Incentives					
Not Needed at this Time					
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	X
RLF-County	X	X	X	X	X
RLF-City	X	X	X	X	X
TIF Assistance	X	X	X	X	X
Special Assessment	X	X	X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	86	87			17
Property Condition Rating Within Block	Vacant	Vacant	Good	Fair	Poor
Economic Development Incentives					
Not Needed at this Time			X		
Grants/Loans (CDBG, RD, ETC)	X	X		X	X
RLF-County	X	X		X	X
RLF-City	X	X		X	X
TIF Assistance	X	X		X	X
Special Assessment	X	X		X	X
Env. Cleanup Funding Possibilities	X	X		X	X
Grants/Loans (CDBG, TIF, ETC)	X	X		X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	17	18			04
Property Condition Rating Within Block	Fair	Poor	Fair	Vacant	Vacant
Economic Development Incentives					
Not Needed at this Time					
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	X
RLF-County	X	X	X	X	X
RLF-City	X	X	X	X	X
TIF Assistance	X	X	X	X	X
Special Assessment	X	X	X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	04		27		
Property Condition Rating Within Block	Poor	Fair	Poor	Fair	Vacant
Economic Development Incentives					
Not Needed at this Time					
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	X
RLF-County	X	X	X	X	X
RLF-City	X	X	X	X	X
TIF Assistance	X	X	X	X	X
Special Assessment	X	X	X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	27	28			05
Property Condition Rating Within Block	V Good	Vacant	Fair	Poor	V Good
Economic Development Incentives					
Not Needed at this Time					X
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	
RLF-County	X	X	X	X	
RLF-City	X	X	X	X	
TIF Assistance	X	X	X	X	
Special Assessment	X	X	X	X	
Env. Cleanup Funding Possibilities	X	X	X	X	
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	05		12		
Property Condition Rating Within Block	Fair	Vacant	Fair	V Good	Poor
Economic Development Incentives					
Not Needed at this Time		X		X	
Grants/Loans (CDBG, RD, ETC)	X		X		X
RLF-County	X		X		X
RLF-City	X		X		X
TIF Assistance	X		X		X
Special Assessment	X		X		X
Env. Cleanup Funding Possibilities	X		X		X
Grants/Loans (CDBG, TIF, ETC)	X		X		X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	12	29			30
Property Condition Rating Within Block	Vacant	V Good	Vacant	Good	Fair
Economic Development Incentives					
Not Needed at this Time	X				X
Grants/Loans (CDBG, RD, ETC)		X	X	X	
RLF-County		X	X	X	
RLF-City		X	X	X	
TIF Assistance		X	X	X	
Special Assessment		X	X	X	
Env. Cleanup Funding Possibilities		X	X	X	
Grants/Loans (CDBG, TIF, ETC)		X	X	X	

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	30		39		40
Property Condition Rating Within Block	Vacant	V Good	V Good	Vacant	V Good
Economic Development Incentives					
Not Needed at this Time		X			X
Grants/Loans (CDBG, RD, ETC)	X		X	X	
RLF-County	X		X	X	
RLF-City	X		X	X	
TIF Assistance	X		X	X	
Special Assessment	X		X	X	
Env. Cleanup Funding Possibilities	X		X	X	
Grants/Loans (CDBG, TIF, ETC)	X		X	X	

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	40		13		
Property Condition Rating Within Block	Fair	Vacant	Poor	Vacant	Fair
Economic Development Incentives					
Not Needed at this Time					
Grants/Loans (CDBG, RD, ETC)	X	X	X	X	X
RLF-County	X	X	X	X	X
RLF-City	X	X	X	X	X
TIF Assistance	X	X	X	X	X
Special Assessment	X	X	X	X	X
Env. Cleanup Funding Possibilities	X	X	X	X	X
Grants/Loans (CDBG, TIF, ETC)	X	X	X	X	X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	50B			51B	70
Property Condition Rating Within Block	Vacant	Fair	Good	V Good	Poor
Economic Development Incentives					
Not Needed at this Time				X	
Grants/Loans (CDBG, RD, ETC)	X	X	X		X
RLF-County	X	X	X		X
RLF-City	X	X	X		X
TIF Assistance	X	X	X		X
Special Assessment	X	X	X		X
Env. Cleanup Funding Possibilities	X	X	X		X
Grants/Loans (CDBG, TIF, ETC)	X	X	X		X

Table 7					
FINANCIAL INCENTIVES OF THE RICHLAND CENTER REDEVELOPMENT AREA					
	Block Areas				
	70		71	51C	Area E of USH 14
Property Condition Rating Within Block	Vacant	Fair	Vacant	Poor	Vacant
Economic Development Incentives					
Not Needed at this Time			X		
Grants/Loans (CDBG, RD, ETC)	X	X		X	X
RLF-County	X	X		X	X
RLF-City	X	X		X	X
TIF Assistance	X	X		X	X
Special Assessment	X	X		X	X
Env. Cleanup Funding Possibilities	X	X		X	X
Grants/Loans (CDBG, TIF, ETC)	X	X		X	X

**STATEMENT OF A FEASIBLE METHOD PROPOSED FOR THE RELOCATION OF FAMILIES TO
BE DISPLACED FROM THE PROJECT AREA**

As a result of the building demolition, conversion, and/or rehabilitation, some home and business owners and tenants within the RDA will be displaced. When these undertakings are publicly-funded activities, the subject owners and tenants will be notified of their rights under Wisconsin Administrative Code COMM 202 relating to relocation payments and services (see Appendix B). All eligible owners and tenants will be offered suitable replacement dwellings or business locations elsewhere in the City and moving costs and rental assistance payments will be made in accordance with a Wisconsin Department of Commerce approved relocation plan. Prior to the displacement of any home or business owners or tenants within the RDA for publicly-funded activities, a relocation plan for the RDA will be put together to meet all State and Federal standards.