Yahara Crossing
Planned Unit Development
Preliminary Development Plan
DeForest, Wisconsin

Development Overview

Yahara Crossing Planned Unit Development ("PUD") is situated on approximately 1.529 acres at the southwest corner of the intersection of Highway V (North Street) and Main Street ("Development Site"). The development consists of a mixed-use building that is intended to be an "anchor" at a key entryway to downtown DeForest. This Preliminary Development Plan ("PDP") sets forth the vision of the proposed development, accompanies the application to rezone the Development Site to PUD, and provides the regulatory framework by which the subsequent Final Development Plan ("FDP") will later be evaluated.

Vision and objectives

Yahara Crossing is intended to be a catalytic redevelopment project, transforming an underutilized and blighted corner in the community and hopefully springboarding other planned redevelopment projects. As further described in the section of this document related to local plans, the Village of DeForest ("Village") adopted its General Plan for Redevelopment in 2023, identifying the Development Site as a "priority redevelopment site" envisioning a "Gateway Building". This development combines three existing parcels as depicted in the Rezoning Map (Exhibit A) – one currently containing a small, 40-year-old liquor store building, one containing a long-closed car wash, and one containing two, older residential duplexes. The General Plan for Redevelopment anticipates additional redevelopment of surrounding properties for commercial, multifamily and/or mixed-use, which are not part of this current PUD. A Location Map including the area within ½ mile of the site is included as Exhibit B of this PDP.

Development Team and Management

The Community Development Authority of the Village of DeForest ("CDA") intends to develop, own, and manage Yahara Crossing. The CDA was created by resolution in 2020 when the Village sought to add redevelopment activities to the purview of its existing DeForest Housing Authority, and replace the former DeForest Redevelopment Authority. The CDA and its predecessors have a track record of property management in DeForest, having owned and operated 62 age-restricted, market rate townhomes (known as Jefferson Square) and 36 multifamily units financially assisted through HUD's Public Housing program for over thirty years. Jefferson Square is consistently nominated for Best Senior Living in the DeForest-Windsor area.

The CDA has enlisted Kahler Slater as the project architect and Vierbicher Associates as the civil and stormwater engineer. Kahler Slater is an award-winning, design firm noted for their work on Hooper Corporation Headquarters in DeForest and Embassy Suites Hotel in downtown

Madison. Kahler Slater continues to shape Wisconsin's landscape with impactful projects like the Milwaukee Public Museum, The Adria Residences Madison, and over 750 workforce housing units currently under construction in the City of Milwaukee. Since 1908, Kahler Slater has been designing to address clients' most pressing challenges, advance strategic goals, and accelerate progress and transformation. The result of their work enriches lives and achieves powerful results. Vierbicher Associates has been serving public sector clients in Wisconsin since 1976 and has served as the Village's engineers for over 35 years. Vierbicher provides engineering services for the Village's annual capital improvement projects, special projects, Tax Increment Financing support and development review, among other activities. The CDA's Executive Director—also a professional urban planner—is providing planning and process facilitation support.

PUD Area and Development Concept

The Development Site encompasses current Dane County tax parcels 118/0910-181-8000-7, 118/0910-181-8490-5, and 118/0910-181-0189-7 totaling approximately 1.529 acres. The parcels are intended to be combined via CSM. Parcels within the Development Site are currently zoned B-2 General Business and RM-4 Residential Mix Multi-Family Housing. A map of existing conditions is included as Exhibit C of this PDP. The commercial establishment (liquor store) on the northeastern parcel ceased operations on December 31, 2024 and the commercial establishment on the southern parcel (car wash) has been out of operation since July 2020 when the business entity was administratively dissolved. The residential property containing the duplex buildings currently has tenants residing on site, with the duration of the longest lease extending through the end of Summer 2025. The character of the surrounding area includes moderate density residential to the west, industrial and institutional uses north across Highway V, mainly single family residential on small lots east across Main Street, and commercial uses to the south.

Within Volume 2 of its Comprehensive Plan, the Development Site is set forth for future "Mixed or Flex Commercial/Residential" use. Within the General Plan for Redevelopment's Project Area A Conceptual Development Plan map, the Development Site is identified for future "Downtown Mixed Use or Flex" use. These are compatible designations, consistent with this PUD.

Yahara Crossing development is proposed to include approximately sixty (60) units of multifamily residential housing and approximately 4,500 square feet of first-floor commercial space in a single, mixed-use building. The building is intended to be three- to four-stories with underbuilding parking and an indoor community space for residents. Pending a final feasibility study, a rooftop solar system is intended to crown the building as part of a strategy to pursue energy efficiency and onsite renewable energy production. Additional off-street surface parking will also be provided. A map of the PUD showing proposed land uses, the building, other improvements, and their proposed locations is included as Exhibit D of this PDP. At the time of

drafting this PDP, the CDA considered two options for development within the PUD area: a concept consisting of development on the two eastern parcels and a concept consisting of development on all three parcels. The decision to include both options in the PDP was due to the uncertainty as to whether all three properties could be obtained. Both options are shown in Exhibit D.

Of the up to sixty units envisioned, the unit mix is expected to consist primarily of 1- and 2-bedroom apartments but may incorporate additional options in response to market demand and community need. The CDA intends to provide the option to relocate to the development to residents currently occupying 36 of its housing units. Those thirty-six units are intended to be reserved for elderly residents and will be held at affordable rental rates, while the remaining units are intended to be held at rents that are affordable to DeForest's workforce - those earning up to either 60% or 80% of Dane County Median Income (which for a two-person household at 60% in 2024 was $60,480 per year). Both targeted demographics were identified as high-priority populations in local planning documents, and workforce housing will support numerous businesses and industries within walking distance of the Development Site.

Schematic site and architectural plans are included as Exhibit E. These plans form the basis of the forthcoming FDP and are intended to guide final design. It should be noted that the presence of a substantial set of power lines on the northern edge of the PUD area may necessitate alternative design strategies. Refinements and adjustments from the designs included herein may be approved by the Planning and Zoning Commission without necessitating an amendment to this PDP, so long as all other applicable requirements of the PDP and Village zoning ordinance are satisfied.

Development Schedule

The CDA anticipates undertaking the entitlements process in the Spring of 2025 with a 14-month construction period estimated to begin in Fall 2025. After submission of this PDP, the CDA intends to consult with the surrounding neighborhood to better understand their concerns or wishes as they relate to the proposed project and could affect design. Neighborhood consultations are expected to take place in February with additional meetings as necessary. The CDA plans to submit its FDP for review by Summer 2025. Project financing is anticipated to be secured in early Fall 2025. If funding takes longer to secure, the start of construction may be delayed until Spring 2026. It is anticipated that a request for a Certificate of Occupancy for the building would be made by the Spring 2027.

Table 1. Proposed Development Timeline.

Village of DeForest approvals	February – August 2025
Neighborhood consultation	February 2025
Closing of project funding	September 2025
Construction period	October 2025 – Winter 2026/27
Anticipated Certificate of Occupancy	Spring 2027

Local Context

Relationship to Comprehensive Plan

Yahara Crossing PUD is consistent with the Village's Comprehensive Plan, which identifies this area in its Future Land Use Map for future "Mixed or Flex Commercial/Residential" uses. The Comprehensive Plan further specifies that Planned Unit Development is a suitable zoning district to implement this land use and suggests "shopping and services" as a first-floor use within a mixed, residential/commercial building. The Plan also indicates that residential density could surpass the Village's Higher Density Residential (24 units/acre) guidelines where the development incorporates shopping and services uses and high-quality design. Additionally, the proposed development is particularly responsive to several initiatives, objectives and policies in multiple chapters contained in the Comprehensive Plan:

- Chapter Two, Economic Development
    - *Initiative:* Advance revitalization in the Downtown and other Redevelopment Areas.
    - *Objective*: Promote redevelopment and unique commercial opportunities to grow Downtown DeForest as a mixed-use activity center.
    - *Policy*: Beautify and brand major corridors and gateways, such as Highways 51 and 19, North Street/Highway V, Downtown DeForest and the Interstate.
    - *Policy*: Leverage tax incremental and other financing tools to promote new development and redevelopment of underutilized buildings and sites.
- Chapter Four, Housing and Neighborhoods
    - *Initiative*: Promote thoughtful siting and design of higher density housing.
    - *Initiative*: Support more housing for DeForest's Seniors and Workforce.
    - *Objective*: Promote a housing mix that provides options for DeForest's workforce, elderly, and young adults.
    - *Policy*: Integrate higher density developments into the fabric of the Village, in areas, densities, and designs consistent with the Future Land Use map.
    - *Policy*: Facilitate housing for DeForest's workforce and elderly, including owner-occupied and rental housing options.
    - *Policy*: Direct eligible persons to public and non-profit housing programs to promote and preserve decent, affordable housing for persons of different incomes, the elderly, and people with special housing needs.
- Chapter Five, Land Use
    - *Policy*: Promote sensitive infill and redevelopment where opportunities exist, such as in the downtown and other older and more visible areas.
- Chapter Seven, Community Facilities & Utilities
    - *Initiative*: Make the Village more energy smart.

- *Policy*: To reduce Village operational expenses and air pollution, reduce energy use and pursue on-site energy generation for Village facilities (e.g., solar panels).

Relationship to General Plan for Redevelopment

In a 2020 community survey distributed as part of the Village's Comprehensive Plan process, 85% of respondents suggested that DeForest should encourage further revitalization of its downtown area. In the 25 public meetings held to solicit resident input regarding planning for redevelopment, priority areas were identified that included the area at the intersection of North and Main Streets. Yahara Crossing PUD is to be located on the southwest corner of that intersection, on a site identified in Map A-2 of the General Plan for Redevelopment as "Priority Redevelopment Site 8".

The General Plan for Redevelopment describes this location as a corner that "serves as a key downtown gateway – likely the most common entry point for regional visitors." That Plan further suggests that a prominent "anchor" building with first floor commercial and residential units above would be a suitable redevelopment for the blighted parcels currently occupying the area. Quality architecture and materials, particularly brick or stone, are called out.

Relationship to Planned Unit Development Purpose Statement

Yahara Crossing PUD meets the intent of the PUD District in that attempting to conform with the requirements of a standard zoning district consistent with the Future Land Use designation would be both impractical and significantly alter the vision of the proposed development. Additionally, this PUD specifically advances the following objectives:

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

  The mixed-use nature of Yahara Crossing - incorporating both commercial and residential on one site, delineated with high-quality, strategic design – inherently promotes a diversification of permitted uses. With land uses surrounding the PUD of industrial, mixed-density residential and commercial, development within Yahara Crossing PUD faces the challenge of acting as both a transition point and a tone-setting anchor. The Village's standard zoning districts either do not allow for the proposed mix of uses or density (e.g., B-2, RM-4), do not allow first floor residential uses (e.g., B-1), or have minimum setback, minimum parking, and maximum density provisions that may be prohibitive (e.g., RM-B).

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

  The increased density of the PUD allows for a more compact development with greater land use efficiency than is achievable by general zoning requirements. Infill and

redevelopment projects of greater density are inherently environmentally conservative in that they prioritize the preservation of open space and agricultural lands on the periphery of communities. Yahara Crossing will exceed all Village minimum decorative material and architectural requirements were it to instead develop under standard zoning rules. It will also incorporate indoor amenities and potential on-site energy generation not required under standard zoning.

- Promotion of the functional and beneficial use of common open space.

  Downtown redevelopment presents a unique challenge as it relates to open space, given that the urban environment of such a project typically presents significant land constraints and compact surrounding land uses. From a regional perspective, Yahara Crossing brings apartment residential living within 300 yards of the public, 3-acre Veterans Park and an Upper Yahara River Trailhead. The existing trail connection on Main Street is directly adjacent to the PUD on the east side of Main Street, and by 2026 the Village is scheduled to construct a trail along Main Street from this intersection to the Stevenson Street Trail.

- Preservation of archaeological 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 historical resources are present on the Development Site. Yahara Crossing constitutes redevelopment of lands that lack natural landscape features and amenities. The Development Site's location at an entryway to the heart of the community is, itself, a geographic amenity. It is the goal of the development to capitalize on this amenity through significantly upgraded building, site, and landscape design.

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

  Yahara Crossing combines commercial and residential uses into one site in a manner that, at the time of PDP submission, is only replicated in one other "downtown" DeForest development (DeForest Town Square). This PUD is intended to create a traditional downtown, mixed-use environment that offers "loft" style, affordable living for seniors and the workforce with integrated and nearby retail and services, including the Cornerstone Community Center within a stone's throw.

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

  Wisconsin's comprehensive planning law requires that communities identify "Smart Growth Areas" in their comprehensive plans. These are defined as "areas that will enable the development and redevelopment of lands with existing infrastructure and municipal utility services or that will encourage efficient development patterns that are contiguous

to existing development and at densities which will have relatively low municipal, state governmental, and utility costs."

The Project Areas from the Village of DeForest's General Plan for Redevelopment are the Village's Smart Growth Areas. The compactness of Yahara Crossing PUD and its location served by existing utilities, streets and other infrastructure make this a "Smart Growth" development that furthers both local and state goals in the efficient use of local resources and infrastructure. No new public infrastructure will be required for this PUD.

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

  As indicated in Exhibit E, project architecture will be of high-quality, internally consistent, and in line with prior redevelopment projects like the DeForest Town Square, Carriage Way Condominiums, and DeForest Place Assisted Living and Memory Care further south. With a diverse array of immediately surrounding land uses and building styles, development within Yahara Crossing PUD will serve as both a transition point to, and tone-setting anchor for, the existing commercial district to the south and future redevelopment activities in the area.

Demonstration of Community Need and Economic Feasibility

The Village of DeForest is situated in northeastern Dane County. DeForest has seen a population growth of over 12.5% since the 2020 census, the sixth highest among Wisconsin municipalities over 10,000. In the three years prior to submission of this PDP, the community has approved a number of multifamily residential developments – all of which are market rate and most containing substantial amenities (e.g., clubhouse/pool), commanding high Dane County rents. In this same period, the median sale price of single-family homes in the area has increased by 11%, outpacing the County's 6% increase.

Driving much of this is job growth spurred by industrial business expansions and new operations relocating to the area. With the addition of 400,000 square feet of now fully occupied industrial buildings in 2023 and 2024, DeForest's 300-acre, northern business park is completely full. At the southern reaches of the community, large corporations like FedEx, Frito Lay, and Kwik Trip have either completed, or are in the midst of construction of, another roughly 400,000 square feet of warehousing and distribution space, bringing with them over 500 additional jobs. A third business park west of Interstate 90/94/39 is underway, with over one million square feet of proposed industrial space in the preliminary development pipeline.

It is anticipated that about forty percent of residential units in the proposed development would be held at affordable levels for the area's workforce. In creating a strategy for increasing the number and variety of housing units being produced in DeForest, Village staff conducted a series of focus groups with six key stakeholder groups in the summer of 2024. Two of those groups included representatives from large-scale employers and the commuting workforce. The business

representatives indicated that a large percentage of their workforce resides outside of Dane County, where housing is more affordable. They mentioned having to adjust operations when their commuters are impacted by things like bad weather days or childcare centers that have sudden classroom shutdowns. The biggest need for housing in DeForest these representatives identified was rental units that are affordable to those making $20 per hour and paying for childcare.

While housing for the workforce represents a significant local need, the local housing market for seniors is also experiencing pressure. DeForest, and nearby Village of Windsor, both had their senior populations grow by around 70 percent (or nearly 900 residents) in the 2010s, with the supply of independent and assisted housing specifically targeted to seniors barely changing. The median incomes of households in both communities with at least one person aged 65 or greater was stagnant over the 2010s in real dollars, and declined when accounting for inflation. Waiting lists for age-restricted (senior) housing in DeForest and Windsor ranges from one to over three years. Over the 2020s, the Village's planning consultant projected the demand for over 1,000 more senior households in DeForest and Windsor. Most of that projected growth is due to the aging of current residents.

Of the recent development in DeForest arguably serving the senior population, most has been in the form of upscale townhomes, duplexes, and condos primarily in the community's Conservancy Place neighborhood. These housing products are marketed to well-off, downsizing empty nesters and seniors who either no longer wish, or no longer have the capability, to keep up with single-family home maintenance. With the growth rate for people aged 65 and older expected to be 1.5 times higher than the overall population growth rate in Dane County from 2020 to 2040, this kind of development is certainly helpful. It leaves a glaring gap, however, in the development of housing that serves seniors of lesser means. According to data compiled in the Dane County Regional Housing Strategy (RHS), DeForest had only 110 units of senior housing (including assisted living and nursing care) as of 2020. For perspective, the CDA's entire current housing portfolio of 98 units is age restricted. Age-restricted, affordable senior housing is not currently being built by private developers in DeForest.

Another of the local focus groups held in the summer of 2024 consisted of senior residents of the community. A prevailing theme in those conversations was the challenge posed by fixed incomes in retirement. Unexpected rent increases or maintenance costs can force seniors to make financial tradeoffs that can result in instability – either in housing, transportation or food. About sixty percent of the CDA's proposed development would be held affordable to seniors earning at or below 30% AMI, providing additional stability to an otherwise vulnerable demographic.

Adding to the short-term, economic feasibility of the proposed development itself is the fact that the CDA intends to relocate 36 households in its current housing portfolio to the newly constructed building, achieving 60% occupancy almost immediately.

Permitted and Conditional Land Uses

Permitted and conditional land uses in Yahara Crossing PUD shall conform with listed uses in the Village of DeForest B-1 Central Business District with the exception of those listed in Table 2.

Table 2. Yahara Crossing Planned Unit Development Uses

Name/Description of Use	Permitted/Conditional/Not Permitted
Bed and Breakfast establishments, as defined by §254.61(1), Stats. [Am. 13-021, Eff. 10-10-13]	Not Permitted
Funeral homes and undertaking facilities.	Not Permitted
Garment pressing establishments, hand laundries, hat cleaning and blocking shops and coin-operated dry cleaning establishments. [Am. 13-021, Eff. 10-10-13]	Conditional Use
Liquor stores. [Am. 13-021, Eff. 10-10-13]	Not Permitted
Recreation, indoor including billiards and pool establishments, bowling alley, movie theater, fitness/exercise center, skating rinks, and similar commercial facilities.	Conditional Use
Restaurant, Carry out, predominant number of patrons carry out, although some inside seating is provided. Excludes drive thru type establishments. [Am. 13-021, Eff. 10-10-13]	Conditional Use
Automobile repair shops, including shops for general mechanical repairs, automobile body repair, establishments primarily engaged in specialized services such as electrical, battery and ignition repair, radiator repair, glass replacement and repair, carburetor repair and wheel alignment service, and repair of tires, but not including establishments for rebuilding, retreading, recapping, vulcanizing, or manufacturing tires, and not including establishments exclusively for the painting of automobiles.	Not Permitted
Mini-warehouses, for the indoor storage of household items and other non-hazardous, non-perishable durable goods entirely within partitioned buildings with individual access to each partitioned area.	Not Permitted.
Convention Centers or exposition centers, buildings or grounds [Am. 11-10; Eff. 4-16-11]	Not Permitted
Residential buildings (multi-family).	Permitted Use.
Residential units on the ground floor of a commercial use building.	Permitted Use.

Generalized Program of Proposed Signage and Lighting

Signage and lighting in Yahara Crossing PUD shall conform to the standards set forth in Chapter 15 of the Municipal Ordinances. Development within the PUD will entail a unified approach to lighting and signage, recognizing that both components work together to enhance the aesthetics of the site. Signage will be designed with consideration to "Main Street" best practices; flush mounted signs will be integrated into the architectural scheme of the façade, while any projecting signs for commercial tenants will incorporate fixtures that complement building details and have limited, directed lighting.

Dimensional and Other Regulatory Standards

Development standards in Yahara Crossing PUD – including dimensional, bulk, parking landscaping, and building design and materials standards – are the same as those set forth in the Zoning Ordinance for developments within the Village of DeForest B-1 Central Business District, except for the following:

- The B-1 Central Business District allows for required green space to be a minimum of 5% by Conditional Use Permit. Given the site constraints in a redevelopment project, Yahara Crossing PUD sets the minimum required greenspace to be 5%, without a separate conditional use permit required. It is anticipated that all Village stormwater management requirements applicable to redevelopment sites will be satisfied at this level of greenspace.
- The B-1 Central Business District allows for required building setbacks to be reduced to zero feet in all directions by Conditional Use Permit. Without a separate conditional use permit, Yahara Crossing PUD sets the minimum required setback for front and street side yards to zero feet in order to promote traditional downtown design, shield surface parking from transportation networks, and facilitate a walkable environment. Wide street rights-of-way at this corner, and the intent to maintain a "vision triangle" at the intersection of Highway V and Main Street, will still provide a perception of greater setbacks.
- Section 15.07(6) of the DeForest Municipal Code provides for modifications to off-street parking requirements where documentation demonstrates that demand will be less than the normally required number of spaces, the reduction is in the best interest of the development and the Village, and the reduction will not create parking, circulation or congestion problems.

  Thirty-six residential units in the development will be reserved for low-income elderly and/or disabled tenants. According to publicly available data, rates of vehicle ownership drop precipitously in those aged 65 and older. Similarly, those earning below 200% of the federally designated poverty level are nearly four times as likely to not own a vehicle than those above that level. The CDA, developer of the site, currently owns and operates low-income, elderly housing in the Village of DeForest. At the time of submitting this

PDP, vehicle ownership at the CDA's low-income, elderly residences was approximately 55%, lending further credence to national data.

This PDP sets forth an anticipated .96 parking spaces per dwelling unit, or 58 spaces, subject to slight revisions in the Planning and Zoning Commission's review of the FDP. This requirement corresponds to a ratio of 1.5 spaces per dwelling unit for the 24 non-elderly units and a ratio of .6 spaces per dwelling unit for the 36 income-restricted, elderly units. Of these 58 spaces, this PDP anticipates approximately 45 spaces of underbuilding parking for residents, with the remaining 13 residential spaces located in the surface parking lot. Reducing the underbuilding parking requirement from 1-to-1 (as is normally required in standard zoning districts) will facilitate the maintenance of affordable rents and sustainability of operations management by reducing overall construction costs.

- Given the land constraints at this location, in order to make the development financially feasible and further the goals in the Comprehensive Plan of thoughtfully siting and designing higher density housing, this PDP sets forth a minimum lot area per dwelling unit of no less than 650 square feet.
- While Table 2 of this PDP establishes first floor residential units in a commercial building as a permitted use, for clarity, this PDP is not required to conform with Section 15.11(2)(b)(1) of the DeForest Municipal Code prohibiting first or ground floor residential units except by conditional use permit. First or ground floor residential is permitted, recognizing that the first/ground floor will also contain commercial use space.
- It is anticipated that a small accessory structure for property management equipment and materials may be constructed at some point in the future. This PDP sets the maximum accessory building size at 650 square feet, which is the maximum size of accessory structures in residential districts for two-car garages within the Village's Zoning Ordinance.

Names and Addresses of Project Stakeholders

Developer/Development Owner
Community Development Authority of the Village of DeForest
120 S. Stevenson Street
DeForest, WI 53532

Civil Engineer: Vierbicher Associates; 201 E Main St., Suite 100
Reedsburg, WI 53959

Architect: Kahler Slater; 722 Williamson St.
Madison, WI 53703

EXHIBIT A: Rezoning Map



EXHIBIT B: Location Map

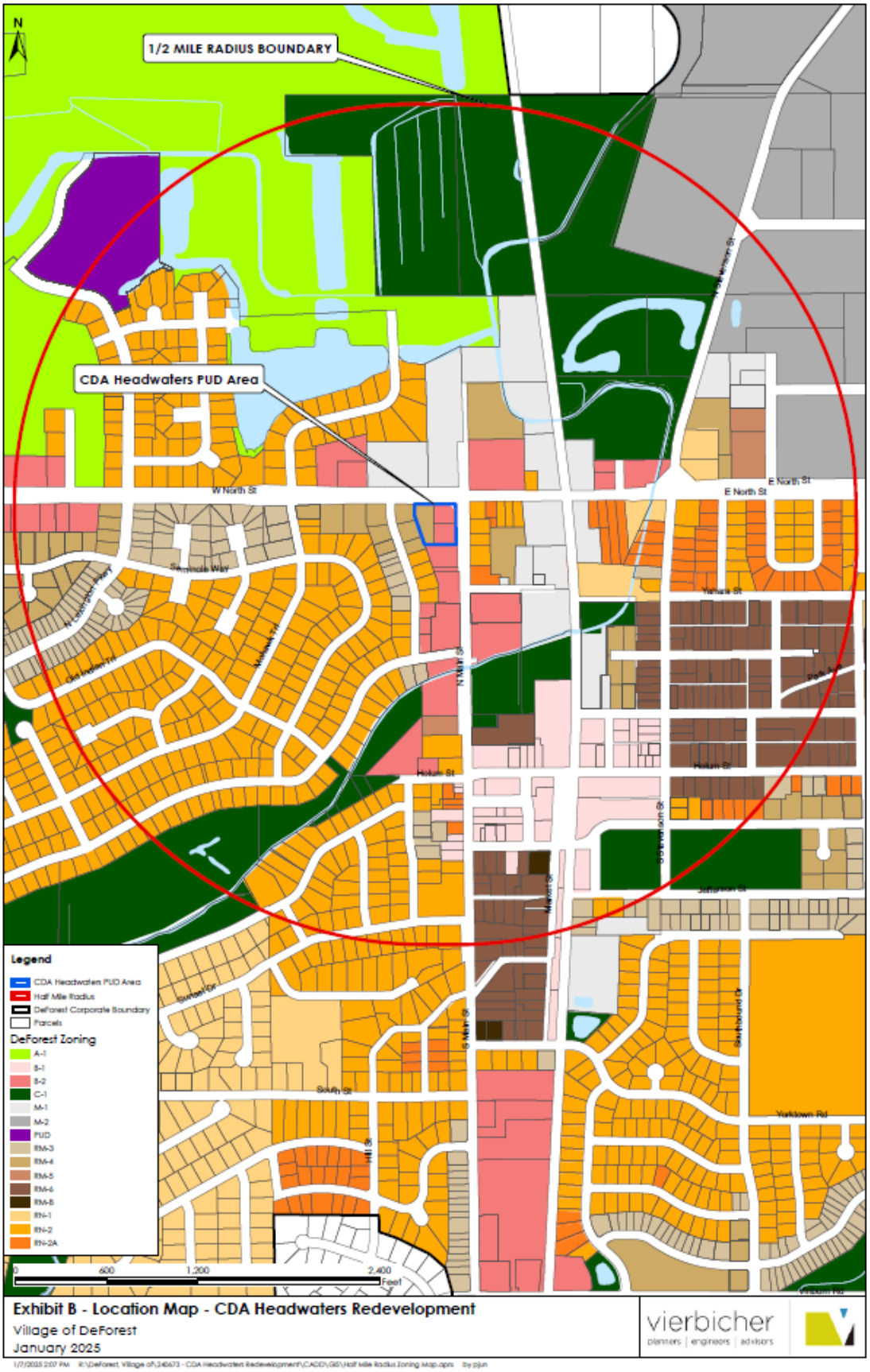
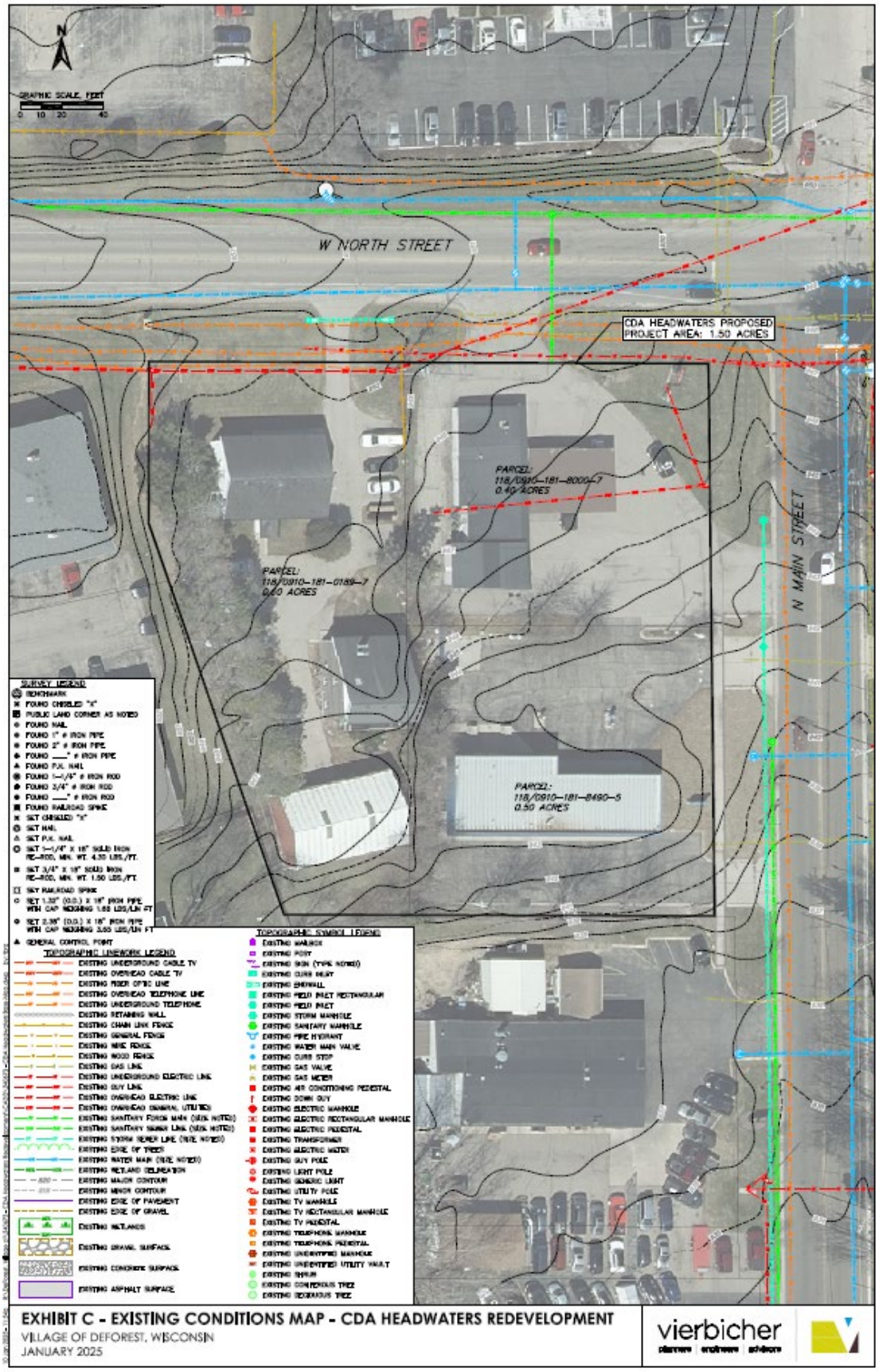


EXHIBIT C: Existing Conditions and Preliminary CSM



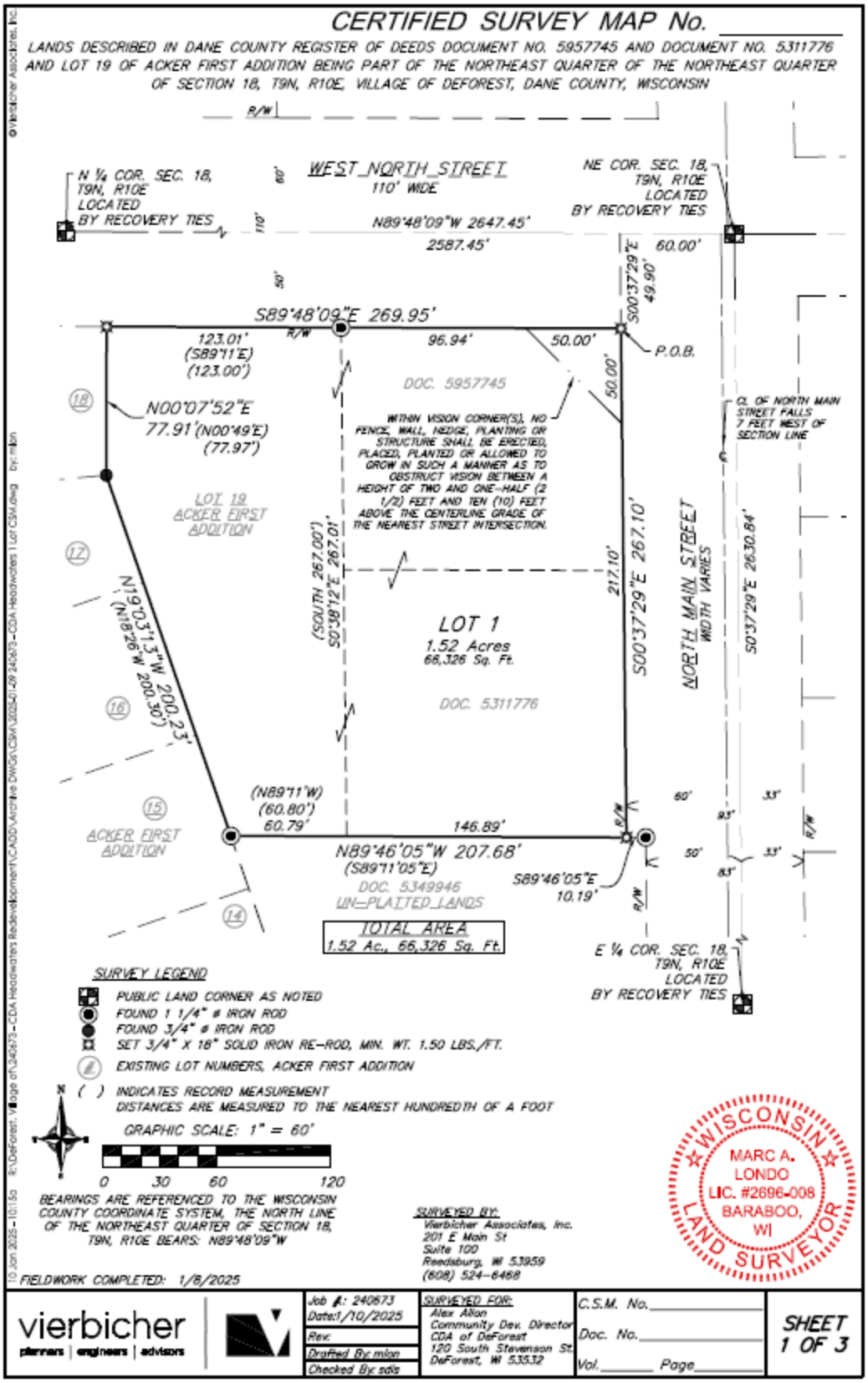
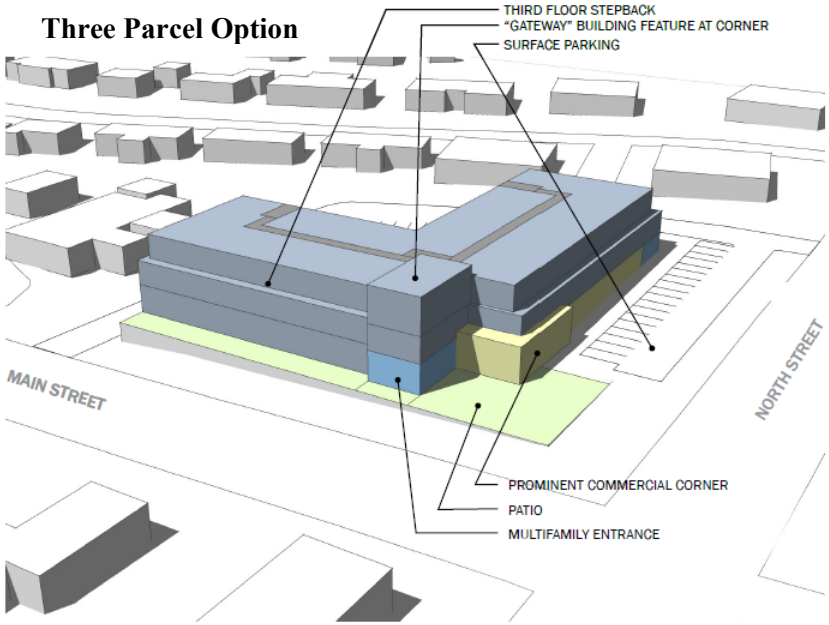
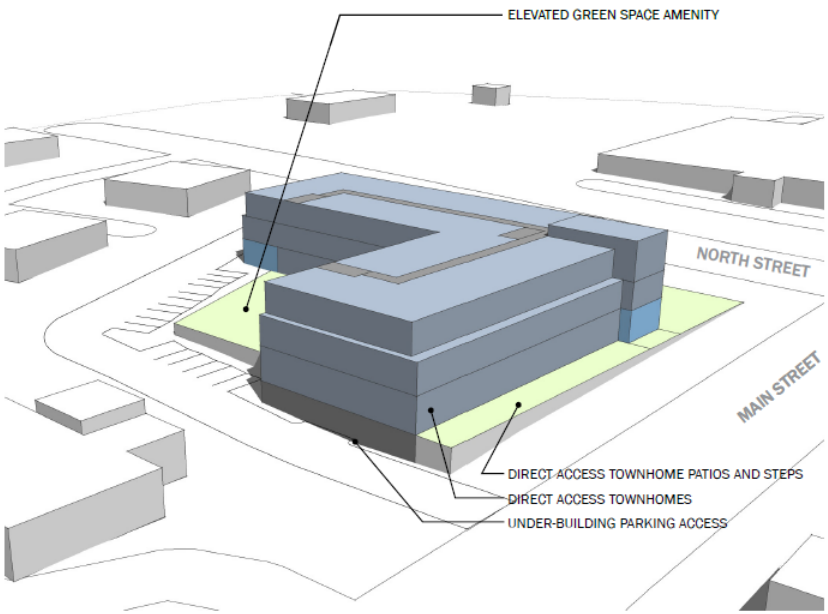

CERTIFIED SURVEY MAP No. _____
LANDS DESCRIBED IN DANE COUNTY REGISTER OF DEEDS DOCUMENT NO. 5957745 AND DOCUMENT NO. 5311776 AND LOT 19 OF ACKER FIRST ADDITION BEING PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, T9N, R10E, VILLAGE OF DEFOREST, DANE COUNTY, WISCONSIN
WEST NORTH STREET
110' WIDE
N ¼ COR. SEC. 18, T9N, R10E LOCATED BY RECOVERY TIES
NE COR. SEC. 18, T9N, R10E LOCATED BY RECOVERY TIES
N89°48'09"W 2647.45'
2587.45'
60.00'
S00°37'29"E 49.90'
S89°48'09"E 269.95'
123.01' (S89°11'E) (123.00')
96.94'
50.00'
P.O.B.
DOC. 5957745
N00°07'52"E 77.91' (N00°49'E) (77.97')
WITHIN VISION CORNER(S), NO FENCE, WALL, HEDGE, PLANTING OR STRUCTURE SHALL BE ERECTED, PLACED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER AS TO OBSTRUCT VISION BETWEEN A HEIGHT OF TWO AND ONE-HALF (2 1/2) FEET AND TEN (10) FEET ABOVE THE CENTERLINE GRADE OF THE NEAREST STREET INTERSECTION.
℄ OF NORTH MAIN STREET FALLS 7 FEET WEST OF SECTION LINE
LOT 19 ACKER FIRST ADDITION
(SOUTH 267.00') S0°38'12"E 267.01'
212.10'
S00°37'29"E 267.10'
NORTH MAIN STREET
WIDTH VARIES
S0°37'29"E 2630.64'
LOT 1
1.52 Acres
66,326 Sq. Ft.
DOC. 5311776
N19°03'13"W 200.23' (N18°26'W 200.30')
(N89°11'W) (60.80') 60.79'
146.89'
N89°46'05"W 207.68' (S89°11'05"E)
DOC. 5349946
UN-PLATTED LANDS
S89°46'05"E 10.19'
TOTAL AREA
1.52 Ac., 66,326 Sq. Ft.
E ¼ COR. SEC. 18, T9N, R10E LOCATED BY RECOVERY TIES
SURVEY LEGEND
PUBLIC LAND CORNER AS NOTED
FOUND 1 1/4" ø IRON ROD
FOUND 3/4" ø IRON ROD
SET 3/4" X 18" SOLID IRON RE-ROD, MIN. WT. 1.50 LBS./FT.
EXISTING LOT NUMBERS, ACKER FIRST ADDITION
( ) INDICATES RECORD MEASUREMENT
DISTANCES ARE MEASURED TO THE NEAREST HUNDREDTH OF A FOOT
GRAPHIC SCALE: 1" = 60'
0 30 60 120
BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 18, T9N, R10E BEARS: N89°48'09"W
SURVEYED BY:
Vierbicher Associates, Inc.
201 E Main St
Suite 100
Reedsburg, WI 53959
(608) 524-6468
WISCONSIN
MARC A. LONDO
LIC. #2696-008
BARABOO, WI
LAND SURVEYOR
FIELDWORK COMPLETED: 1/8/2025
vierbicher
planners | engineers | advisors
Job #: 240673
Date:1/10/2025
Rev:
Drafted By: mlon
Checked By: sds
SURVEYED FOR:
Alex Allon
Community Dev. Director
CDA of DeForest
120 South Stevenson St.
DeForest, WI 53532
C.S.M. No._____
Doc. No._____
Vol._____ Page_____
SHEET 1 OF 3

EXHIBIT D: Preliminary Development Plan Map

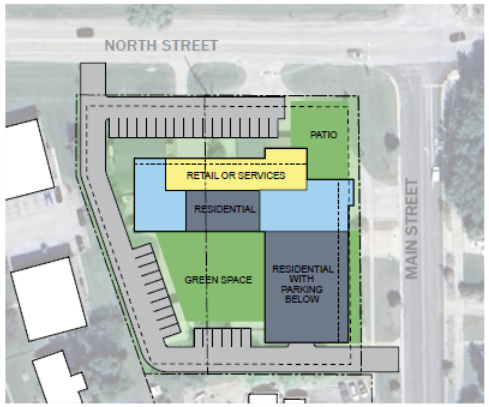
Three Parcel Option



AERIAL VIEW FROM NORTH EAST



AERIAL VIEW FROM SOUTH EAST



OPTION SUMMARY

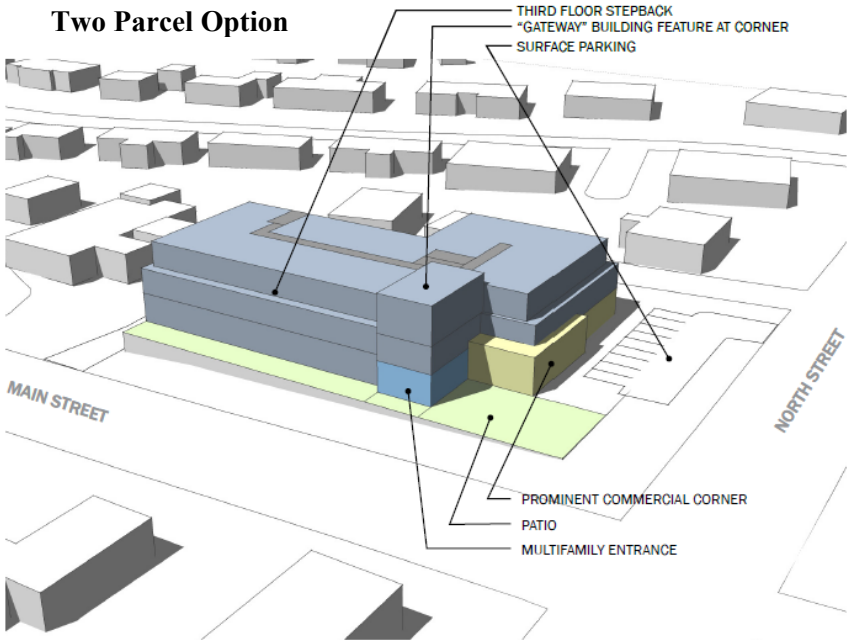
1.5 ACRES
60 UNITS
APPROXIMATELY 35% BUILDING COVERAGE
APPROXIMATELY 25% GREEN SPACE

- COMMERCIAL PLAZA AT CORNER (ESTIMATED 4,500 SQUARE FEET)
- SURFACE PARKING ACCESSED FROM NORTH STREET OR MAIN STREET (ESTIMATED 34 STALLS)
- PASS THROUGH DRIVE LANE CONNECTING NORTH STREET AND MAIN STREET
- UNDER-BUILDING RESIDENTIAL PARKING (ESTIMATED 60 STALLS)
- 10' SETBACKS ALL SIDES EXCEPT FOR 0' SETBACK ALONG MAIN STREET
- THIRD FLOOR STEPBACK ON ALL SIDES
- DIRECT ENTRY TOWNHOMES ON MAIN STREET WITH SUPPLEMENTAL INTERIOR CORRIDOR ACCESS

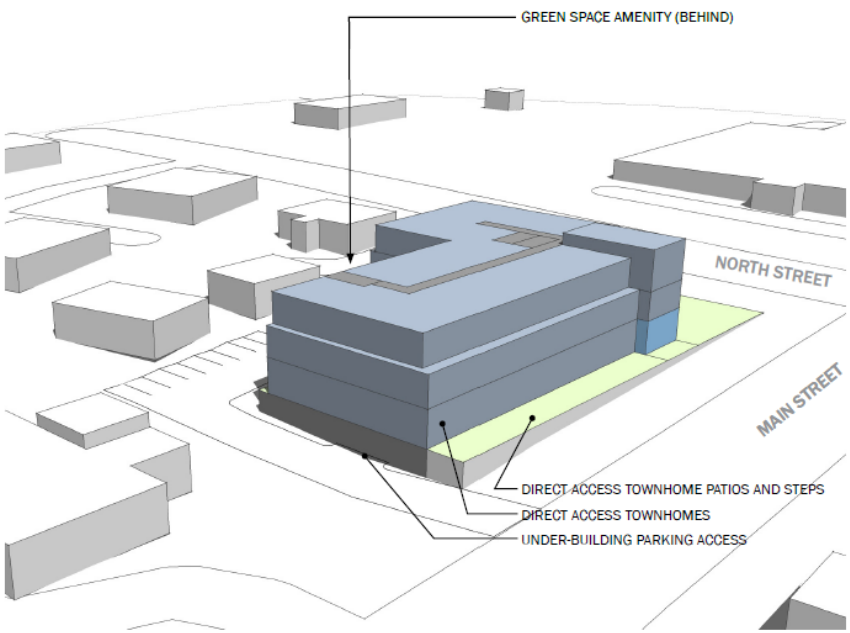
MASSING CONCEPT - WITH THIRD PARCEL

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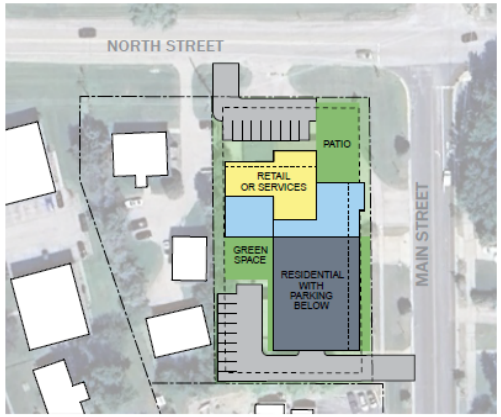
Two Parcel Option



AERIAL VIEW FROM NORTH EAST



AERIAL VIEW FROM SOUTH EAST



OPTION SUMMARY

.9 ACRES
44 UNITS
APPROX. 43% BUILDING COVERAGE
APPROX. 25% GREEN SPACE

- COMMERCIAL PLAZA AT CORNER (ESTIMATED 4,500 SQUARE FEET)
- SURFACE PARKING ACCESSED FROM NORTH STREET (ESTIMATED 9 STALLS)
- ADDITIONAL SURFACE PARKING ACCESSED FROM MAIN STREET (ESTIMATED 9 STALLS)
- UNDER-BUILDING RESIDENTIAL PARKING ACCESSED FROM MAIN STREET (ESTIMATED 44 STALLS)
- 10' SETBACKS ALL SIDES EXCEPT FOR 0' SETBACK ALONG MAIN STREET
- THIRD FLOOR STEPBACK ON ALL SIDES
- DIRECT ENTRY TOWNHOMES ON MAIN STREET WITH SUPPLEMENTAL INTERIOR CORRIDOR ACCESS

MASSING CONCEPT

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EXHIBIT E: Architectural and Design Principals



VILLAGE HALL



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ASSISTED LIVING AND MEMORY CARE



TOWN SQUARE APARTMENTS



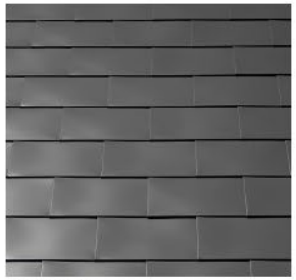
TRAIN DEPOT



BRICK
COLOR & BOND TBD



ACCENTS
TBD



METAL PANEL
PANEL TYPE & COLOR TBD



LIMESTONE
CUT, TEXTURE & PATTERN TBD



FIBER CEMENT SIDING
PANEL TYPE, COLOR & TEXTURE TBD



ACCENTS
TBD

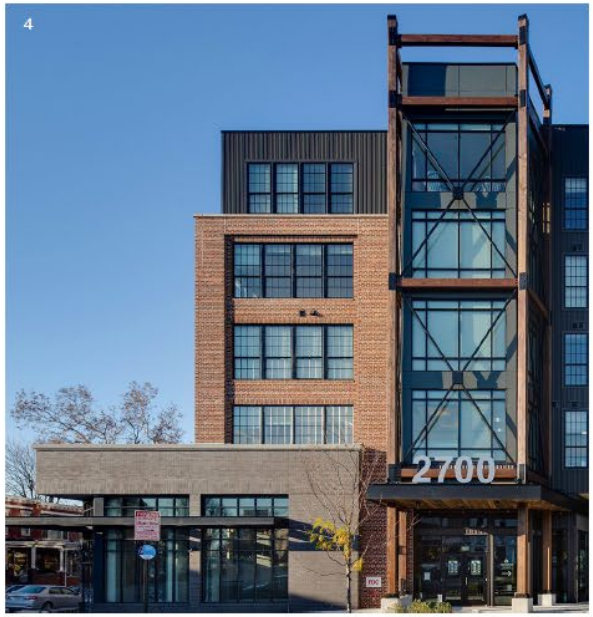
MATERIAL PALETTE INSPIRATION

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PRECEDENT IMAGERY

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