



**BUHLER FARM
PLANNED UNIT DEVELOPMENT
PRELIMINARY DEVELOPMENT PLAN
VILLAGE OF DEFOREST, WI**

A. Overview

The Buhler Farm Planned Unit Development (PUD) is located between North Towne Road and USH 51 (see Exhibit A). This PUD Preliminary Development Plan (PDP) includes the preliminary vision and rules governing the future development and use of the Buhler Farm PUD, subject to refinement through the Final Development Plan (FDP) to follow.

B. Developer, Representatives, and Expected Management

It is the intention of Premier Builders to develop this PUD and build the proposed housing units depicted. The project architect is still to be decided, and the project engineer is Vierbicher Associates in Madison. The developer anticipates retaining ownership of the project upon completion, and management via a Dane County-based organization to be further detailed with the FDP. However, the developer reserves the right to market the property to other potential developers.

C. Buhler Farm PUD Area and Development Concept

The preliminary plat of the Buhler Farm is attached as Exhibit B and shows the street and lot layout, proposed zoning, adjacent properties and an existing conditions map. The PUD is located on Lot 33. The entire plat area is being rezoned from its current A-1 Agriculture zoning designation to facilitate development in accordance with the Village's Comprehensive Plan. For the PUD area, the 8.75 acre proposed Lot 33, the Village's Comprehensive Plan advises "Higher Density Residential" use of up to 24 dwelling units per acre.

The PUD consists of apartment units in six (6) three-story buildings. A total of 108 one-bedroom and 108 two-bedroom units totaling 216 dwelling units are planned. Including only the 8.75 acre PUD area, the density is 24.7 units/acre. Adding the 2.48 acre outlot to the south that serves the PUD's stormwater needs, the density is 19.2 units/acre. The buildings include an expected total of 108 covered parking spaces in two detached garage structures, supplemented by an anticipated 266 surface parking spaces for an expected total of 374 off-street parking spaces. The detached garage parking aims to provide secure vehicle storage at a lesser cost than in-building basement parking facilities. This allows cost savings to be passed on to the residents. Bike parking facilities will also be provided. The PUD will access North Towne Road at two points—one directly across the intersection from Stack Drive and the second across from an anticipated future driveway to a planned residential development west of North Towne Road. Development and tenant amenities are expected to include common outdoor areas for picnics, family games, and other passive recreational uses.



Schematic site development and architectural plans are included as Exhibit C. While these conceptual plans will form the basis for the FDP that follows, the Planning and Zoning Commission may approve adjustments in the subsequent FDP without requiring a PDP amendment, provided that all other requirements of this PDP are met.

The developer anticipates that the FDP will be submitted for approval well within the five-year statutory deadline. Utilities and North Towne Road are anticipated to be constructed in front of the PUD area by the end of 2024. The developer anticipates that the development will be constructed in multiple phases over several years which will be further outlined in the FDP.

D. Assessment of Economic Feasibility and Community Need

The Village has documented the need for more residential housing of all types, including rental housing, through studies including the 2021 DeForest-Windsor Housing Supply & Demand Analysis. That analysis concluded the following:

“Several factors suggest that the two Villages may be short on market-rate rental housing. These include a widening income gap between homeowners and renters today, increasing employment with rental-supporting pay, very low reported rental housing vacancy rates, and a number of active proposals to increase the supply. In a prior study for the DeForest Area School District, the consultant projected construction (demand) for over 1,000 multiple family units (i.e., in 3+ unit buildings) between 2020 and 2030. This level of demand—upwards of 100 units built per year—seems readily attainable and “absorbable”...

Despite multiple-family construction since 2021, rental vacancy rates in the DeForest-Windsor market remain low.

This local analysis is supported by regional and national studies, which suggest that housing development has lagged behind population and employment growth for many years if not decades. Further, higher interest rates since 2022 have led many more people to the rental market. An October 2023 national analysis from real estate firm CBRE concluded that the gap between the cost to buy a home and rent one is now the greatest since at least the mid-2000s.

The community need for rental apartments of the type proposed through this PUD is particularly strong in this vicinity. Recent and pending employment growth at the adjacent Bell Labs, Hooper Corporation, and other newer and older industries in the vicinity make for convenient live-work opportunities like this PUD will provide. These have many community, environmental, and economic benefits including reducing traffic congestion, pollution, and absenteeism. Additionally, the density and design of this PUD, including its ratio of in-building to outdoor surface parking, will aid in affordability for these employees.

E. Consistency with Surrounding Uses, Comprehensive Plan, and PUD Purpose Statement

The PUD is consistent with nearby land uses. Lands directly north of the PUD area in Windsor Crossing are developed with The Terraces at Windsor Crossing. That 235-unit apartment development is built to a density of 25 units per acre. Further south along Highway 51, The



Park Apartments are built to a density of 24 units per acre and include 4-story buildings. In general, lands along the Highway 51 corridor between Windsor Road and the Interstate have been developing with a mix of moderate to higher density residential uses and employment generators.

The PUD is consistent with the Village's Comprehensive Plan. This includes the future land use and density recommendations for this site (see Exhibit A). Consistency also extends to indicated high priority plan initiatives in the Comprehensive Plan. These include promoting thoughtful siting and design of higher density housing, supporting more housing for DeForest's workforce, and encouraging economic and mixed-use development in the Highway 19/51 District. The PUD area is at the northern edge of that Village detailed planning district.

Finally, this PUD is consistent with the purpose and objectives of the PUD district in the Village's zoning ordinance, including the following objectives:

1. *Diversification in the use permitted, and variation in the relationship of uses, structures, open spaces and heights of structures in developments conceived as unified projects.*

This PUD meets this objective by offering an expanded housing selection via one- and two-bedroom apartments, compared to the single-family and duplex product offerings elsewhere in the plat.

2. *Environmental design in the development of land that is of a higher quality than would otherwise be possible through the strict application of general zoning requirements.*

The PUD creates the opportunity to structure the broader plat to incorporate stormwater in existing environmental corridors. The PUD with its 30' wide landscaping planting strip allows an increased density of landscape plantings that creates a transition from USH-51 in the east to single-family homes to the west. The development will be able to provide additional plantings within the US Highway 51 buffer zone to soften parking and driveway views and enhance the aesthetics along the corridor. The common areas and open spaces within the PUD will provide opportunities for grills, tables, benches and yard games. These facilities will provide encourage the tenants to collaborate and participate in group activities.

3. *Promotion of the functional and beneficial use of common open space.*

The PUD affords the opportunity to have six apartment buildings plus the two detached garage structures define two open spaces within the community. By delineating and enclosing the space with the buildings and garages, the site's open spaces promote a feeling of enclosure, and therefore, safety.

4. *Preservation of archeological and historic resources and natural landscape features and amenities of a development site and utilization of such features in a harmonious fashion.*

No archaeological or historic resources were discovered by on-line search of the property using the Wisconsin Historical Society database. The property has been used for agricultural production and does not contain unique natural landscape features.

5. *Creation of a variety of uses in compatible arrangements which provide a greater choice of living, employment, and shopping environments.*

The PUD offers one- and two-bedroom apartments, which diversifies the housing options



available within the plat. The design of a low-maintenance, energy-efficient dwelling option provides a more sustainable development. By provisioning parking in two detached garage structures, secure vehicle parking is provided at a lower cost than in-building garage parking while simultaneously framing the apartments' courtyard spaces to create a comfortable and welcoming environment. This will improve the affordability of these apartments.

6. *Efficient use of land resulting in more cost-effective networks of utilities, streets and other facilities.*

The PUD utilizes the six buildings and two garage structures to create two courtyards, which provides ample access via a gridded private driveway network.

7. *Coordination of architectural styles, building forms and relationships, graphics and other private improvements.*

The PUD allows for a commonality across building massing and architectural expression.

F. Permitted and Conditional Land Uses

Each of the following land use types as defined in Chapter 15 of the DeForest Municipal Code (Zoning Ordinance) are permitted uses in the PUD area:

- Multiple-Family Residential
- Day Care (1-3 persons not including family members)
- Home Occupation (per applicable Zoning Ordinance standards)
- Small Solar or Wind Energy System (per applicable Zoning Ordinance standards)

There are no other permitted uses or conditional uses within this PUD.

G. Dimensional and Other Regulatory Standards

Development standards in the PUD—including but not limited to all dimensional, bulk, parking, landscaping, and building design and material standards—are the same as those applicable under the Zoning Ordinance for developments within the Village's RM-4 Residential Mix Multi-Family Housing District, except as follows:

- To aid rental affordability, the proposal includes 0.5 parking stalls per unit in two detached garages, rather than the 1.0 parking per unit in attached or underbuilding garages normally required.
- The proposal is projected to include four (4) fewer parking spaces (374) than required (378); however, the ordinance does allow up to a 25% reduction in required spaces based on lower expected demand.
- The lot square footage per dwelling unit is 1,764 square feet within the PUD. We are attempting to meet the forty percent (40%) green space requirement of the RM-4 zoning district as an added tradeoff for the density and parking flexibility.
- Vision clearance triangles to be provided and maintained in the PUD at driveways to North Towne Road (collector street) per S. 15.04(13)(d) of Zoning Ordinance.



- Protective services personnel (fire and police) will be included in the design process leading to the FDP, so that they may aid in forming a development that provides lasting safety, security, and health over time, with approaches detailed in the FDP submittal.
- The FDP submittal will also include:
 - A proposed palette of both exterior and interior building materials, systems, and fixtures, which shall emphasize durability, sustainability, timelessness, and energy efficiency.
 - Detailed engineering plans to verify that the combination of building heights and finish grades will allow adequate water pressure to all apartment units.
 - A proposed route for a public water main easement for water main looping from Highway 51.
 - A landscape buffering plan along Highway 51 and the south edge of PUD area.
 - Verification that Village highway noise requirements in its Subdivision Ordinance (§ 13.035) will be met.
 - Details all proposed development and tenant amenities.
 - Details for indoor and outdoor bike parking for tenants and guests.
 - A hard-surfaced area, adequately sized for commercial vehicles typically used to move furniture, appliances, and household items, accessible to dwelling units, not impeding traffic flow, and not utilizing standard vehicle parking spaces.
 - A long-term project maintenance plan and funding mechanism for carrying it out, and provisions for an on-site manager or maintenance person and service by a management company within an easy drive time.
 - Further detail on how increased density and in-building parking ratios will increase rental affordability to the local workforce.
 - Verification that at least 40% of the PUD area will remain in permanent landscaped green space, excluding hard-surfaces for outdoor recreation use.
 - Improvements to the garage appearance, bulk, and predominance of garage doors.

Any other exceptions to PDP and FDP requirements must be made by either amendment to those documents, or by zoning variance, per the associated procedures and criteria in the Zoning Ordinance.

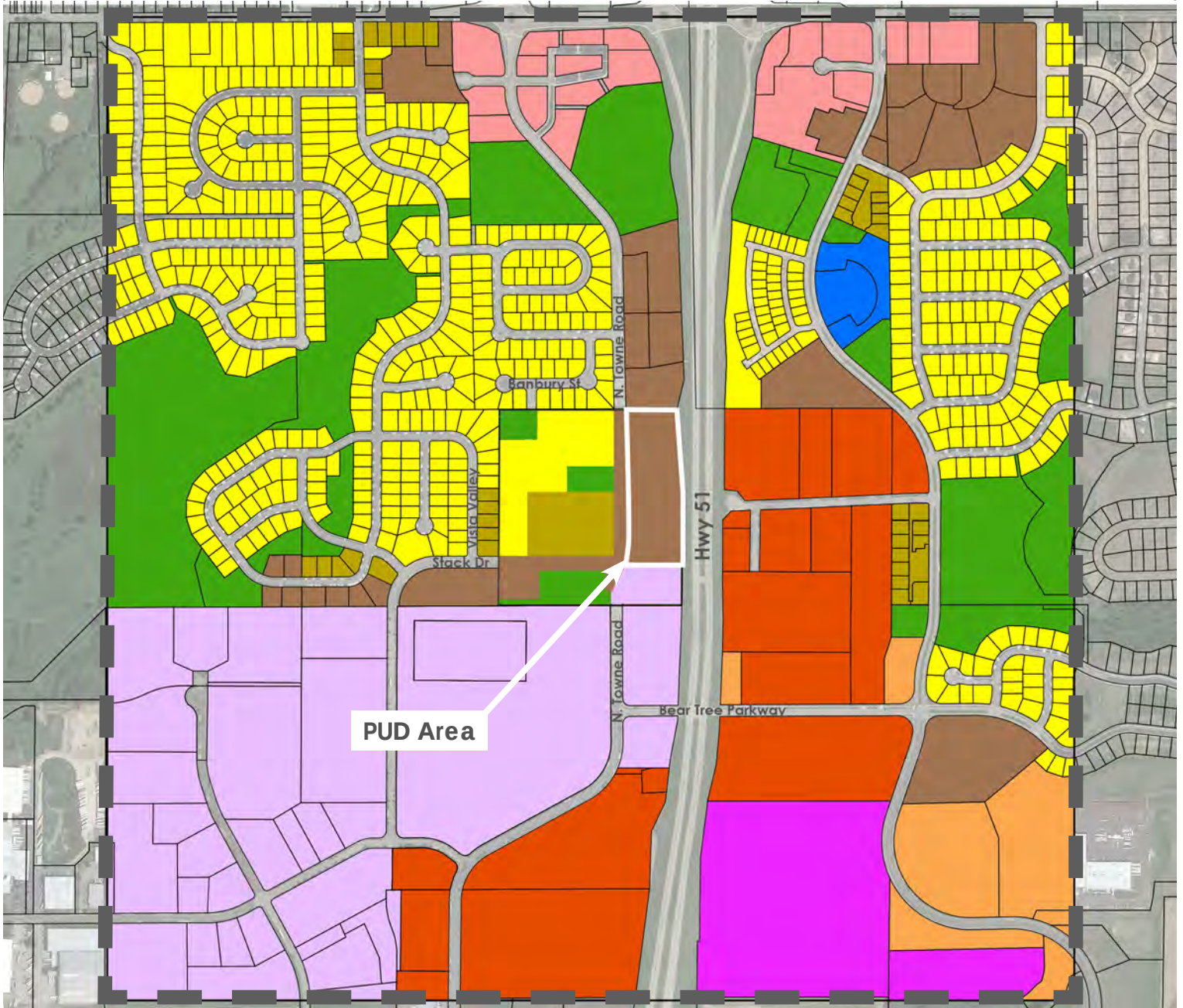
The Village maintains other ordinances as part of its Municipal Code, covering such matters as traffic control, building regulations, and minimum housing and property maintenance, which will be applied to this PUD.

H. Noise Mitigation

Village ordinance requires that all “outdoor living areas” near highways like US Highway 51 be



set back or buffered for noise levels below 67 decibels. “Outdoor living areas” are defined as spaces associated with residential land use typically used for outdoor recreational activities, including back yards, decks, patios, and play areas. WisDOT completed a study in 2009 indicating that, with the then-proposed, now-completed US Highway 51 reconstruction, levels below 67 decibels would be achieved at ground level 130 feet from the nearest highway pavement edge. This appears to be about 60 feet into the PUD area. This will be delineated with the FDP submittal and final plat. The site layout in Exhibit C supports noise mitigation for future residents of the PUD, and will meet Village ordinance requirements. The nearest proposed units are in excess of 150 feet from the nearest US Highway 51 pavement edge, and those buildings are oriented so that most units are significantly further from that edge. These units do not have proposed balconies. The outdoor common areas are even further from the highway, and buffered by the proposed garages.



Village Future Land Use Recommendations

- | | |
|--|---|
|  Low Density Village Residential |  Mix/Flex Commercial and Residential |
|  Moderate Density Village Residential |  Mix/Flex Commercial and Industrial |
|  Higher Density Village Residential |  Industrial and Business Park |
|  Shopping & Services |  Government and Institutional |
|  Office & Research |  Park and Environmental Corridor |
| |  Half Mile Boundary |

0' 500' 1,000' 2,000' Feet

Exhibit A - Location Map

Premier Builders, Inc. - Buhler Property

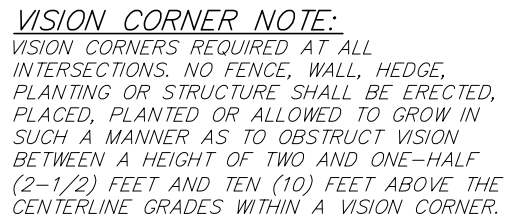
January 5, 2024

vierbicher
planners | engineers | advisors



PART OF THE NORTHEAST QUARTER OF THE NORTHEAST
QUARTER OF SECTION 32, TOWNSHIP 09 NORTH, RANGE 10 EAST,
VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN

2. The total area of the Preliminary Plot is 1,623,998 square feet or 37,282 acres more or less.
3. The existing zoning for lands included within this preliminary plot is A-1. Proposed zoning with this Preliminary Plot is PUD, RM-2A, RM-3, RM-4, RM-6 and C-1.
3. This survey is based upon field work performed on November 9-12, 2023. Any changes in site conditions after November 12 are not reflected by this survey.
4. Address of Property: 6561 North Towne Road, Village of DeForest, WI
Parcel Number(s): 118/0910-321-8001-1
5. Surveyor has made no investigation or independent search for elements of record, encumbrances, restrictive covenants, ownership title evidence, or any other facts that a current title search may disclose.
6. Utility locations were field located based upon substantial, visible, above ground structures, upon markings on the survey, or upon markings on the ground placed by utility companies and/or their agents. No warranty is given to the utility markings by others or that all underground utilities affecting this property were marked and subsequently located for this survey. Location of any buried private utility is not within the scope of this survey.
7. All utility facilities within this preliminary plot are to be installed underground.
8. All streets shown with the boundaries of this plot are to be dedicated to the public for roadway purposes.
9. There shall be no direct vehicular access from Lot 33 and Outlot 3 to United States Highway 51.
10. The soil classifications depicted hereon are based upon information obtained from the Access Data, DCMAP on November 8, 2023.
11. There are no wetlands, flood plains, water courses or other natural features of note on the plot.
12. Elevation shown are based upon the NAVD83 Datum.



CROSS LOTS 33 AND 34 IS RESERVED FOR THE PLANTING AND MAINTENANCE OF TREES, SHRUBS, OTHER VEGETATION, AND AN EARTHEN BERM. NO STRUCTURES ARE PERMITTED EXCEPT AS MAY BE APPROVED BY THE VILLAGE BOARD.

NO UTILITY PEDESTALS OR BURIED CABLES ARE TO BE PLACED SUCH THAT THE INSTALLATION WOULD DISTURB ANY SURVEY STAKE, OR OBSTRUCT VISION, ALONG ANY LOT LINE. THE DISTURBANCE OF A SURVEY MONUMENT BY ANYONE IS A VIOLATION OF SECTION 236.32 OF WISCONSIN STATUTES. UTILITY EASEMENTS AS HEREIN SET FORTH ARE FOR THE USE OF PUBLIC BODIES AND PRIVATE PUBLIC UTILITIES HAVING THE RIGHT TO SERVE THE AREA.

*UNLESS OTHERWISE NOTED ON THE PLAT.

NO UTILITY PEDESTALS MAY BE CONSTRUCTED ALONG STREET RIGHT-OF-WAYS WITHOUT THE DEVELOPER AND OTHER SERVING UTILITY COMPANIES CONSENT.

- EXISTING MAILBOX
- EXISTING POST
- EXISTING ENDWALL
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING GAS VALVE
- EXISTING DOWN GUY
- EXISTING ELECTRIC PEDESTAL
- EXISTING TRANSFORMER
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING TV PEDESTAL
- EXISTING TELEPHONE PEDESTAL
- EXISTING UNIDENTIFIED UTILITY VAULT

	EXISTING SANITARY SEWER LINE
	EXISTING STORM SEWER LINE
	EXISTING WATER MAIN
	EXISTING GAS LINE
	EXISTING UNDERGROUND CABLE TV
	EXISTING UNDERGROUND ELECTRIC LINE
	EXISTING FIBER OPTIC LINE
	EXISTING UNDERGROUND TELEPHONE
	EXISTING OVERHEAD GENERAL UTILITIES
	EXISTING WIRE FENCE
	EXISTING METAL FENCE
	EXISTING CORPORATE BOUNDARY LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR

CURVE TABLE					
CURVE NUMBER	ARC LENGTH	RADIUS	CENTRAL ANGLE	CHORD LENGTH	CHORD DIRECTION
C1	23.56°	15.00"	90°00'00"	21.21'	N45° 15' 12"E
C2	74.57°	283.00'	15°05'48"	74.35'	S07° 48' 06"W
C3	11.21°	283.00'	2°16'09"	11.21'	S01° 23' 16"W
C4	63.36°	283.00'	12°49'40"	63.23'	S08° 56' 16"W
C5	59.14°	217.00'	15°36'59"	58.96'	N07° 32' 31"E
C6	23.70°	15.00"	90°31'11"	21.21'	N45° 00' 23"W
C7	23.56°	15.00"	90°00'00"	21.21'	N45° 15' 12"E
C8	23.56°	15.00"	90°00'00"	21.21'	S44° 44' 48"E
C9	57.18°	217.00'	15°05'48"	57.01'	S07° 48' 06"W
C10	19.47°	15.00"	74°23'01"	18.13'	S52° 32' 31"W
C11	58.28°	283.00'	10°10'48"	50.22'	N04° 49' 26"E
C12	26.23°	15.00"	100°10'48"	23.01'	S40° 10' 34"E
C13	31.74°	20.00'	90°56'13"	28.85'	N44° 15' 55"E
C14	106.02°	540.00'	11°14'55"	105.51'	N44° 15' 55"E
C15	82.75°	460.00'	10°18'23"	82.63'	S04° 53' 34"W
C16	97.14°	540.00'	10°18'23"	97.01'	S04° 53' 34"W
C17	34.83°	20.00'	99°47'34"	30.60'	N39° 51' 01"E
C18	28.00°	20.00'	80°12'26"	25.77'	N50° 08' 59"E
C19	90.31°	460.00'	11°14'55"	90.17'	N04° 25' 17"E
C20	31.09°	20.00'	89°03'47"	28.05'	N45° 44' 05"W
C21	23.43°	15.00"	89°28'49"	21.12'	S44° 59' 37"E
C22	23.56°	15.00"	90°00'00"	21.21'	S44° 44' 48"E

SECTION	LENGTH
55°59'E	57.33'

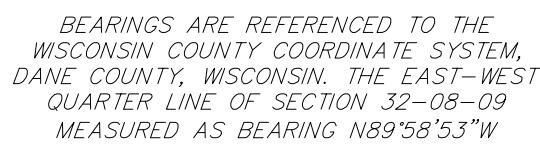
EAST 1,
SECTION
FOUND
RECORD
COORDS
N-529,
E-837.

- FOUND 1-1/4" Ø SOLID IRON RE-ROD
- FOUND 3/4" Ø SOLID IRON RE-ROD
- SET 1-1/4" x 18" SOLID IRON RE-ROD, MIN. WT. 4.30 lbs./ft. ALL OTHER LOT AND OUTLET CORNERS MARKED BY A 3/4" x 18" SOLID IRON RE-ROD WT. 1.50 lbs./ft.
- () INDICATES RECORDED AS

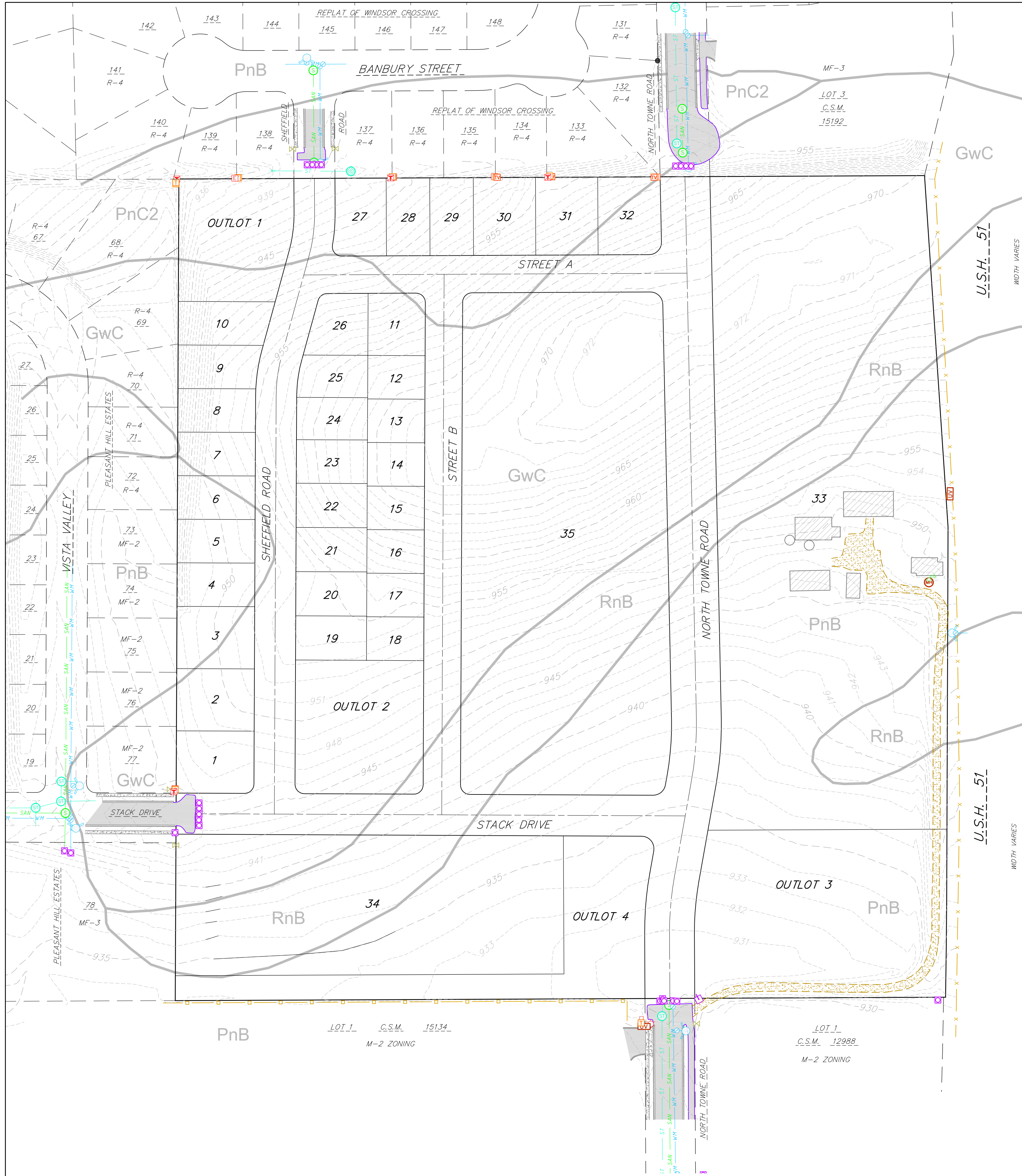
I, Michael J. Ziehr, Professional Land Surveyor, hereby certify: that the foregoing preliminary plat was prepared under my direction and control and that to the best of my knowledge and belief is in compliance with the provisions of Section 236 of the Wisconsin Statutes and the subdivision regulations of the Village of DeForest.

Vierbicher Associates, Inc.
By: Michael J. Ziehr

Signed: Michael J. Ziehl
Michael J. Ziehl, P.E.S. No. 2401



17 Nov 2023 - 9:17p M:\Premier Builders Inc\220275_Buhler Property\CADD\220275_Prelim Plat.dwg by: mde



PRELIMINARY PLAT OF BUHLER FARM

PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 09 NORTH, RANGE 10 EAST, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN

PLAT NOTES:

- The total area of the Preliminary Plat is 1,623,996 square feet or 37.282 acres more or less.
- The existing zoning for lands included within this preliminary plat is A-1. Proposed zoning with this Preliminary Plat is PUD, RN-2A, RM-3, RM-4, RM-6 and C-1.
- This survey is based upon field work performed on November 9-12, 2023. Any changes in site conditions after November 12 are not reflected by this survey.
- Address of Property: 6561 North Towne Road, Village of DeForest, WI
Parcel Number(s): 118/0910-321-8001-1
- Surveyor has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, ownership title evidence, or any other facts that a current title search may disclose.
- Utility locations were field located based upon substantial, visible, above ground structures, upon maps provided to the surveyor, or upon markings on the ground placed by utility companies and/or their agents. No warranty is given to the utility markings by others or that all underground utilities affecting this property were marked and subsequently located for this survey. Location of any buried private utilities is not within the scope of this survey.
- All utility facilities within this preliminary plat are to be installed underground.
- All streets shown with the boundaries of this plat are to be dedicated to the public for roadway purposes.
- There shall be no direct vehicular access from Lot 33 and Outlot 3 to United States Highway 51.
- The soil classifications depicted hereon are based upon information obtained from the Access Dane, DCMMap on November 8, 2023.
- There are no wetlands, flood plains, water courses or other natural features of note on the plat.
- Elevations shown are based upon the NAVD88 Datum.

SYMBOL LEGEND

- EXISTING MAILBOX
- EXISTING POST
- EXISTING ENDWALL
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING GAS VALVE
- EXISTING DOWN GUY
- EXISTING ELECTRIC PEDESTAL
- EXISTING TRANSFORMER
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING TV PEDESTAL
- EXISTING TELEPHONE PEDESTAL
- EXISTING UNIDENTIFIED UTILITY VAULT

LINE WORK LEGEND

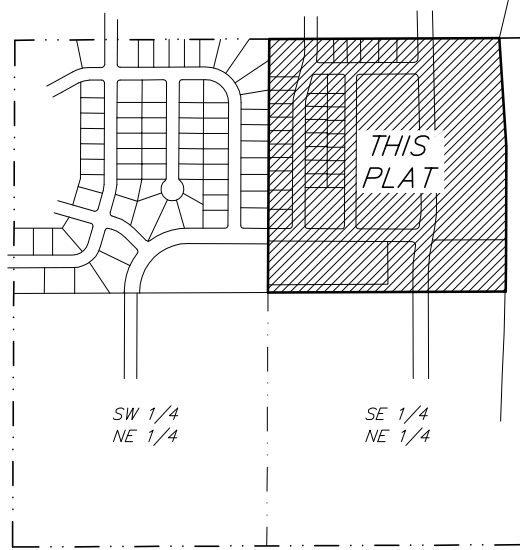
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING WATER MAIN
- EXISTING GAS LINE
- EXISTING UNDERGROUND CABLE TV
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING FIBER OPTIC LINE
- EXISTING UNDERGROUND TELEPHONE
- EXISTING OVERHEAD GENERAL UTILITIES
- EXISTING WIRE FENCE
- EXISTING METAL FENCE
- EXISTING CORPORATE BOUNDARY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

DANE COUNTY SOIL CLASSIFICATIONS	
CLASSIFICATION	DESCRIPTION
PnC2	Plano silt loam, till substratum
GwC	Griswold loam
PnB	Plano silt loam, till substratum
RnB	Ringwood silt loam

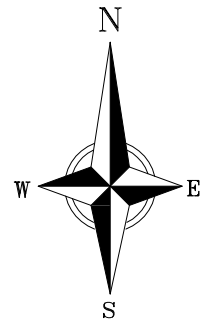
HATCHING LEGEND

- EXISTING CONCRETE
- EXISTING ASPHALT
- EXISTING GRAVEL

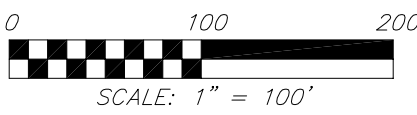
LOT AREAS	
LOT NUMBER	SQ. FT.
1	12,452
2	12,500
3	12,500
4	8,750
5	8,750
6	8,750
7	8,750
8	8,751
9	9,068
10	10,236
11	9,159
12	6,440
13	6,440
14	6,440
15	6,440
16	6,440
17	6,440
18	6,440
19	8,094
20	8,094
21	8,094
22	8,094
23	7,980
24	7,752
25	7,530
26	8,973
27	10,395
28	8,750
29	8,750
30	12,500
31	12,500
32	12,574
33	380,990
34	140,880
35	266,632
OUTLOT 1	34,912
OUTLOT 2	44,125
OUTLOT 3	107,959
OUTLOT 4	59,950



LOCATION MAP
NE 1/4 OF SEC. 32-09-10



BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DANE COUNTY, WISCONSIN. THE EAST-WEST QUARTER LINE OF SECTION 32-08-09 MEASURED AS BEARING N89°58'53"W



vierbicher
planners | engineers | advisors
Phone: (800) 261-3898

Drafted by: MZIE
Checked by: DPER
FN: 220275
Date: 11/15/2023
Rev: _____
Rev: _____
Rev: _____

SURVEYED BY:
Vierbicher Associates, Inc.
By: Michael J. Ziehr
999 Fourier Drive,
Suite 201
Madison, WI 53717
(608) 821-3962
mzie@vierbicher.com

SURVEYED FOR:
Premier Builders, Inc.
102 Holiday Drive
Wausau, WI 53597

SHEET
2 OF 2

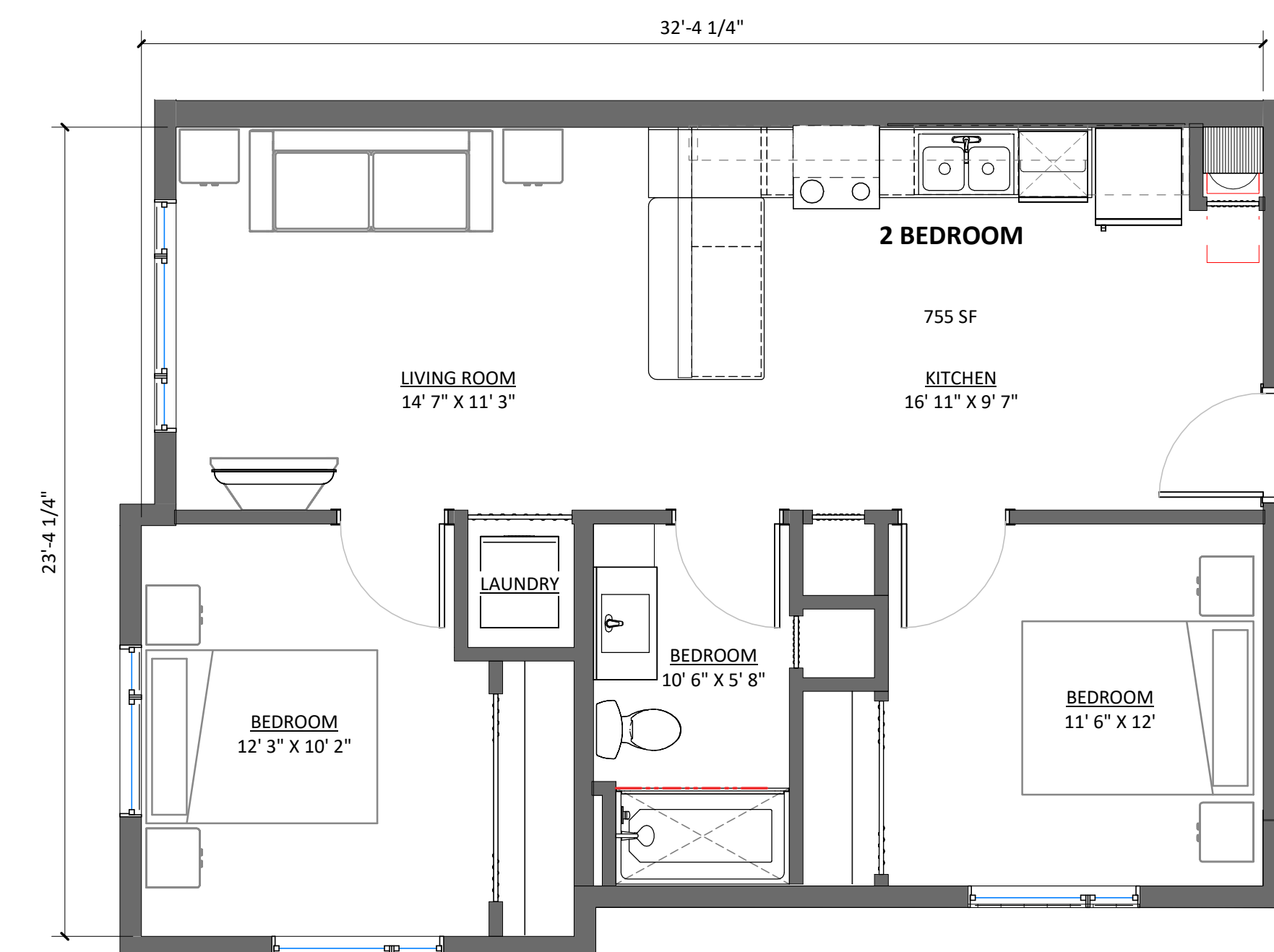
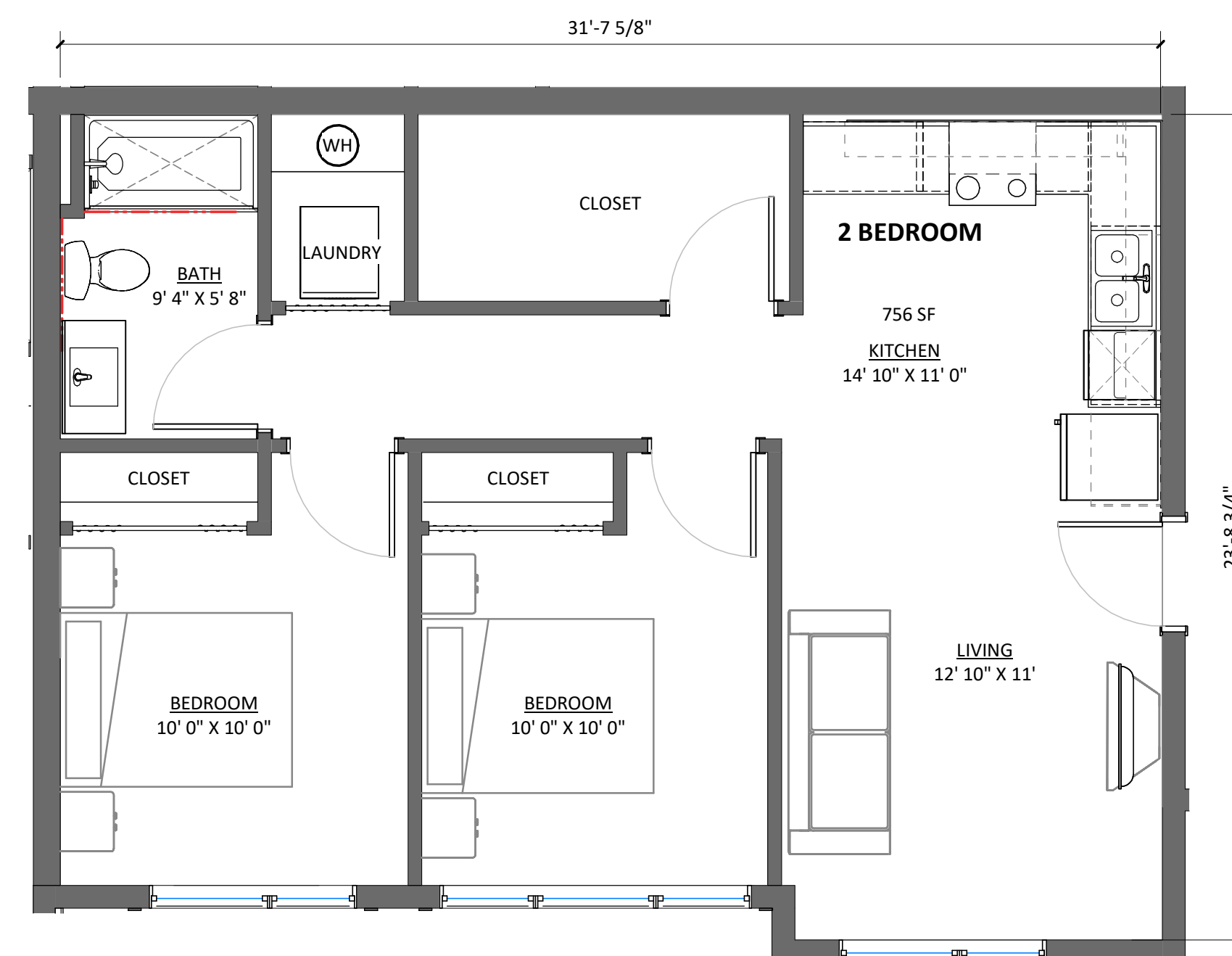
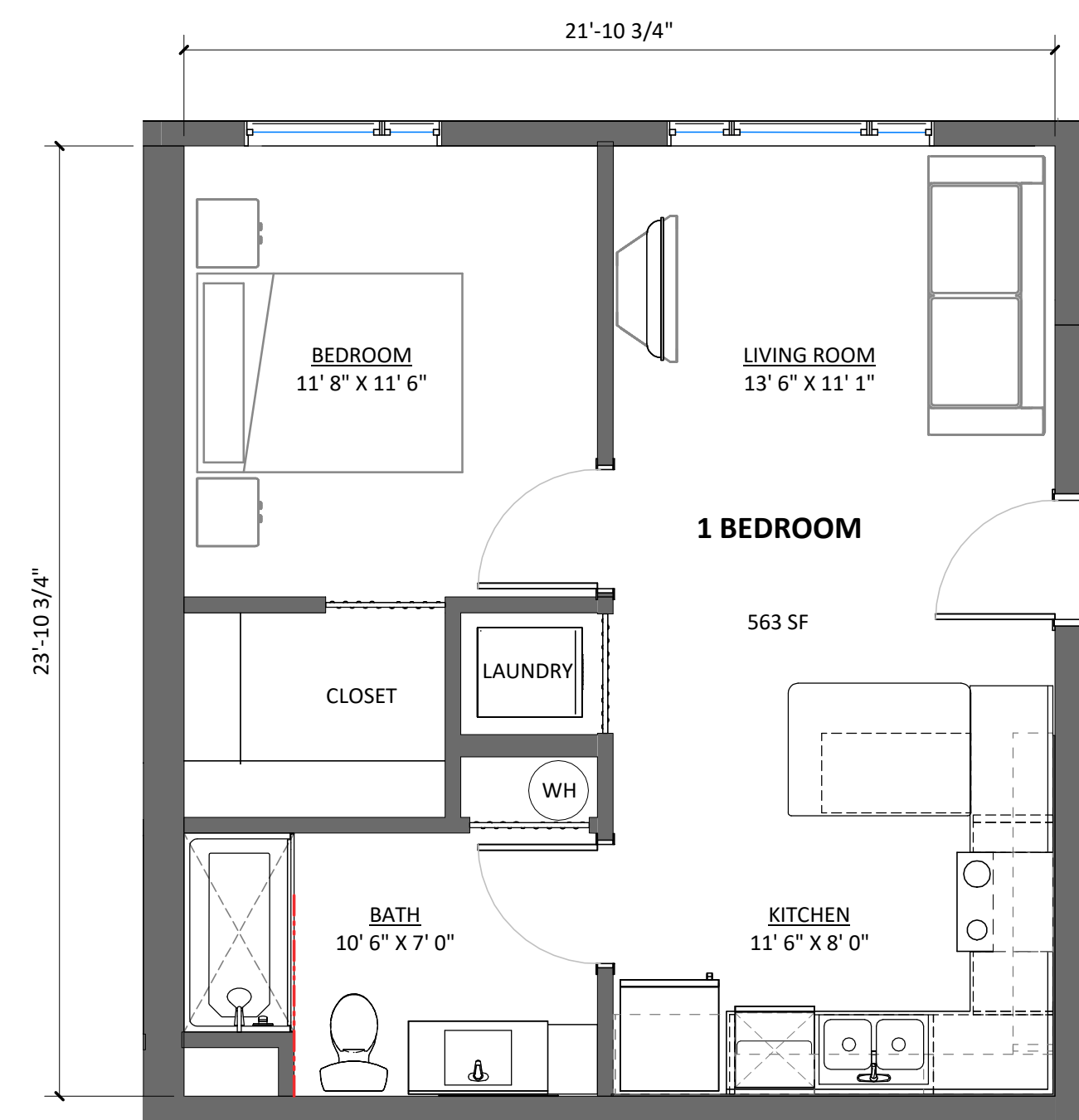


CONCEPT SITE PLAN - NTS

DeForest Workforce Housing - OPTION 4
North Towne Road & Stack Drive
DeForest, WI 53598









DeForest Workforce Housing
North Towne Road & Stack Drive
DeForest, WI 53598