

## CHAPTER SIX: HOUSING AND NEIGHBORHOOD DEVELOPMENT

A community’s housing stock is its largest long-term capital asset. As is typical in most communities, housing is the largest single land use in Lake Mills (approximately 28 percent of the total land area). Housing not only provides shelter, but also serves to identify neighborhoods and a community’s sense of place. This chapter contains a compilation of background information, goals, objectives, policies and recommended programs aimed at providing an adequate housing supply that meets existing and forecasted housing demand in the City. The chapter covers all of the data and analysis as required under §66.1001, Wisconsin Statutes.

### HOUSING AND NEIGHBORHOOD DEVELOPMENT RECOMMENDATIONS SUMMARY

- Provide a range of housing choices for people of various preferences, ages, and incomes.
- Encourage design standards that preserve and enhance property values and the quality of life.
- Promote Planned Neighborhoods with parks, public institutions, and local shopping and services

### A. Existing Housing Framework

From 1990 to 2000, the City’s total housing stock increased nearly 19 percent, from 1,735 to 2,065 housing units. On average, the City added 33 new housing units per year over the past decade. As shown in Table 12, most housing units in Lake Mills are single family homes. The percentage of multi-family units in the City increased moderately from 1990 to 2000.

Table 12: Housing Types, 1990-2000

Units per Structure	1990 Units	1990 Percent	2000 Units	2000 Percent
Single Family	1,136	65.5	1378	66.4
Two-Family (Duplex)	172	9.9	96	4.7
Multi-Family	269	15.5	462	22.3
Mobile Home	130	7.5	139	6.7

*Source: U.S. Census of Population and Housing, 1990 & 2000*

Table 13 shows new housing construction from 2001 through 2006, the City's total housing stock increased 39 percent, from 1,753 to 2,438. On average, the City added 73 new housing units per year between 2001 and 2006. The share of dwelling units in single family homes decreased slightly versus other housing types during this time period, but remains the overwhelmingly dominant form of housing.

Table 13: Housing Construction, 2001-2006

Units per Structure	2000 Units	2000 Percent	New Units* 2001-2006	2006 Units	2006 Percent
Single Family	1,378	66.4	164	1542	63.2
Two-Family (Duplex)	96	4.7	18	115	4.7
Multi-Family	462	22.3	180	642	26.3
Mobile Home	139	6.7	0	139	5.7

Source: U.S. Census of Population and Housing, 1990 & 2000; \*City of Lake Mills Building Inspector

Table 14 compares other 2000 housing stock characteristics in Lake Mills with surrounding communities and Jefferson County. In 2000, Lake Mills had an average vacancy rate of 6.8 percent, which is considered high compared to similar communities. The percent of owner-occupied housing units in the City was 68.9 percent, which is lower than those for the surrounding Towns and the County but higher than the City of Jefferson and Fort Atkinson. The median monthly rent for Lake Mills in 1999 was \$588.

Table 14: Household Characteristics Comparison

	Total Housing Units	Percent Vacant	Percent Owner-Occupied	Average Assessed Value*	Median Rent
City of Lake Mills	2,065	6.8	68.9	176,834	588
Town of Lake Mills	812	11.3	88.5	252,386	628
Town of Aztalan	553	4.2	88.5	179,953	588
Village of Johnson Creek	659	5.3	66.7	160,170	683
City of Jefferson	2,934	4.0	60.8	146,523	554
City of Fort Atkinson	4,983	4.5	64.0	139,360	549
City of Whitewater	4,340	4.8	36.2	152,467	504
City of Waterloo	1,293	3.9	71.7	141,994	581
City of Watertown	8,325	3.7	63.5	146,506**	563
Jefferson County	30,109	6.3	71.7	163,097	564

Source: U.S. Census Bureau, 2000 \*2006 equalized assessed values provided by the Department of Revenue, 2005

\*\*Watertown average assessed value is average for both Jefferson and Dodge County parts of the City.

Figure 6 illustrates the age of the City's housing stock based on 2000 census data. The age of a community's housing stock is sometimes used as a measure of the general condition of the local housing supply. Almost half Lake Mills' housing was built before 1959. About 24 percent of Lake Mills' housing was constructed from 1990 to 2000.

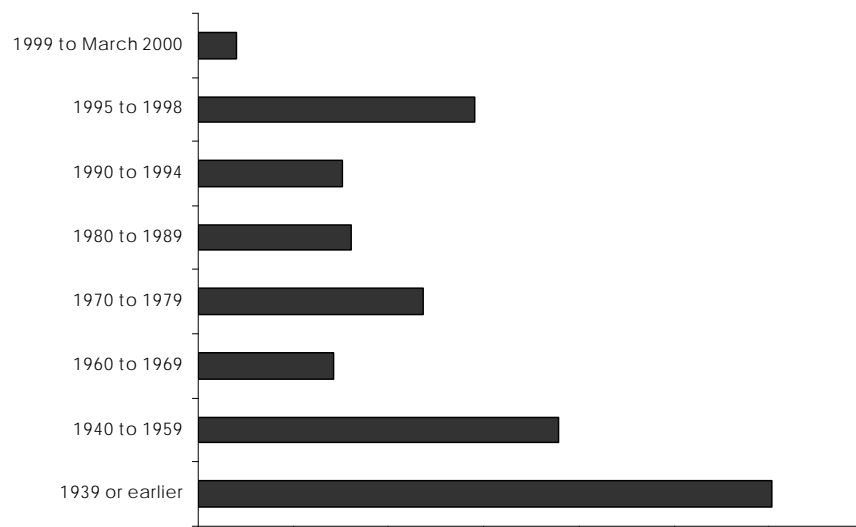


Figure 6: Age of Housing as a Percent of the Total 2000 Housing Stock

## B. Housing Programs

Several housing programs are available to Lake Mills' residents including home mortgage and improvement loans from the Wisconsin Housing and Economic Development Authority (WHEDA) and home repair grants for the elderly from the U.S. Department of Agriculture. The HOME Investment Partnerships Program funds down payment assistance for homebuyers, rental rehabilitation, weatherization-related repairs, accessibility improvements, and rental housing development. The Housing Cost Reduction Initiative (HCRI) funds activities such as emergency rental aid, homeless prevention efforts, and related housing initiatives. Further information on these programs can be obtained by contacting WHEDA.

## C. Housing and Neighborhood Development Goals, Objectives, and Policies

### Goals:

***Provide for a range of housing types to meet the demands of existing and future residents of different ages, incomes, and preferences while preserving an emphasis on single family homes.***

***Create neighborhoods that provide residents with access to City amenities rather than isolated subdivisions.***

*Objectives:*

1. Design neighborhoods that provide a range of densities, housing styles, and costs rather than allowing concentrations of a single type in any one area of the City.
2. Promote the maintenance and rehabilitation of existing housing stock where appropriate.
3. Allow for the redevelopment of residential property in a manner that respects the context of established neighborhoods.
4. Encourage traditional neighborhood, mixed residential, and mixed-use development at appropriate locations within the City.
5. Provide for a range of housing types and densities while maintaining an emphasis on single-family homes
6. Ensure that adequate provision of public infrastructure, facilities, and services through phasing of development.
7. Establish design and quality standards for residential development.
8. Balance the need for quality design with the need to address concerns over affordability.

*Policies:*

1. The City should establish a Balanced Housing Policy for providing for a mix of housing types that reflect the needs of all segments of the housing market and are consistent with the City's established character. In general, not less than 60%-70% of all new housing units in any new neighborhood should be single-family-detached homes, 5-15% of dwelling units as two-family or single family attached units (5-15%) and 20-30% in mixed residential types (multi-family apartments or condos, mobile home park, specialized housing).
2. The City will disperse multi-family housing at appropriate locations throughout the community and within each new neighborhood in accordance with the City-wide Balanced Housing Policy in Policy # 1 above.
3. Generally, the City will strive to achieve a minimum average residential density of 4.0 dwelling units per acre for each Planned Neighborhood, with a minimum average density of 3.0 units per acre for single-family homes. Calculation of net residential density excludes area required for public right-of-way, public park, and non-residential land uses, but includes any area necessary for stormwater management generated by residential development.
4. The City will follow the recommendations of the Northside Neighborhood Plan when reviewing development proposals within the geographic area specified by that plan.
5. The City will require multi-family designs with architectural features consistent with those of smaller scale residential types and ensure that adequate landscaping, recreation areas, and parking is provided in accordance with the City's municipal code and the recommendations of this plan.
6. The City will encourage multi-family residences in areas with adequate park, shopping, and transportation facilities to maximize benefits for all of these uses.
7. The City will work with downtown property owners, developers, and various private and housing agencies to explore creation of modernized second story dwelling units within historic commercial structures in the historic downtown area.
8. The City will encourage specialized housing (e.g. elderly housing and hospice etc.) near services and amenities needed by residents.
9. The City will encourage new neighborhoods that provide residents with opportunities to interact and a sense of place by requiring such features as houses oriented toward the street, houses with front facades dominated by residential features rather than garages; street trees, front yard landscaping; and an interconnected network of sidewalks, informal meeting places, and parks.

10. The City will adhere to the recommendations on the location, types, design, and densities of housing for planned neighborhoods found in this Plan and in area specific plans such as the Northside Neighborhood Plan and Redevelopment Plan for the Crepaco property.
11. The City will enforce subdivision and zoning standards that protect environmental resources and prevent new housing in flood districts.
12. The City will continue to require developers to provide or pay for all on-site and a proportional share of off-site improvements associated with new residential development including new or upgraded streets, sidewalks, street lights, street trees, utilities, stormwater detention facilities, and parks, including regional facilities where appropriate.
13. The City will support programs that maintain and rehabilitate the City's existing housing stock.
14. The City will ensure property maintenance standards are established and enforced.

## D. Housing and Neighborhood Development Programs and Recommendations

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### 1. Promote More Traditional Lots and Neighborhoods

Where a common lot size for single-family homes in Cities and Villages was one-fifth of an acre prior to 1950 (or 5 dwelling units per acre), lots in many cities and villages since 1950 have grown to one-third, one-half, and or even larger lot sizes. This trend has obviously resulted in far more land consumption for a given number of housing units. The problem is exasperated even further when one considers the amount of land consumed per person, as household sizes are much smaller than they have been in the past.

The older pattern of development is evident in many of Lake Mills' older, pre-World War II subdivisions, where lots were not only relatively modest in size, but residences were sized to accommodate two-family structures or far larger single households than is common today. This more traditional pattern was created when more people relied more on walking, bicycling, and transit to meet daily needs. In the context of smaller, mid-western cities such as Lake Mills, compact development at traditional "densities" do not come close to the high densities associated with larger cities such as Chicago and downtown Milwaukee, nor does it mean loss of the single-family home as the dominant housing type.

A policy supporting a more compact, traditional pattern is compatible with the desire to maintain single-family housing as the dominant form of housing in Lake Mills, and will likely be facilitated by a housing market increasingly comprised of smaller households with fewer children and more single adults and seniors. Another factor favoring compact development is the weakening of the correlation between lot size and house size or property value. Market trends indicate that a growing number of home buyers with higher incomes choose to live in housing with less yard to care for but a high level of indoor amenities and/or high value location. While there is no expectation that people of similar incomes will make the same choice, households with few or no children and with high income/high demand careers or that place a higher value on other investments and expenditures often make housing choices compatible with compact development.

The City of Lake Mills currently has a net residential density of approximately 3.44 dwelling units per net acre, and has collectively been more successful at avoiding sprawl than many Wisconsin communities. It would require only a modest (20%) increase in density would be to reach 4 units per acre. If achieved through a mix of single-family homes, two-family homes, and higher density condominiums and apartments, this level of density would still allow the most common form of housing to be single family homes, with many of the lots that having areas of 10,000 square feet or more.

### 2. Continue Support Provision of Affordable Housing

The City of Lake Mills has historically allowed a range of housing types to accommodate a wide range of households and incomes. Nevertheless, the availability of affordable housing will be an ongoing challenge in Lake Mills. As the City's economy and population grow, so will demand for housing to suit all income and

household preferences. The City has also expressed the desire to control the pace and amount of new development that can create short term restrictions on land supply and therefore create upward pressure on housing costs. While the City will retain policies to make the City an exciting place to live and work for higher income residents and manage growth in accordance with other Plan objectives, the City will also retain policies that allow more modest dwellings affordable to working families, fixed-income households, single-income households, and those whose lifestyles place less emphasis on large home ownership. To provide for affordable housing in this environment, no single strategy will suffice. Instead, a multi-pronged approach is advised, which includes the following components:

- Continue to encourage a portion of housing on modest lot sizes: The City allows single family homes on lots as small as 8,000 square feet, while two-family, multi-family, and mobile home sites have even smaller areas. Modest lot sizes result in lower development costs per dwelling unit, and typically shorten the length and costs of public improvements. All of these characteristics can work to lower (but do not guarantee) lower housing costs. Lots as small as 7,000 square feet and as narrow as 50 feet are becoming increasingly common in the Madison area, and are being built with high-quality housing, some of it considerably higher than what is considered affordable. Modest lot sizes also, in effect, increase the supply of land available for housing a given population; reducing relative scarcity (and possibly the cost) of potentially developable land in the City's planned growth area. This Plan therefore recommends retaining current lot size minimums and considering smaller lots in Planned Development.
- Establish or retain reasonable minimums for dwelling unit size and architecture standards: The average size of house in the United States has grown from 983 square feet in 1950 to 2,265 square feet in 2000. During the 1995-2006 housing "boom", sizes, house sizes have grown even more. In 1950, just 1% of homes had 2.5 bathrooms or more, but by 2000, 56% had 2.5 bathrooms or more. This Plan does not recommend a maximum limit on house size. However, the City does recommend against establishing a minimum dwelling unit size that will work to eliminate all housing options for working families and households with modest incomes. Many communities often establish excessively high floor area (along with lot size and architectural standards) that not only work against affordability, but also are contrary to a balanced, a diversified economic base, market choice, and environmental goals. Minimum dwelling unit sizes should only be used provide for the health and safety of occupants, and provide a reasonable prospect for holding and improving value (as opposed to maximizing it).
- Allow high-quality multiple family housing: Higher density housing that complements the character of existing City neighborhoods can be an important component of an affordable housing stock. This includes both renter-occupied and owner-occupied (e.g., condos, townhouses) options. Too often, resistance to higher density housing is a result of poor design that does not reflect the character of the surroundings or is of low-quality that depreciates over time. Standards suggested later in this chapter are intended to address these types of concerns.
- Revisit public improvement standards: Excessive public infrastructure standards (too wide streets, longer streets, excessive street lighting) can drive up housing and ownership costs. The City of Lake Mills' street and street right-of-way and paving standards, particularly for local streets that most often serve housing, are within standard norms, and could not be reduced much without eliminating street parking on both sides. Street widths of 32 feet (measured from curb-face to curb-face) are sufficient to safely accommodate traffic, parking, and emergency service needs in mainly single family neighborhoods. In addition, there may be specific areas where parking on only one side may be sufficient or desirable. In addition to potentially reducing development costs, narrower streets tend to slow traffic speeds. Appropriately sized and designed streets are therefore important to other municipal goals such as safe, desirable neighborhoods and reducing impervious surfaces.
- Promote the maintenance of older neighborhoods: The existing housing stock is an important component of the affordable housing supply, if the housing is well maintained. The City intends to

explore greater use of programs like CDBG to help fund rehabilitation grants and loans for existing housing. In addition, facilitating development proposals for senior housing also helps free up older homes for a new generation. A review of existing ordinances may also help facilitate proper maintenance and upgrading of new homes. For example, the City intends to make sure that setback and other standards in zoning districts mapped over older sections do not unnecessarily hinder appropriate home improvements. Finally, as part of their downtown revitalization programs, the City will emphasize the retention and conversion of upper story spaces into housing. (see also Chapter 7: Economic Development) This may require financial incentives for necessary building upgrades.

- Support programs to provide new affordable housing: Several State and federal programs exist to help provide affordable housing for low and moderate income residents, who make up a good portion of the area's workforce and retirees. These may be administered or advanced through local housing or community development authorities. Programs such as the federal tax credit program, administered through the Wisconsin Housing and Economic Development Agency (WHEDA), can help provide high-quality housing for lower income residents. The City should support appropriate use of such programs to increase the supply of affordable housing for people who are often not accommodated through the private market operating independently.
- Consider more aggressive approaches if necessary: If, even with the above efforts, affordable housing becomes an increasing problem in the Lake Mills area, more aggressive approaches may be considered. These may include revisiting proposed growth boundaries, residential phasing policies, and impact fees. Strategies to consider in the future may also include inclusionary zoning—a type of regulation that requires that a certain percentage of housing in each new development be made affordable to low and moderate income residents.

### **3. Balance Affordability Concerns with Other Planning Concerns**

As noted above, excessive standards for lot size, house size, architectural standards, and public streets, street lighting and other improvements can have a negative affect on affordability, as well as the economic, community facility, natural resource, and other City goals expressed in this Plan. However, there are quality standards that the City should retain to enhance long term property values and appreciation, create healthy neighborhoods, and improve the quality of life for residents. Often developers or public officials will seek to waive or eliminate these requirements in the name of affordable housing or lowering taxes; often with no guarantee to the community or the home buyer that these cost savings will be realized by the owner or community.

While acknowledging that imposition of reasonable quality standards for public improvements and site design may marginally increase the price of development and housing, this *Plan* maintains that achieving a range of housing affordable to all market segments is both essential to and compatible with other City objectives. In fact, it is best for all City residents to meet standards that build value for owners, residents and the community in general. Examples include:

- Sidewalks (encourages walking and increases safety);
- Street lighting, (increases public safety and security; though standards should be established to prevent overly lit streets and skies and conserve energy);
- Requirements for parks through park land dedication and/or fees on new residential development proportional to increased demand.
- Sufficient provision of cross streets and trails to create close-knit, pedestrian-friendly neighborhoods.
- Durable and easily maintained streets and infrastructure to decrease long-term maintenance costs.
- Adequate stormwater management (which can prevent flooded basements and houses, blighted property, and lower property values);

- Minimum architectural standards for residences to ensure residential character (particularly in multi-family dwellings); and
- Reasonable site, landscaping, and spacing standards for Mobile Home Parks.

As noted in earlier chapters; the City of Lake Mills currently requires sidewalks and street trees in new developments, has established a park impact fee, requires reasonable block lengths in subdivisions; is actively improving its stormwater management requirements and capacities, and has general architectural standards and site review for multi-family housing. This Plan also recommends ongoing review of City lighting, energy efficiency, stormwater management and other requirements to reach the various and complimentary goals of this Plan without forsaking affordable housing. In addition, this Plan recommends further consideration of housing neighborhood design standards found below and in Chapter 3: Land Use.

#### **4. Consider Anti-Monotony and Minimum Residential Design Standards**

The City supports a variety of housing styles, materials, and colors in new residential neighborhoods, particularly single-family homes. Housing variety makes for more interesting neighborhoods that tend to better retain their value over time.

Often, in larger contemporary developments where a single builder or developer is responsible for the majority of homes built, housing material, color, and style choices are very limited. This is in stark contrast with older neighborhoods built in an era where houses were constructed by small contractors and craftsmen. To counter extreme examples of “tract” housing, some communities have adopted “anti-monotony” provisions into their zoning ordinances. These types of provisions limit the construction of identical or nearly identical houses within a certain distance of one another. These standards typically do not require houses that are radically different from one another in terms of size or even style, but ensure some differentiation.



The call-out box below includes an example of general anti-monotony ordinance provisions for a suburban community outside of Milwaukee. That ordinance also includes additional and more detailed provisions and definitions.

##### **EXAMPLE OF GENERAL ANTI-MONOTONY PROVISION (GRAFTON, WISCONSIN)**

“No two single-family dwellings of similar front façade shall be repeated on any abutting lots or within five lots on either side of the street on which the dwellings front, including lots which are directly across the street from one another. Front facades shall be deemed to be similar when there is no substantial difference in roof lines; no substantial change in windows of either size, location, or type; and no substantial change in the color or kind of materials.”

These standards are typically applied to single family residences, not to multi-family structures that are part of the same development. In the context of multi-building, multi-family developments, some unity of design is often preferable, provided the number of buildings within the development is confined to a reasonable radius. For Two-Family/Duplex Land uses, limiting the number of consecutive two-family lots within a neighborhood is another approach that limits monotony. (See Chapter 3: Land Use).

The City will consider inclusion of minimum design features and anti-monotony housing provisions in its zoning ordinance, in consultation with residents, developers, and home builders.

## 5. Consider Standards to Limit the Impact of Garages on Streetscapes

Front yards and front house facades are areas where the private realm meets the public realm, and like the design of streets themselves (See Chapter 4: Transportation), can have an enormous impact on surrounding property and how the neighborhood and community are ultimately perceived. Buildings with features designed to appeal to people such as front porches, generous windows, window treatments, and other details convey residential character, and also make the adjacent streetscape a more inviting and safe environment. Conversely, buildings with large blank surfaces, few or now windows, and no or minor entrances for people, convey a sense of sterility and isolation more commonly associated with alleys and warehousing.

Garages pose a particularly challenge to contemporary residential design. In older neighborhoods, garages were often added as detached structures well after creation of the lot and construction of the house. Relatively narrow lots forced garages to the rear of the house -sometimes facing an alley – which served to hide the utilitarian household storage areas from view of the general public and preserve the character of the neighborhood. In the early era of the automobile, one or two car garages to the side or the rear of the house became a standard, but, in most cases, were still recognizably subordinate to the residential structure. In recent years, as automobile ownership has risen to equal or exceed the number of licensed drivers in a household, 3 and even 4 car garages are fast becoming the norm. In most communities, consideration of the cumulative impact of these large garages on the residential character of neighborhoods is ignored. The result is that in some developments, the general appearance of streets differs little from alleys. The most intrusive garages typically take the form of “snout” garages, in which most or all of the garage is significantly closer to the street than the residence. Very wide garages with large blank surfaces and little attention to design aggravate this affect.

To better protect the residential character of new housing developments without abandoning the idea of either relatively compact development on narrower lots or large garages, this *Plan* recommends the City consider adopting an ordinance or promoting standards that prevent residential garages from dominating the house or structure when viewed from the street. Some communities have adopted ordinances limiting the width of garages to 50% or less of the street width of a residence, and require that the garage be setback at least as far as the front of the residence or front porch. Figure 7 illustrates several ways of accomplishing this goal on lot sizes permitted in the City of Lake Mills. The impact of garages can also be reduced through articulations of the front façade of the garage and other architectural treatments such as high pitched roofs or “over-garage” construction. Within the Planned Development District, the City could also consider additional options for limiting the appearance of garages such as the use of private alley’s maintained by an owner’s association.

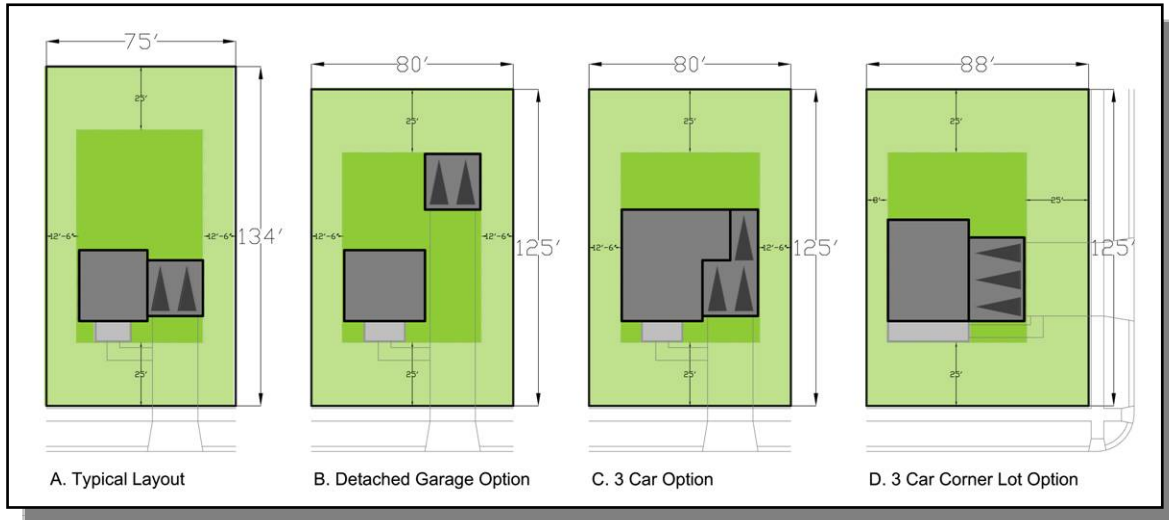


Figure 7: Preferred Options for Garage Placements



*“Snout” Garages*



*Setback Garages*

**6. Enhance Multi-Family Design Standards**

Multiple family housing provides options for the elderly, younger adults, and the workforce of many businesses. However, such projects often cause community opposition. In some cases, this is because such projects have been poorly and cheaply designed. The City intends to continue enforcing (or enhance as necessary) its zoning ordinance with detailed design guidelines for all new or expanded multi-family residential developments and enforce them during development review processes. The following guidelines and Figure 8 provides a foundation, and may be used on development projects whether or not new standards are included in the Zoning Ordinance:

- Incorporate architectural design that fits the context of the surrounding neighborhood, and the City’s overall character. Adjacent to single-family residential areas, encourage layouts where buildings appear as a grouping of smaller residences.

- Within and near the downtown, promote building materials, designs, scale, and setbacks that are compatible with the surrounding historic character. In Mixed Use areas, promote a similar pattern (zero or small street setbacks, etc.)
- Use brick and other natural materials on building facades. Avoid monotonous facades and box-like buildings. Incorporate balconies, porches, garden walls, varied building and facade setbacks, colonnades, varied roof designs, and/or bay windows.
- Orient buildings to the street with modest front yard setbacks, bringing street-oriented entries close to public sidewalks to increase pedestrian activity. Include internal sidewalk connections where necessary.
- Locate parking, dumpsters, and other unattractive uses behind buildings and require adequate screening enclosures. In-building or underground parking is highly encouraged.
- For parking lots and garages, (a) locate garage doors and parking lots so they are not the dominant visual element; (b) screen parking areas from public view; (c) break up large parking lots with landscaped islands and similar features; (d) provide direct links to building entrances by pedestrian walkways physically separated from vehicular movement areas; (e) large parking garages are undesirable, but where necessary, break up facades with foundation landscaping, varied facade setbacks, and recessed garage doors; and (f) In-building or underground parking is generally preferred.
- Provide generous landscaping of sufficient size at time of planting. Emphasize landscaping (a) along all public and private street frontages; (b) along the perimeter of all paved areas and in islands in larger parking lots; (c) along all building foundations; (d) along yards separating land uses which differ in intensity, density, or character; (e) around all outdoor storage areas such as trash receptacles and recycling bins (also include screening walls in these areas); and (f) around all utility structures or mechanical structures visible from public streets or less intensive land uses.
- Provide on-site recreational and open space areas to serve the needs of residents.

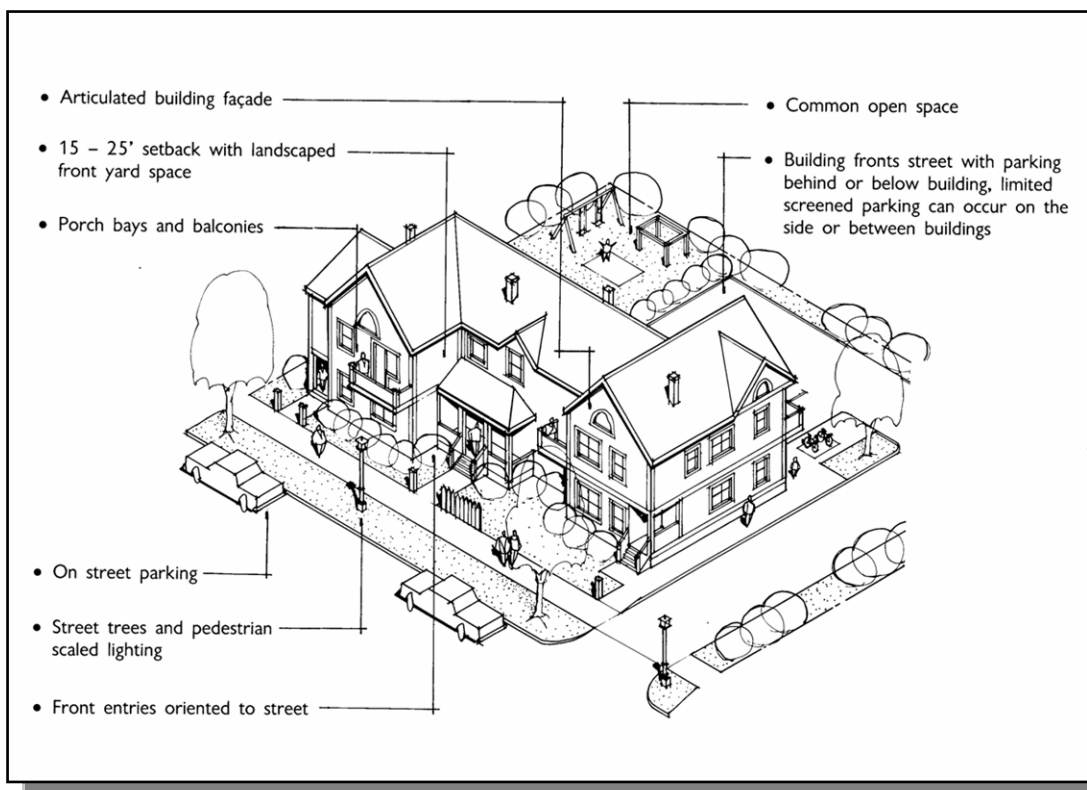


Figure 8: Desired Multiple Family Residential Project Layout

## 7. Neighborhood Design Principles

The following is a recommended list of standards for new neighborhoods in the City (referred to as “Planned Neighborhoods” in Chapter 3 and on Map 6: Future Land uses) Graphics illustrating some these standards are shown in Insert 1: Planned Neighborhoods and various recommendations for specific sub categories (single-family residential, etc.) are explained in greater detail elsewhere this Plan.

1. Maintain a balance of housing types (single, two, and multi-family) within each Planned Neighborhood to ensure a minimum of 60%-70% of single family residences, and between 5-15% % in two-family housing and the remainder in mixed residential (multi-family apartments or condos; mobile homes) in a given neighborhood.
2. Establish a minimum net density standard of at least 4 dwelling units per acre for Planned Neighborhood areas, with a minimum of between 3 dwelling units per acre for single-family components of these neighborhoods.
3. Require any development proposal for a portion of an area designated as “Planned Neighborhood” be accompanied by a concept plan for the entire Planned Neighborhood area to show how the subdivision will relate to the whole neighborhood.
4. Ensure plans for a Planned Neighborhood or any portion of a Planned Neighborhood incorporates the Conservation Subdivision recommendations found in Chapter 2 and addresses environmental corridor protection, water quality management, and nature base recreation considerations.
5. Create buffers between incompatible land uses within and adjacent to neighborhoods when necessary, utilizing existing natural features and landscaping where possible.

6. Follow the policy recommendations listed for Single Family, Two-Family, Mixed Residential land use categories in this Chapter 3 and elsewhere in this chapter when reviewing and approving residential portions of Planned Neighborhoods. Consider anti-monotony, garage, and other design standards described elsewhere in this when reviewing and approving residential developments.
7. Follow the policies for the Neighborhood Commercial or Mixed Use future land use categories in Chapters 3 and 7 when reviewing proposed commercial and office developments in these land use categories. Ensure that any commercial development within the Planned Neighborhood category is small scale (generally 10,000 square feet or less) and generally compatible with residential uses (i.e. small scale indoor offices, services, and goods in buildings with a scale and style compatible with residences).
8. Ensure Public Open Space uses within Planned Neighborhoods include areas for active recreation and social interaction for people of all ages. Ensure that these places are generally not more than 1/2 mile from any residence to make them readily accessible to residents of various ages and ability groups, as recommended in Chapter 3 and Chapter 5 of this Plan.
9. Ensure Institutional and Commercial Facilities land uses follow recommendations found in Chapters 3, 5, and 7 when considering these uses within Planned Neighborhoods.
10. Create a system of interconnected local streets, bicycle paths, and pedestrian ways by following the recommendations of Chapter 4 of this Plan. Site more intensive uses such as multi-family and commercial uses adjacent to major thoroughfares or at main gateways into neighborhoods.
11. Continue to ensure street and trail designs that foster a safe and inviting environment for pedestrians and motorists by limiting street widths, allowing on-street parking, requiring landscape terraces and street trees, providing appropriate lighting, safe pedestrian crossings, and, where appropriate, allowing on street dining (e.g. outdoor café's).
12. Ensure the City's Planned Development District (PDD) provides flexibility in the design of new developments in order to best fulfill the intent of the Planned Neighborhood future land use category. Such a district should explicitly allow for the mixing of residential and commercial development, within defined parameters. Increases in the total net density of residential development, should also be permitted within a PDD when and where appropriate as determined by the Plan Commission and should usually tied to achieving other City objectives such as provision of affordable housing, extraordinary protection of natural resources, etc.
13. Consider adopting a Traditional Neighborhood Development Ordinance similar to the one developed by the University of Wisconsin Extension as an option within this future land-use category.
14. Consider modify City zoning and subdivision requirements as necessary to encourage the neighborhood development forms, densities, and use mixes described above. Ensure the City's Planned Development District (PDD) articulates the degree in flexibility in design of new developments. Such a district should explicitly continue allow for the mixing of residential and certain types of commercial development, provided the development follows well-defined guidelines. The district should also permit increases in the density of residential development, when and where appropriate as determined by the Plan Commission and City Council.

Insert 1: Planned Neighborhoods

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# PLANNED NEIGHBORHOODS

Planned Neighborhoods support predominately single family housing mixed with duplexes, multi-family housing, institutional uses, parks, and neighborhood office and retail uses. Planned Neighborhoods provide attractive places to live, play and take care of day-to-day service needs.

Characteristics of Planned Neighborhoods include:

- Mix of housing types, lot sizes & densities
- Diverse ages & incomes
- Homes within a comfortable walk of parks and services
- Streets connected internally and to larger community
- Neighborhood wide sidewalk & path system
- Natural areas protected and made central to development
- Incorporation of neighborhood focal points such as schools, churches or shopping

In general, planned neighborhoods should be designed to have the same housing ratio found across the entire community.

**A** Single Family Homes

**B** Townhomes

**C** Duplexes

**D** Multi-Family – Apartments & Condos

**E** Neighborhood Shopping & Services

**YardSmith & Associates**  
DESIGN, PLANNING & ARCHITECTURE