# Redevelopment Area #1
# Project Plan
## City of Stoughton, WI

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Adopted by the City Council
March 25, 2008

# Redevelopment District #1

Project Plan Adopted: March 25, 2008

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# Table of Contents


Introduction....1
Approval Process....1
Inventory of Area....2
Municipal Jurisdiction and Property Ownership....2
Existing Land Use & Property Conditions....2
Adjacent Areas....4
Existing Zoning....5
Topography and Natural Features....7
Infrastructure Report....7
S.W.O.T. Analysis....10
Main Street Corridor....11
Rail Corridor....12
Residential Blocks....13
River Corridor....14
Housing Market Analysis....15
Summary of Findings....15
Demographic Data Review and Analysis....15
Supply and Demand Analysis....18
Redevelopment Plans....24
Coordinate Redevelopment Efforts....24
Facilitate Redevelopment of Blighted Properties in the Redevelopment Area....24
Establish Public/Private Partnership Mechanisms to Foster Redevelopment....25
Eliminate Stigmas and Negative Perceptions Associated With the Area....25
Increase the Number of Housing Units Available in the Redevelopment Area....26
Replace Heavy Industrial uses with Additional Residential, Commercial, and Parks & Open Space Uses....26
Utilize the Yahara River as a Natural Feature and Amenity....27
Utilize the Railroad Corridor and the River Corridor to Connect to the Existing Trail System....29
Increase Commercial Activity along Main St....30
Implementation & Financing....31
Redevelopment Financing Sources....32
Relationship to Local Objectives....36
Relocation....37
Conclusion....38
Appendix A: Action Plan Matrix....39
Appendix B: Property List....41
Appendix C: Maps....47
Map #1: Redevelopment Area Boundary....48
Map #2: Property Conditions....49
Map #3: Current Land Uses....50
Map #4: Proposed Land Uses....51
Map #5: Proposed Improvements....52
Map #6: Zoning....53
Appendix D: Grant Information....54
Appendix E: RDA Meeting Minutes
Appendix F: Resolutions

# 1 Introduction

This redevelopment plan for Redevelopment Area #1 (RA #1) in the City of Stoughton has been prepared in compliance with Wisconsin Statutes Chapter 66.1331(5). The plan establishes a need for the district, the proposed improvements within the district, an estimated time schedule, and an estimated budget. The plan also includes a detailed description of the RA #1 boundaries. The boundary is a Redevelopment Project Area for exercising the power of the Redevelopment Authority (RDA) as defined in 66.1331(3)(h); the Plan for the area is a Redevelopment Plan required to be prepared by an RDA in compliance with 66.1331(3)(Lm).

## Approval Process

The Stoughton City Council created the Redevelopment Authority of the City of Stoughton on June 26, 2007. The Mayor then appointed the RDA members. The RDA held their first meeting on August 22, 2007. At that meeting they decided to investigate the rail corridor/Main Street/Yahara River area as a potential redevelopment area. At the September 12th meeting of the RDA a decision was made regarding a boundary Redevelopment Area #1, and to use a previous plan for the area as the foundation for this redevelopment plan. The City of Stoughton RDA is authorized to prepare the plans necessary to carry out a plan of redevelopment within RA #1.

On October 12, 2007, the RDA discussed a draft of the plan and reviewed an informational letter to be sent to property owners to publicize a public listening session. A listening session was held by the RDA on November 14, 2007. Fourteen members of the public spoke at the session, with many more attending. The RDA met on December 4, 2007 to discuss future funding sources. The RDA met again on December 12, 2007 and recommended the blight determination be adopted by the Council. A public hearing notice was published in the Stoughton Courier-Hub on January 3rd and January 10th. The RDA met on January 7th to review a revised boundary and blight determination, incorporating the Stoughton school district's bus barn property. The public hearing was held by the RDA on January 22, 2008, after which they adopted a revised boundary resolution and forwarded their recommendation to the City Council. The City Council approved the finding of blight on January 22, 2008 (after a first reading was held on January 8th) and discussed the boundaries of the plan. The Council requested that the RDA consider adding territory to the north, to include the Stoughton Packing Corporation property. The RDA discussed revising the boundaries and related edits to the plan at a February 3, 2008 meeting. The RDA held a public hearing on the revised boundaries on March 25, 2008, and subsequently approved the boundary and plan. The City Council adopted the plan on March 25, 2008.

This is to be used as the official plan that guides redevelopment activities within RA #1. Implementation of the plan and completion of the proposed activities will require a case by case authorization by the Redevelopment Authority and City Council. Public expenditures for projects listed in the plan will be based on the development status of the land and economic conditions existing at the time the project is scheduled for construction. The City Council and Redevelopment Authority are not mandated to make expenditures described in this plan. Changes in boundaries or additional project categories not identified here will require formal amendment to the plan involving public review and City Council approval.

As stated in the City Council resolution approving this plan (see attachments), this Redevelopment Plan conforms to the Comprehensive Plan of the City of Stoughton.

# 2 Inventory of Area

The Railroad Corridor Redevelopment Area is located in the south east quadrant of the City of Stoughton. The planning area is bounded by the Yahara River to the south, the property lines behind homes facing Lynn St. to the east, 4th St. south of South St., and 5th St. north of South St. to the west, and the northern property boundaries of numerous parcels facing Main St. between 5th St. and Hillside Ave. to the north. Map 1 (in Appendix C) shows the planning area boundaries.

A majority of the structures in the redevelopment area are residential or industrial, and there are a majority of buildings that are deteriorated, obsolete, and some that possess inadequate provision for ventilation, light, air, and sanitation. Many of the residential and industrial building façades show substantial deterioration, and a strong case can be made that the Railroad Corridor Redevelopment Area is in a condition consistent with Wisconsin State Statutory definitions of a blighted area. A collection of photos illustrating property conditions is attached as an appendix to this Plan.

There are a variety of key features in and around the planning area that will impact how the area redevelops:

- The Railroad corridor along the east side of the planning area;
- The Yahara River on the southern border of the planning area;
- The proximity of the planning area to Main St. and the central business district;
- The diverse mix of property uses – residential in proximity to industrial – within the planning area.

## Municipal Jurisdiction and Property Ownership

The Redevelopment Area contains approximately 50 acres of property, excluding right of way. All of the property is located within the municipal limits of the City of Stoughton, and located within the Stoughton Area School District.

Property ownership in the redevelopment area varies widely, with parcels ranging from nearly five acres to less than a tenth of an acre in size. There are a number of owners who maintain numerous properties in the redevelopment area. Appendix B provides an alphabetical list of property owners in the redevelopment area by parcel and can be used with Map 1 as a reference guide to properties in the redevelopment area.

## Existing Land Use & Property Conditions

Land uses in the area are predominantly residential, commercial and industrial. Industrial uses are concentrated on the north bank of the Yahara River between the river and South St. and along railroad corridor that runs through the redevelopment area. These uses were originated during a time when freight rail and water-generated power were valuable assets to industrial development. Today, these assets are less valuable for industrial users. Stoughton Trailers, the largest property owner in the planning area, has relocated some of its facilities to an industrial park setting where truck access and building and lot configurations are more conducive to its business today.

Residential uses are concentrated along Dunkirk Ave. and along South St., Jefferson St., and 6th and 7th Streets. Some of the residential uses are intermingled with industrial parcels, creating a situation where a number of residential uses have heavy industrial uses adjacent to both sides of

the homes. The heavy industrial zoning designation for properties along the railroad corridor and the north side of the Yahara River allows for outside storage, and a number of these areas are visible from residential properties.

Commercial uses within the planning area are generally concentrated along Main St. One property south of the Yahara River has been included in the District – the Stoughton School District's "Bus Barn", which suffered a roof collapse due to snow accumulation.

The following is a description of various key properties in the redevelopment area. Note that this is not an exhaustive list of properties, but should provide a sense of some of the primary properties in the redevelopment area. A complete list of properties, with assessed values and property conditions, is provided as Appendix B.

*Mill Fab / Holley Moulding, Inc.*
The site is just over six acres in size and is located along the north bank of the Yahara River between 4th Street and 8th Street. Access to the property comes from a driveway off of South St. There are four green metal buildings used as a hardwood milling facility for trim and molding. The primary building located on the bank of the Yahara River appears to be deteriorated from the outside. Two additional facilities are located north of the primary building and a third smaller building is located directly east of the primary structure. There are also a number of different outside storage areas, and two towers with blowers to remove sawdust from the facility. The blowers create noise that is audible from properties adjacent to the site. There is a three foot retaining wall along the southern border of the property between the site and the Yahara River that is deteriorating. The property was formerly used as a foundry.

*Highway Trailer Building*
The building is located on the south side of South Street adjacent to the Mill Fab property. The property is owned by Stoughton Trailers, the largest property owner in the planning area. The building is a dilapidated brick structure with boarded windows and an inadequate provision for ventilation, light and air. The building is blighted due to age and deterioration, and is unusable in its current state. At least two developers have approached the property owner and the City of Stoughton to discuss the renovation and reuse of this property for residential purposes.

*Stoughton Trailers Property*
Stoughton Trailers maintains multiple properties in the redevelopment area. There are green metal sided buildings and a brick building on the east side of the railroad between Main Street and South Street. The industrial building on the east side of the railroad tracks is in good condition and still suitable for its current use. The property on the west side of the railroad is vacant and appears to be a gravel lot utilized for trailer storage. Both of the properties along the railroad corridor also have buildings facing Main St. that are suitable for commercial use.

Two areas located on the north bank of the Yahara River are used for outside storage of equipment and trailers. Each of the properties is adjacent to residential uses.

*Whistle Stop Development Site*
Located on Main St. on the east side of the railroad tracks, this site is the former home of Stoughton Lumber. The buildings appear to be well-maintained and the property has recently been purchased for use by multiple tenants. Current plans propose commercial uses facing Main St. and industrial uses in the northern part of the property.

*Dunkirk Ave.*
There are multiple properties located along the west side of Dunkirk Ave. No parcels are located on the east side due to a large retaining wall supporting the railroad tracks. Two pipes move storm water from properties on top of the ridge, underneath the road and into a low lying vacant parcel with a drainage channel that flows into the Yahara River. The City maintains a two acre park along the river with a softball field and playground equipment. Although some of the homes are in good condition, a number of the homes along Dunkirk Ave. are blighted and in a dilapidated state. There are also a number of residential properties that abut heavy industrial uses on one parcel along Dunkirk Ave. The industrial property is used for the outside storage of trailers, and is surrounded by a metal mesh fence.

*Central Business District Housing*
There are a variety of housing types located between 5th Street and the Stoughton Trailers parcel just west of the railroad tracks. The housing stock is older, and although a number of the homes show blighting conditions, there are also homes that have been well-maintained or renovated.

*Melton Motors Used Car Lot*
Located along the north side of Main Street, this former gas station is a small concrete block structure that has recently been renovated for use as a used car lot.

*Public Holdings*
There are three different public entities that own property in the redevelopment area. The Wisconsin DOT maintains ownership of a 50' right of way on each side of the rail line. The City of Stoughton maintains a two acre park on Dunkirk Ave., and also owns property off of 4th St. between the Yahara River and South St. This property is utilized by Stoughton Public Works, with the exception of an old power generation facility located adjacent to the river. The City owns most of the block at Main and Fifth Street to Jefferson and Sixth Streets. A new fire station is being constructed on this block. The Stoughton Area School district also owns a small parcel in the redevelopment area for a purpose yet to be determined.

## Adjacent Areas

*Mandt Park*
Located adjacent to the redevelopment area on the opposite side of the Yahara River, Mandt Park is the largest public park in the City of Stoughton. The park is 29.4 acres, with 8 acres dedicated to Junior Fair use, 15 acres serving as backwater retention for the Yahara River, and 8 acres dedicated to active recreational use. Active recreational uses include a lighted softball diamond, two lighted basketball courts, a picnic shelter, play equipment, a skateboard ramp, a swimming pool, the Mandt Community Center, and parking.

*Yahara River Trail*
Located north of the redevelopment area, the Yahara River Trail begins at N. Division St. and crosses the Yahara River through Bjoin Park and connects to the Stoughton Business Park at Industrial Circle and again at Progress Lane. A future trail segment is proposed from Progress Lane heading north through Bjoin Park, and would connect to the Viking Trail and Amundson Trail on the opposite side of the Yahara River. The trail is a multi-purpose, non-motorized facility.

*City Government Complex*
City government functions are carried out from several buildings in and adjacent to RA #1. The historic City Hall is located at the corner of Main and Fifth Streets. The public safety building is behind City Hall, along Fourth Street, a new fire station is being built along the former Fifth Street right-of-way (a portion of which has been vacated), an EMS facility is on Fourth Street, and a public works facility is on the east side of Fourth Street.

*Downtown Stoughton*
Stoughton's Central Business District is located adjacent to the north side of the redevelopment area along Main St. Over the course of the last seven years, significant improvements have been made in the downtown area. A new streetscape design was implemented in 2000, and a façade improvement program has improved the condition of approximately 30 buildings along Main Street.

*Yahara River Dam*
Located west of the redevelopment area and west of 4th Street, the Yahara River Dam plays a role in the river's course through the City. If changes to the dam occur it is likely the course of the Yahara River would be altered and may impact the planning area.

*Heavy Industrial Uses West of 4th St. Adjacent to the Yahara River*
A number of existing heavy industrial facilities are located on the west side of 4th St. adjacent to the north bank of the Yahara River. Uniroyal maintains a facility on the north bank of the Yahara River on the west side of 4th St. The City's Comprehensive Land Use Plan proposes mixed-use development as a future land use in this area, which could impact the redevelopment area as heavy industrial uses are replaced with mixed-use development.

## Existing Zoning
As indicated previously, there are a variety of different zoning designations within the Railroad Corridor Redevelopment Area. Map 6 shows the current zoning designations in the redevelopment area. In total, there are six different zoning districts within the area. The following is a list of those designations and their general location within the redevelopment area.

*R-1 Single-Family Residential District*
Parcels zoned in this manner are generally located along Dunkirk Ave. There are also two parcels on the south side of South St. with this zoning classification. One of the two parcels along South St. also has a grandfathered Two-Family Residence overlay.

Allowable uses in the R-1 District include single-family dwellings, including attached garages. Allowable accessory uses and dwellings include detached garages, storage sheds, off-street parking facilities, community living arrangements, foster family care, electric transformer stations, utilities, and in-home family child care centers.

*I-1 Light Industrial*
There is one parcel in the redevelopment area with this zoning designation located adjacent to the east side of the railroad tracks on the south side of South St. The parcel is owned and maintained by DDW Enterprises for Stoughton Trailers.

*I-2 Heavy Industrial*
There are numerous parcels in the redevelopment area with this zoning designation, including areas on the north bank of the Yahara River from 4th Street to Dunkirk Ave., and on both sides of the railroad from Main Street to South Street.

The I-2 District is intended to provide an area for manufacturing and industrial activities, as well as a variety of uses which require relatively large installations, facilities, land areas, or activities that would create conditions of public or private nuisance, hazard, or other undesirable conditions. Permitted uses include all uses allowable in the I-1 District (with the exception of restaurants and communication structures), industrial or commercial activities, outside storage, railroads, veterinary clinics, and automobile repair shops and services. Other conditional uses include meat packing plants, airports, mining and quarrying, restaurants, and eating and drinking establishments on properties abutting Main St.

Buffer strips of no less than forty feet are required where an industrial district abuts a residential district. Plant materials at least six feet in height are required in the exterior twenty-five feet abutting the residential district to create an effective visual screen when viewed from the residential district. Fencing may be used in lieu of plant screening as long as the fencing effectively screens views from the residential areas.

*B-1 Central Business District*
The parcels with this zoning classification in the redevelopment area are located between 5th Street and 8th Street between Main Street and South Street. With the exception of parcels facing Main Street, the majority of parcels in this area are maintained for residential uses, and a number of the properties retain a grandfathered Two-Family Residence overlay.

The B-1 District allows primarily commercial uses, but also allows for existing dwelling units, explaining the presence of single and two-family homes in the district.

*B-2 Highway Business District*
Properties with this zoning classification are located on the north side of Main Street on both sides of the railroad corridor and include the former gas station, the gravel parking lot and the former Stoughton Lumber facility now known as the Whistle Stop Property. The purpose of the district is to provide appropriate areas for highway oriented commercial uses and those requiring large lots for off-street parking and outdoor display or storage of merchandise. Allowable uses include all uses allowed in the B-1 Central Business district, and for a variety of conditional uses as well.

*C-R Conservation and Recreation*
There are two parcels in the redevelopment area with this zoning classification; both of which are maintained by the City. The first is Dunkirk Park, a two acre park along Dunkirk Ave. The second is a small triangular parcel between Dunkirk Ave., South Ave. and the west side of the railroad that is not suitable for development.

The district is intended to preserve the natural state of scenic areas in the City and help to discourage intensive development of marginal lands to prevent hazards to public and private property and areas owned and/or used exclusively by governments or public agencies for public purposes. Allowable uses include crop harvesting, forestry and forestry management, wildlife preserves, fishing, public and private parks, hiking and biking trails, and scenic preservation areas.

## Topography and Natural Features

The Railroad Corridor Planning Area possesses a highly unique topography, providing an attractive setting with numerous vistas and attractive land features. Although the planning area is heavily developed, there are numerous natural features that influence land uses. The most dominant natural feature within the planning area is the Yahara River. The river winds through the entire City of Stoughton. The river bends to the east near W. South St. and forms the southern boundary of the planning area. Some areas of the riverbank are in need of stabilization/improvement.

The 100 year flood plain along the Yahara River should not impact development in the study area. The Flood Insurance Rate Map shows a 100-year flood elevation of 835 feet east of Fourth Street. The contour maps of the area show this elevation to be in close proximity to the banks of the river.

Another key topographical feature is the elevated railroad grade along the east side of Dunkirk Ave. The railroad grade is approximately 60 feet in height, making the east side of Dunkirk Ave. undevelopable. There is a stormwater outlet that brings water from the top of the ridge under Dunkirk Ave. and into a low-lying undeveloped parcel with a channel that drains into the Yahara River.

## Infrastructure Report

### *Water Distribution System*

The entire planning area is served by city water. The City water system is managed by Stoughton Utilities, a city-owned utility that manages water, sewer and electric service in the City of Stoughton. The existing water distribution system is adequate to serve customers located within the redevelopment area. The area maintains adequate water pressure for fire protection. Stoughton Utilities maintains a computer model of the system that is analyzed as improvements and upgrades are completed.

Existing water main pipes range in size from 4-inch to 10-inch diameter. There is a considerable amount of 4-inch diameter water main within the study area, which is small by today's standards. These water mains do not cause many problems, largely because the system is well connected and looped throughout. There are very few water main breaks in the study area, and little maintenance is required by Stoughton Utilities. Many of the existing water services in the area consist of lead pipe. However, this is not a problem or health issue as the hardness of the water means no special treatment is required to correct for the lead. Any potential upgrades in this area are low priority and are not expected to be needed for another 20-30 years.

### *Sanitary Sewer System*

Like the water distribution system, the sanitary sewer collection system is also adequate to serve the existing customers within the area. The area is served by 6-inch diameter sanitary collection sewers. There is an 18-inch interceptor sewer on South Street and Dunkirk Avenue which flows under the Yahara River through an inverted siphon. The sewer collection system (including the inverted siphon) requires little maintenance by Stoughton Utilities. There is also an existing lift station located on the south end of Eighth Street. This lift station is adequate to handle existing flows and serves only a few homes and one small apartment building. Like the water distribution system, any potential upgrades in this area are low priority and are not expected to be needed for another 20-30 years.

*Storm Sewer System*
The only stormwater problem identified in the study area is on Main Street at the railroad tracks. The existing storm sewer in this area was identified as undersized in the Stormwater Master Plan completed for the City in May 2000. This area receives a large volume of storm water that occasionally floods the street. Additionally, during freeze/thaw periods, there is a substantial ice buildup along the south parking lane of Main Street. Modeling results indicate that the primary causes are substantially undersized storm sewer pipes in the area and some stormwater collection problems. The size of the storm sewer and the number of inlets on the west side of the railroad tracks should both be increased to provide adequate collection of the stormwater runoff, and the crown of the road should be increased to prevent ponding. The storm sewer should also be extended west to the Sixth Street intersection to collect runoff and reduce the amount of ponding on at that intersection.

*Transportation: Street, Bicycle, and Pedestrian Networks*
The existing street network in the study area is adequate to serve the existing development. Main Street was recently reconstructed with new concrete pavement west of the Fifth Street intersection. Like many areas throughout the city, maintenance is required at varying degrees to keep the streets functional. Sidewalk is located on both sides on each street in the area. South Street and Dunkirk Avenue are in good shape and have been improved within the last ten years. East Jefferson Street was pulverized and resurfaced with new asphalt in 2006. Sixth Street and Seventh Street are in poor shape. These streets will require new curb and gutter and new pavement in the near future to maintain their integrity. Sixth Street has a very steep terrace on the east side.

A plan discussing a pedestrian river crossing of the Yahara River and bike trail options was completed in 2006. The Plan used Dane County BUILD funds in conjunction with a DNR River Planning Grant to detail improvements to the Yahara River as it winds through the City and also address bike path and river crossing options. The Plan recommended a bridge crossing from Mandt park across to Dunkirk Park on the west side of the river. The bridge would provide a bicycle link from Mandt park, through Dunkirk Park, across the railroad tracks, and north on the existing street network to an existing bike/pedestrian bridge across the Yahara River that is just northeast of River Bluff Middle School. For further details, please refer to the City's "Pedestrian River Crossing and Bike Trail Options" document.

*Electric Distribution System*
The existing electric system consists of overhead and underground facilities. Much of the electric distribution system in the area has recently been upgraded. A considerable amount of money has been invested in the system to make these upgrades. Eighth Street and Dunkirk Avenue are the only areas that have not been recently upgraded. There is 3-phase service located within the study area. The existing electric users in this area have adequate service for their needs. In addition to the public infrastructure, there is also private infrastructure (substation, lines, and electric conductors) with in the study area, owned by Stoughton Trailers and Mill Fab.

*Redevelopment Activity Impacts on Existing Infrastructure*
As indicated above, the existing infrastructure is sufficient to meet the needs of the current property owners. As redevelopment activities occur, however, those activities will alter current infrastructure needs. Our analysis suggests that the existing infrastructure can support additional housing and small commercial redevelopment in higher densities than currently exist without requiring major infrastructure improvements. The extent of additional housing and

commercial activities that can be supported with the existing infrastructure system will vary based on the type and location of each redevelopment activity and will likely require modeling to fully understand the impact on the water system. However, an initial analysis of sewer capacity shows the area is able to support up to 1,600 additional residential units, which is well beyond a likely redevelopment density for this area.

# 3 S.W.O.T. Analysis

Vierbicher Associates Inc. and the Railroad Corridor Redevelopment Committee conducted a Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.) assessment of the redevelopment area. Four separate assessments were conducted to analyze issues associated with the Main St. Corridor, the Railroad Corridor, the River Corridor, and Existing Housing in the area.

While each of the four areas assessed maintain their own unique set of strengths, weaknesses, opportunities and threats, some common themes can be identified throughout the assessments. In terms of strengths, the area's natural amenities and unique topography were identified as strengths in all four assessments. Additionally, the area's proximity to downtown, the success of previous redevelopment efforts in the downtown area, and current redevelopment activities in the area were all common strengths. The relatively large parcels under single ownership that are suitable for redevelopment is another key strength, as this reduces the need to assemble various properties to establish a parcel suitable for redevelopment purposes.

As far as weaknesses were concerned, the most common weakness identified appears to involve people's perception of the area. The redevelopment area is not considered a part of downtown, in spite of the fact that the northern part of the redevelopment area is along Main St. Previous land uses along the corridor also create a perceived risk for redevelopment. This could be addressed through an environmental assessment of properties suitable for redevelopment, and would allow potential developers to understand any environmental risks that may exist in the area.

Perhaps the most common theme that came out of the opportunities assessment was the potential to develop a bike and pedestrian corridor along the Yahara River and through the Railroad corridor that would connect to the Yahara River Trail north of the redevelopment area. This was seen as an opportunity that would take advantage of the river as a natural amenity and would further utilize the railroad corridor to connect the Yahara River in the southern part of the redevelopment area to existing trails north of the area.

Another key opportunity involves the potential for redevelopment. All four of the assessments identified prospective areas suitable for redevelopment activities, and none of the prospects were in conflict.

Threats identified in the area were minimal, and the few that were identified can be effectively addressed through the implementation of the redevelopment plan. Below is a summary of each of the S.W.O.T. analyses performed by the Railroad Corridor Redevelopment Steering Committee with maps showing each of the respective areas.

## Main Street Corridor

*Strengths:*

- Downtown revitalization efforts to the west of the project area have been successful.
- Redevelopment in the area already has momentum (Tobacco Junction, Laz Bristo, Rail Depot, etc.).
- Properties along the corridor are suitable for redevelopment and some are available for purchase.
- Area maintains aesthetic character and charm.
- Certain parcels in the area have irregular shapes and unique topography.

*Weaknesses:*

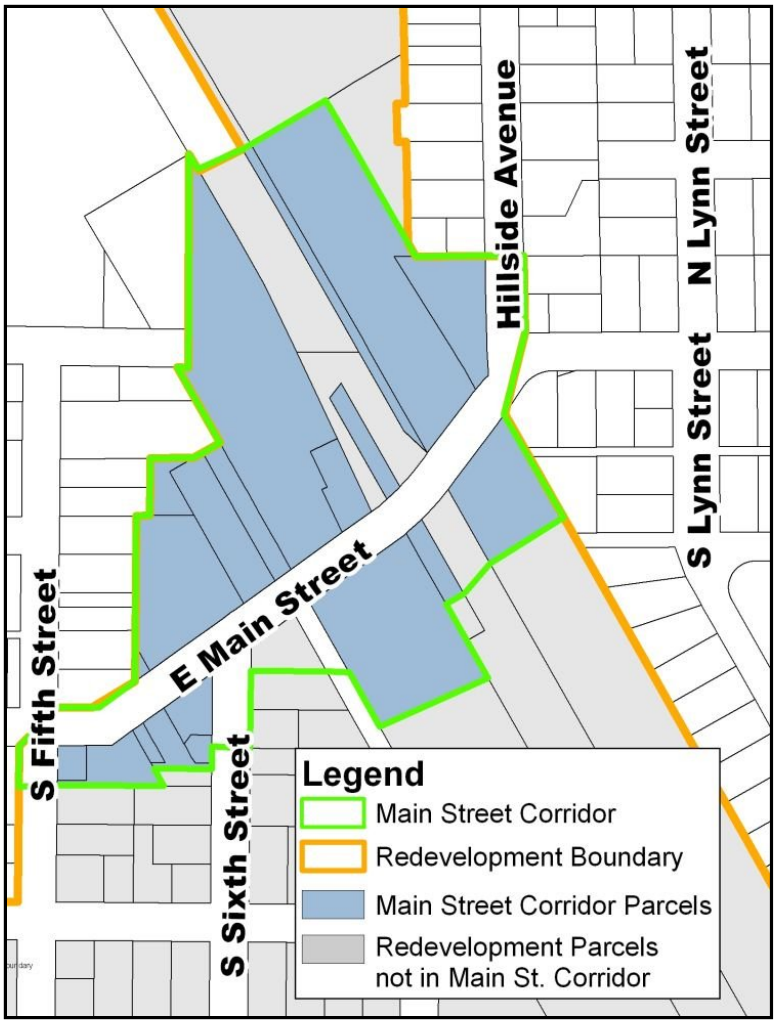
- This section of Main St. is not perceived to be part of downtown.
- Stormwater issues were identified in the infrastructure analysis near RR tracks.
- Past uses (fuel, lumber, rail, manufacturing) create stigma and perceived risk for redevelopment.
- Any Street reconstruction or improvements will require relocating traffic from Main St.

*Opportunities:*

- Properties are suitable for redevelopment, and many owners have envisioned redevelopment or selling property for redevelopment.
- City has demonstrated success in establishing public/private partnerships along Main St.
- Existing historic structures are unique in character.

*Threats:*

- Challenges to downtown from commercial and retail growth on the west side of the community – there is a finite amount of consumer spending in the City's trade area.



## Rail Corridor

*Strengths:*

- Large parcels with few owners are potentially available and suitable for housing and commercial development.
- Rail corridor connects the Yahara River in the southern part of the redevelopment area to trails and natural areas on the north side of downtown.

*Weaknesses:*

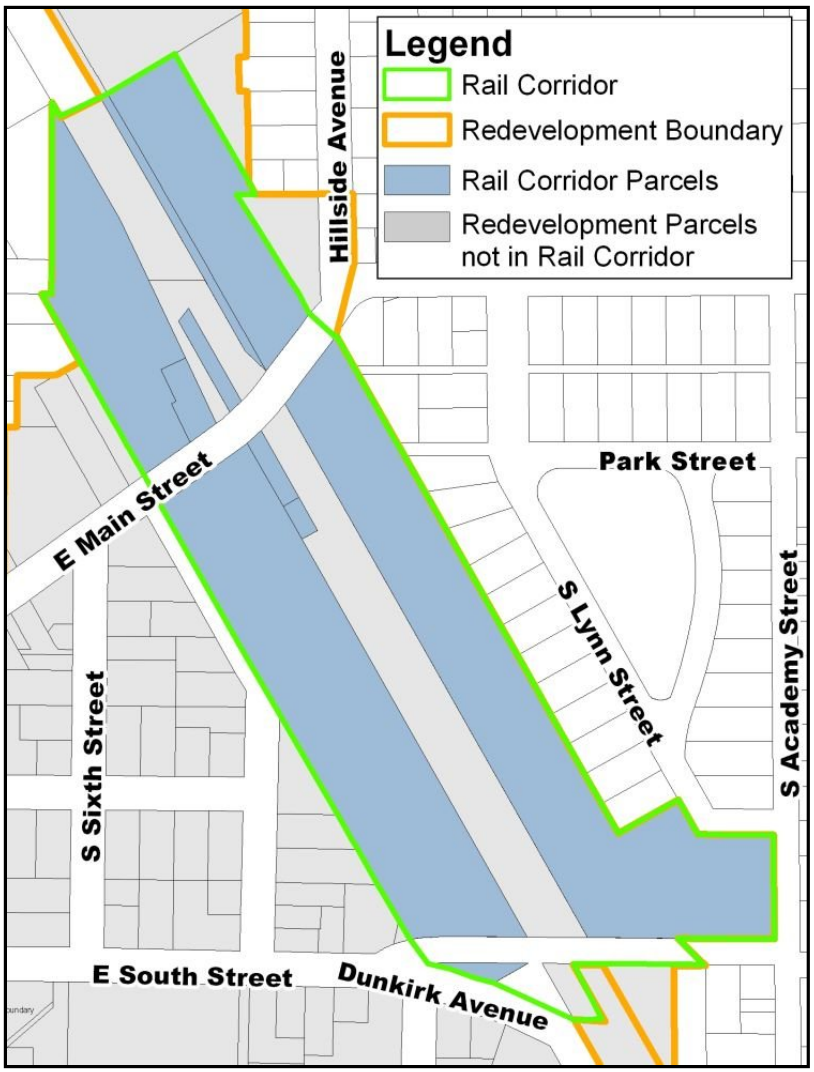
- Train traffic occasionally disrupts car and pedestrian traffic near downtown.
- Noise from train traffic can be disruptive for some.
- Parcels along the corridor are somewhat narrow and awkwardly configured.
- Parcels along the corridor have limited access.

*Opportunities:*

- Commuter rail to Madison, and potentially to Milwaukee and Chicago, create opportunities for transit oriented development.
- Trail in the existing right-of-way could connect the Yahara River to the south to existing trails, natural areas and school on the north side of downtown.
- Parcels along the corridor are suitable for housing and commercial development.

*Threats:*

- Potential for increased train traffic will reduce auto and pedestrian access to downtown from the east side of the City.



## Residential Blocks

*Strengths:*

- Natural amenities such as the river and Mandt Park make the area attractive for housing.
- Proximity to downtown makes shopping and social options convenient.
- Neighborhood is walkable, with unique topography and street configuration.
- Older structures in the area retain character and are attractive to certain household demographics.

*Weaknesses:*

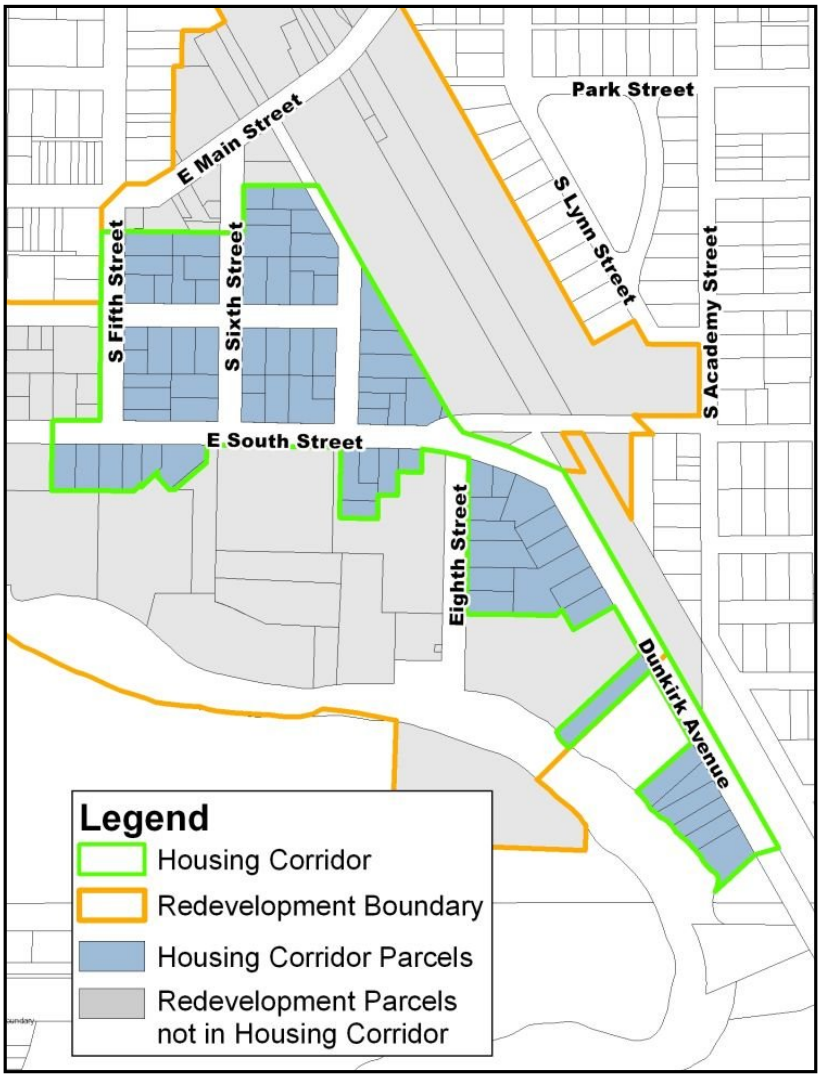
- Many of the homes in the area are blighted and in need of repair.
- Older housing stock continues to deteriorate.
- Inconsistent land uses result in housing adjacent to heavy industrial uses and outdoor storage with limited screening.

*Opportunities:*

- Assets within the neighborhood present opportunities for investment in existing housing stock.
- Increasing housing stock through conversion of certain buildings and parcels can increase tax base with minimal infrastructure improvements.
- Proximity to downtown and the river make the area an attractive location for housing.

*Threats:*

- Housing stock in the area may continue to deteriorate without investment.
- Environmental issues may exist in certain parts of the redevelopment area.



## River Corridor

*Strengths*

- River is a natural amenity that draws people.
- River corridor connects to existing trails, downtown, natural areas and to Lake Kegonsa State Park to the west and the Rock River and rural areas to the east.
- Corridor provides means for active and passive recreation and serves as a natural wildlife corridor.
- River does not have a significant floodplain where it flows through the redevelopment area.
- Large Parcels owned by single parties exist along the River.

*Weaknesses*

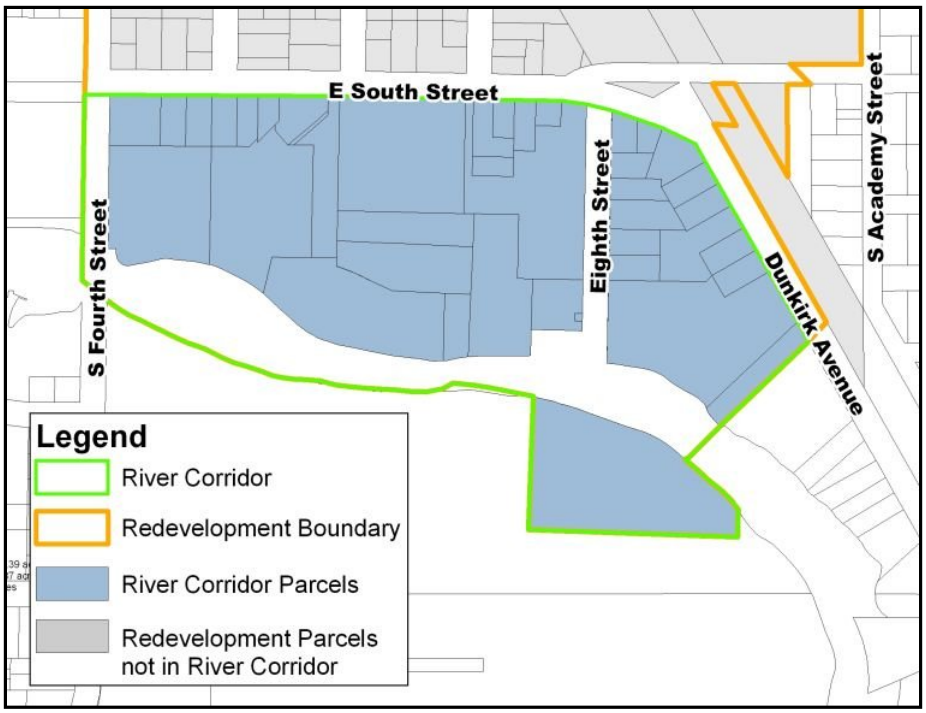
- Existing structures and land uses along the river limit pedestrian access and the advantages of the river.
- The river and existing land uses serve as a barrier preventing access to Mandt Park.
- Current land uses do not utilize the river as a natural amenity.

*Opportunities:*

- River walkway could connect the river corridor in the redevelopment area to the Yahara River Trail.
- Pedestrian Bridge could connect the area with Mandt Park, providing pedestrian access between the park and downtown.
- Canoe launch could increase community's use of the river.
- Land uses that take advantage of the river as a natural asset can result in higher property values.
- Potential exists to expand central city park space.

*Threats:*

- Environmental issues may exist along the corridor.
- Views along the corridor include the wastewater treatment plant.
- Incompatible land uses lower property values.
- Dam removal could change character of the river.



# 4 Housing Market Analysis

The purpose of this section is to understand whether additional housing is an appropriate strategy for the area and what rate of development can be expected. This analysis of the Railroad Corridor housing market was performed in late 2004 as part of the Rail Corridor Redevelopment Plan; it includes a demographic data review and analysis of the City of Stoughton and identification of appropriate housing types for the Redevelopment Area. Some projections only run through 2009/2010.

Over the past few years conditions in Downtown Stoughton (west of the project area) have improved dramatically through implementation of public/private partnerships with committed property owners. The result of these efforts has been a 44% increase in downtown property valuations over the last three years. The proximity of the Railroad Corridor Redevelopment Area to the downtown makes the district attractive for housing development and redevelopment activities. Certain market segments find downtown housing appealing since it provides opportunities to walk to shopping, entertainment, and places of employment.

## Summary of Findings

The following is a summary of findings from the housing analysis. Data was acquired from a variety of sources, including the U.S. Census, ESRI, Wisconsin Department of Administration (DOA) population estimates, and The City of Stoughton's Building Inspector. All of the information provided in the summary is supported by data contained in the housing analysis.

- Data on future population and household growth shows a need for an additional 990 housing units in the city of Stoughton from 2000 to 2009.
- Between 2004 and 2009, a need for an additional 841 housing units is projected.
- Two existing subdivisions in the City are limited to no more than 25 housing starts per year, leaving a projected demand for an additional 541 housing units. (See P. 15, Supply & Demand Analysis)
- When projected housing demand is analyzed by age group, the data shows household growth from 2004 to 2009 in the following age groups:
    - Under 25 years of age - 25 new households
    - 25 – 34 years of age - 62 new households
    - 35 – 44 years of age - 102 fewer households
    - 45 – 54 years of age - 209 new households
    - 55 – 64 years of age - 217 new households
    - 75+ years of age - 26 new households
- When projected housing demand is analyzed by age group and housing type, data shows market potential for town homes, condominiums, upper floor conversions along Main St., live-work units, and existing home redevelopment within the railroad corridor redevelopment area.

## Demographic Data Review and Analysis

### *Population and Household Growth*

The City of Stoughton's population increased from 8,786 in 1990 to 12,354 in 2000, representing a 29% increase over the decade. Projections provided by the Wisconsin Department of Administration (DOA) estimate the City's population will continue to increase to 14,229 in 2010, suggesting an increase of 13% over the next decade. However, if the increase in

population between 2000 and 2010 is the same as the increase from 1990 to 2000, Stoughton's population would increase to 15,936. For the purpose of this analysis, the DOA projections will be used, but it is important to recognize that the numbers are projections that are influenced by a variety of factors.

Table 1 shows population and household growth between 1990 and 2000, as well as projected growth through 2010. The total number of households increased from 3,294 in 1990 to 4,734 in 2000, and the total number of households are expected to increase to 5,532 in 2010 based on DOA projections. This suggests that an additional 798 housing units will be located in the City of Stoughton by 2010. However, using a 29% increase in population, the total number of households in 2010 would increase to 6,217, suggesting a need for 1,983 additional housing units. Regardless of which projections are used Stoughton's housing demand by 2010 will exceed the current supply of housing.

**Table 1: City of Stoughton – Population and Household Growth**

| **Number of households** | **1990** | **2000** | **2010*** |
|---|---|---|---|
| Population | 8,786 | 12,354 | 14,229 |
| Group quarters | 390 | 422 | 454 |
| Household population | 8,396 | 11,932 | 13,775 |
| Average household size | 2.55 | 2.52 | 2.49 |
| Total households | 3,294 | 4,734 | 5,532 |
| **Selected household types** | | | |
| Owner-Occupied | 2,150 | 3,071 | 3,651 |
| Renter-Occupied | 1,144 | 1,663 | 1,881 |

** Projected*
*Source: Source: U.S. Census & DOA Projections*

Table 1 also shows the number of owner-occupied and renter-occupied homes within the City. Approximately 65% of households in 2000 own their own homes, while 35% rent. This is similar to Wisconsin as a whole, where 66.2% of the state households own their home and 33.8% rent.

*Household Income Characteristics*

Table 2 provides a comparison of household incomes in the City of Stoughton and the State of Wisconsin. Stoughton compares favorably to the state, with overall lower percentages of low-income households, and higher percentages of high-income households. In 2000, 59.8% of households in Stoughton had incomes of $50,000 or more, compared to only 43% state-wide.

**Table 2: City and State Household Income Characteristics**

| **Income level** | **Stoughton 2000** | | **Wisconsin 2000** | |
|---|---|---|---|---|
| | **Number** | **% of total** | **Number** | **% of total** |
| Under $15,000 | 448 | 9.4% | 270,330 | 12.9% |
| $15,000-24,999 | 597 | 12.6% | 264,897 | 12.7% |
| $25,000-34,999 | 562 | 11.9% | 276,033 | 13.2% |
| $35,000-49,999 | 889 | 18.7% | 377,749 | 18.1% |
| $50,000-74,999 | 1,254 | 26.4% | 474,299 | 22.7% |
| $75,000-99,999 | 591 | 12.5% | 226,374 | 10.9% |
| $100,000 or More | 992 | 20.9% | 196,622 | 9.4% |

*Source: U.S. Census*

*Occupations of the Employed Population Age 16 and Over*

Table 3 provides a comparison between the City of Stoughton resident's occupations to the State of Wisconsin. Note that these figures do not reflect employment types within the City of Stoughton, but instead reflect the type of employment, regardless of its location, of employed people residing in Stoughton. When compared to state averages, a higher percentage of Stoughton residents are employed in management, professional and related fields than the state

average, while a lower percentage are employed in manufacturing. Considering that the overall U.S. economy continues to see a decline in manufacturing and increases in management related positions, this is a positive trend for the City of Stoughton.

| Table 3: Occupations of the Employed Population Age 16 and Over | | | | |
|---|---|---|---|---|
| Category | Stoughton 2000 | | State 2000 | |
| | Number | % of total | Number | % of total |
| Employed Population (Age 16+) | 6,471 | 100% | 2,734,925 | 100% |
| Management, Professional & related | 2,195 | 33.9% | 857,205 | 31.3% |
| Service occupations | 913 | 14.1% | 383,619 | 14.0% |
| Sales and office | 1,771 | 27.4% | 690,360 | 25.2% |
| Farming, fishing, and forestry | 0 | 0.0% | 25,725 | 0.9% |
| Const., extraction, and maintenance | 607 | 9.4% | 237,086 | 8.7% |
| Production, transportation and material moving | 985 | 15.2% | 540,930 | 19.8% |

*Source: U.S. Census*

### *Housing Units by Structure*

Table 4 provides a breakdown of the housing unit types located in the City of Stoughton in 1990 and in 2000. Single-units, both attached and detached, increased throughout the decade and 2-unit structures decreased during the same time frame. Stoughton also experienced a substantial increase in structures with 20 to 49 units, going from 24 total units in 1990 to 266 units in 2000. Structures with 3 to 19 units also increased substantially during the decade.

| Table 4: City of Stoughton – Units By Structure | | | | | | |
|---|---|---|---|---|---|---|
| Category | 1990 | | 2000 | | Change in Units | % Change |
| | Number | % of total | Number | % of total | | |
| 1, detached | 2094 | 62.3% | 2,956 | 60.1% | 862 | 41% |
| 1, attached | 143 | 4.3% | 360 | 7.3% | 217 | 152% |
| 2 | 593 | 17.7% | 498 | 10.1% | -95 | -16% |
| 3 or 4 | 134 | 4.0% | 260 | 5.3% | 126 | 94% |
| 5 to 9 | 182 | 5.4% | 287 | 5.8% | 105 | 58% |
| 10 to 19 | 186 | 5.5% | 293 | 6.0% | 107 | 58% |
| 20 to 49 | 24 | 0.7% | 266 | 5.4% | 242 | 1008% |

*Source: U.S. Census*

### *Housing Units by Occupancy*

Table 5 shows the total number of housing units, occupied units, and vacant units within the City of Stoughton in 1990 and 2000. The table also provides information on the average household and family size in the City. Occupancy and vacancy rates in the city have remained relatively static throughout the decade, with an average vacancy rate just over 3%. Average household and family sizes have decreased marginally from 1990 to 2000, and both are close to the overall state average.

| Table 5: City of Stoughton – Housing Units by Occupancy | | | | |
|---|---|---|---|---|
| Category | 1990 | | 2000 | |
| | Number | % of total | Number | % of total |
| Total housing units | 3,404 | 100.0% | 4,890 | 100.0% |
| Occupied housing units | 3,294 | 96.7% | 4,734 | 96.8% |
| Vacant housing units | 110 | 3.3% | 156 | 3.2% |
| For seasonal , recreational use | 0 | | 13 | 0.3% |
| Average household size | 2.55 | | 2.52 | |
| Average family size | 3.09 | | 3.06 | |

*Source: U.S. Census*

*Average Housing Costs*

Table 6 shows the average housing costs in the City of Stoughton in 1990 and 2000. The data is arranged to show the median home price for each decade, and also shows the number of housing units in the city that fall into the price ranges shown in the left-hand column. The median home price for the City of Stoughton doubled from 1990 to 2000, and the 2000 median home value is nearly $20,000 higher than the Wisconsin average of $112,200. Nearly 75% of the homes in Stoughton fell within the $100,000 - $199,999 range in 2000.

| Table 6: Average Housing Costs | | |
|---|---|---|
| Price Range | 1990 | 2000 |
| <$50,000 | 389 | 24 |
| $50,000-$99,999 | 1,365 | 494 |
| $100,000-$149,999 | 115 | 1,379 |
| $150,000-$199,999 | 9 | 660 |
| $200,000-$299,999 | 2 | 180 |
| $300,000-$499,999 | 1 | 26 |
| $500,000-$999,999 | 0 | 6 |
| $1,000,000+ | 0 | 0 |
| Median Price | **$64,400** | **$131,600** |

*Source: U.S. Census*

*Average Rental Costs*

The median rent for the City of Stoughton in 2000 was $596.00, an increase of $238.00 from 1990. The State of Wisconsin median monthly rental rate is $540.00, which means average rents are 10% higher in Stoughton than the state average.

*Year Structures Were Built*

Table 7 provides information on the year structures were built in the City of Stoughton. Just over a quarter of the housing units in the community, and a majority of the units within the railroad corridor redevelopment area, were built prior to 1939. The table also suggests that new housing growth has taken place at a relatively steady pace throughout the past six decades.

| Table 7: Year Structures Were Built | | |
|---|---|---|
| Year | Number | % of total |
| 1999 - 2000 | 170 | 3.5 |
| 1995 - 1998 | 629 | 12.8 |
| 1990 - 1994 | 685 | 13.9 |
| 1980 - 1989 | 554 | 11.3 |
| 1970 - 1979 | 767 | 15.6 |
| 1960 - 1969 | 319 | 6.5 |
| 1940 - 1959 | 536 | 10.9 |
| 1939 or earlier | 1,260 | 25.6 |

*Source: U.S. Census*

## Supply and Demand Analysis

Table 8 shows the City's existing housing supply as of 2000, and the projected housing demand for 2010 according to DOA population projections. The projections show a need for an additional 990 housing units to accommodate new population growth in the community. Housing starts between 2000 and 2004 increased the City's available housing stock by a total of 149 new housing units, implying a need for an additional 841 housing units between 2005 and 2010.

The City has approved final plats for two subdivisions called West View Ridge and Stone Crest. However, an annexation agreement capped the number of new housing starts in each subdivision at no more than 25 per year. Assuming the maximum number of housing starts in each subdivision, these two areas will increase the total number of housing units in the city by 300 units between 2005 and 2010. If these 300 units are subtracted from the projected number of additional housing units needed by 2010, there will still be demand for 541 additional housing units from 2005-2010.

| Table 8: Demand for Additional Housing Units in Stoughton | |
|---|---|
| Projected Number of Housing Units Needed by 2010 | 5,724 |
| (-) Projected Number of Housing Units Available in 2000 | 4,734 |
| (=) Projected Housing Demand from 2000 to 2010 | 990 |
| (-) Housing Starts in 2001 (50 Single Family, 3 duplex) | 56 |
| (-) Housing Starts in 2002 (13 Single-Family, 1 duplex) | 15 |
| (-) Housing Starts in 2003 (31 Single-Family, 5 Duplex) | 41 |
| (-) Housing Starts in 2004 (33 Single-Family, 2 Duplex) | 37 |
| (=) Projected Number of Additional Units Needed by 2010 | 841 |

*Source: ESRI / City Building Inspector / Vierbicher Associates*

*New Housing Demand by Age Group and Housing Type*

According to the supply and demand information shown above, the City will require an additional 841 housing units between 2005 and 2010 to accommodate the anticipated increase in population growth. Three key variables that influence new housing growth are the age of the new residents, their housing preferences, and their average household income. The housing needs, preferences, and price points of individuals just reaching adulthood are significantly different than the needs, preferences and price points of families with young children. The same is also true for seniors, who generally have different housing preferences than families.

In order to gain a better sense of they types of housing required to accommodate new growth in the community, the Tables 10 through 16 provide a breakdown of the 2004 population and the 2009 projected population by age and income. Information is also provided identifying housing preferences of those age groups and their corresponding income categories. Analysis will focus on housing types that may be viable redevelopment opportunities in the railroad corridor area.

*Householders Under 25 Years of Age*

Individuals in this age group tend to rent versus own, although ownership in this age group is increasing as the median household income for this age group increases. Preferences tend to towards affordable and moderately priced housing. Housing preferences include apartments, condominiums, loft spaces, and town homes, with an inclination toward unique spaces that are within walking distance of commercial districts, employment centers and recreational activities.

| Table 9: Householders Under 25 Years of Age | | | | |
|---|---|---|---|---|
| **Income** | **2004** | | **2009** | |
| <$15,000 | 43 | 16.6% | 34 | 12.0% |
| $15,000 - $24,999 | 25 | 9.7% | 20 | 7.0% |
| $25,000 - $34,999 | 48 | 18.5% | 55 | 19.4% |
| $35,000 - $49,999 | 45 | 17.4% | 44 | 15.5% |
| $50,000 - $74,999 | 78 | 30.1% | 95 | 33.5% |
| $75,000 - $99,999 | 15 | 5.8% | 17 | 6.0% |
| $100,000 - $149,999 | 3 | 1.2% | 10 | 3.5% |
| $150,000 - $199,999 | 1 | 0.4% | 4 | 1.4% |
| $200,000 - $249,999 | 0 | 0.0% | 0 | 0.0% |
| $250,000 - $499,999 | 1 | 0.4% | 1 | 0.4% |
| $500,000 + | 0 | 0.0% | 4 | 1.4% |
| Total | 259 | 100.0% | 284 | 100.0% |
| Median HH Income | $38,434 | | $45,273 | |
| Average HH Income | $43,102 | | $56,218 | |

*Source: ESRI/Vierbicher Associates, Inc.*

The data shown in Table 9 indicates that households in this age group will increase from 259 in 2004 to 284 in

2009 for a total increase of 25 households over the next five years. The data also shows that the median and average household income for this group will continue to rise, which suggests that there will be opportunities for both rental and owner-occupied housing.

Opportunities to develop or redevelop new housing within the area for this age group include renovation of the Highway Trailer Building, upper floor space along Main St., and new housing development on the west side of the railroad corridor between Main St. and South St. Some of the existing housing within the area may also be suitable for this age group as well.

*Householders Between 25 – 34 Years of Age*

Individuals in this age group tend to be making the transition from rental to owner-occupied housing, and as such, may be first-time home buyers. This age group is also at a transition point where they are building careers and establishing families. Housing preferences for this age group include low to moderate priced housing, but with an average household income in 2004 nearly $18,000 higher than the under 25 age group, this age group can afford to go a little more upscale. Upscale housing may also be important for this age group over the next five years as the largest increases in this cohort by income base is in the $75,000 to $149,000 range.

**Table 10: Householders 25-34 Years of Age**

| Income | 2004 | | 2009 | |
|---|---|---|---|---|
| <$15,000 | 20 | 2.5% | 20 | 2.3% |
| $15,000 - $24,999 | 56 | 7.1% | 41 | 4.8% |
| $25,000 - $34,999 | 92 | 11.6% | 91 | 10.7% |
| $35,000 - $49,999 | 155 | 19.6% | 130 | 15.3% |
| $50,000 - $74,999 | 244 | 30.9% | 234 | 27.5% |
| $75,000 - $99,999 | 127 | 16.1% | 161 | 18.9% |
| $100,000 - $149,999 | 95 | 12.0% | 166 | 19.5% |
| $150,000 - $199,999 | 1 | 0.1% | 6 | 0.7% |
| $200,000 - $249,999 | 0 | 0.0% | 0 | 0.0% |
| $250,000 - $499,999 | 0 | 0.0% | 0 | 0.0% |
| $500,000 + | 0 | 0.0% | 3 | 0.4% |
| Total | 790 | 100.0% | 852 | 100.0% |
| Median HH Income | $54,810 | | $62,516 | |
| Average HH Income | $61,188 | | $71,478 | |

*Source: ESRI/Vierbicher Associates, Inc.*

Housing type preferences include condominiums, loft apartments, live-work housing units, and single-family homes. Families from this age group may be ideal candidates to redevelop some of the blighted single-family housing in the area, and will also be attracted to condominium developments and live-work housing developments.

The data shown on Table 10 indicates an increase of 62 households in this age group from 2004 to 2009. The median household income will also rise for this age group from $54,810 to $62,516 in 2009, an increase of nearly nine percent.

Opportunities within the redevelopment area for this age group include redevelopment of existing single-family units, condominiums, higher-end upper floor units along Main St., and town home or live-work unit development along the railroad corridor.

*Householders Between 35 – 44 Years of Age*

Households in this age group are generally those with children. Preferences tend to lean toward single-family housing with ample space for a family's needs. Home ownership in this age group is more common, with preferences leaning toward moderate priced and upscale housing types. Based on the figures shown in Table 11, the total number of families in this age group will decrease by 102 households from 2004 to 2009, and, consequently, should not be a focus for the redevelopment area.

*Householders between 45 – 54 Years of Age*
Households in this age group tend to be families with children reaching high school and beginning college. Housing preferences tend to lean toward single-family housing conducive to family living, with some interest in town homes and live-work units.

Projections from Table 12 show that the number of households in this age group will increase from 1,117 units in 2004 to 1,326 units in 2009, for a total increase of 209 housing units. Housing opportunities for this demographic within the redevelopment area include the redevelopment of existing housing units, live-work units along Main St. and some town home units along the rail corridor.

A key factor to consider with this age group involves changes in average household income from 2004 to 2009. Based on the information shown in Table 14, the number of households with incomes below $75,000 will decrease, while those with incomes higher than $75,000 will increase significantly. This suggests opportunities for more upscale housing in the community and within the redevelopment area.

*Householders between 55 – 64 Years of Age*
Households in this age group generally fall into the 'empty-nester' category. This is the age where children tend to leave the home and the household size is reduced accordingly. This can result in housing transitions, where the smaller household size can translate to a desire for smaller housing units, condominiums, or town homes.

**Table 11: Householders 35-44 Years of Age**

| Income | 2004 | | 2009 | |
|---|---|---|---|---|
| <$15,000 | 38 | 3.0% | 24 | 2.1% |
| $15,000 - $24,999 | 51 | 4.1% | 27 | 2.3% |
| $25,000 - $34,999 | 131 | 10.5% | 107 | 9.3% |
| $35,000 - $49,999 | 177 | 14.1% | 135 | 11.7% |
| $50,000 - $74,999 | 339 | 27.1% | 257 | 22.3% |
| $75,000 - $99,999 | 282 | 22.5% | 281 | 24.4% |
| $100,000 - $149,999 | 174 | 13.9% | 214 | 18.6% |
| $150,000 - $199,999 | 30 | 2.4% | 75 | 6.5% |
| $200,000 - $249,999 | 15 | 1.2% | 14 | 1.2% |
| $250,000 - $499,999 | 14 | 1.1% | 15 | 1.3% |
| $500,000 + | 1 | 0.1% | 1 | 0.1% |
| Total | 1,252 | 100.0% | 1,150 | 100.0% |
| Median HH Income | $64,221 | | $76,468 | |
| Average HH Income | $74,507 | | $85,886 | |

*Source: ESRI/Vierbicher Associates, Inc.*

**Table 12: Householders 45-54 Years of Age**

| Income | 2004 | | 2009 | |
|---|---|---|---|---|
| <$15,000 | 27 | 2.4% | 17 | 1.3% |
| $15,000 - $24,999 | 52 | 4.7% | 34 | 2.6% |
| $25,000 - $34,999 | 78 | 7.0% | 66 | 5.0% |
| $35,000 - $49,999 | 144 | 12.9% | 123 | 9.3% |
| $50,000 - $74,999 | 258 | 23.1% | 224 | 16.9% |
| $75,000 - $99,999 | 253 | 22.6% | 288 | 21.7% |
| $100,000 - $149,999 | 230 | 20.6% | 401 | 30.2% |
| $150,000 - $199,999 | 50 | 4.5% | 135 | 10.2% |
| $200,000 - $249,999 | 12 | 1.1% | 19 | 1.4% |
| $250,000 - $499,999 | 11 | 1.0% | 15 | 1.1% |
| $500,000 + | 2 | 0.2% | 4 | 0.3% |
| Total | 1,117 | 100.0% | 1,326 | 100.0% |
| Median HH Income | $74,928 | | $90,305 | |
| Average HH Income | $82,277 | | $99,557 | |

*Source: ESRI/Vierbicher Associates, Inc.*

**Table 13: Householders 55-64 Years of Age**

| Income | 2004 | | 2009 | |
|---|---|---|---|---|
| <$15,000 | 27 | 4.4% | 26 | 3.1% |
| $15,000 - $24,999 | 62 | 10.0% | 46 | 5.5% |
| $25,000 - $34,999 | 67 | 10.9% | 80 | 9.6% |
| $35,000 - $49,999 | 126 | 20.4% | 123 | 14.7% |
| $50,000 - $74,999 | 168 | 27.2% | 227 | 27.2% |
| $75,000 - $99,999 | 76 | 12.3% | 116 | 13.9% |
| $100,000 - $149,999 | 66 | 10.7% | 149 | 17.9% |
| $150,000 - $199,999 | 3 | 0.5% | 18 | 2.2% |
| $200,000 - $249,999 | 9 | 1.5% | 20 | 2.4% |
| $250,000 - $499,999 | 12 | 1.9% | 24 | 2.9% |
| $500,000 + | 1 | 0.2% | 5 | 0.6% |
| Total | 617 | 100.0% | 834 | 100.0% |
| Median HH Income | $52,458 | | $62,809 | |
| Average HH Income | $66,485 | | $84,120 | |

*Source: ESRI/Vierbicher Associates, Inc.*

Data shown in Table 13 indicates that households in this age cohort will increase by 217 households between 2004 and 2009. Condominium units and smaller single-family homes will likely be the most ideal housing types for these households within the redevelopment area.

*Householders between 65 – 74 Years of Age*

Households in this age group generally fall into the 'active senior' category. These households are generally leaving the workforce, which explains the reduction in the average household income for this age group. Housing preferences range from maintaining single-family homes to retirement apartments to congregate housing.

| Table 14: Householders 65-74 Years of Age | | | | |
|---|---|---|---|---|
| **Income** | **2004** | | **2009** | |
| <$15,000 | 33 | 7.8% | 25 | 5.2% |
| $15,000 - $24,999 | 86 | 20.4% | 72 | 15.0% |
| $25,000 - $34,999 | 51 | 12.1% | 61 | 12.7% |
| $35,000 - $49,999 | 114 | 27.0% | 114 | 23.8% |
| $50,000 - $74,999 | 76 | 18.0% | 92 | 19.2% |
| $75,000 - $99,999 | 35 | 8.3% | 52 | 10.8% |
| $100,000 - $149,999 | 19 | 4.5% | 37 | 7.7% |
| $150,000 - $199,999 | 0 | 0.0% | 6 | 1.3% |
| $200,000 - $249,999 | 4 | 0.9% | 9 | 1.9% |
| $250,000 - $499,999 | 3 | 0.7% | 7 | 1.5% |
| $500,000 + | 1 | 0.2% | 5 | 1.0% |
| Total | 422 | 100.0% | 480 | 100.0% |
| Median HH Income | $38,882 | | $44,488 | |
| Average HH Income | $49,016 | | $65,805 | |

*Source: ESRI/Vierbicher Associates, Inc.*

Table 14 shows that households in this age group will increase from 422 households in 2004 to 480 households in 2009. Opportunities in the redevelopment area may include senior-oriented housing along the Yahara River and close to Main St. to provide easy access to shopping and social opportunities.

*Householders Older Than 75 Years of Age*

Households in this age group generally fall into the 'passive senior' category. Individuals in these households tend to be less mobile and require assisted living environments or nursing care facilities. These types of facilities may be suitable within the railroad corridor area near the Yahara River or close to Main St. It is unlikely this age cohort would be interested in locations close to the rail corridor itself due to the train traffic.

| Table 15: Householders 75+ Years of Age | | | | |
|---|---|---|---|---|
| **Income** | **2004** | | **2009** | |
| <$15,000 | 188 | 31.8% | 168 | 27.2% |
| $15,000 - $24,999 | 178 | 30.1% | 157 | 25.4% |
| $25,000 - $34,999 | 29 | 4.9% | 32 | 5.2% |
| $35,000 - $49,999 | 93 | 15.7% | 80 | 12.9% |
| $50,000 - $74,999 | 61 | 10.3% | 80 | 12.9% |
| $75,000 - $99,999 | 24 | 4.1% | 36 | 5.8% |
| $100,000 - $149,999 | 11 | 1.9% | 26 | 4.2% |
| $150,000 - $199,999 | 3 | 0.5% | 26 | 4.2% |
| $200,000 - $249,999 | 2 | 0.3% | 7 | 1.1% |
| $250,000 - $499,999 | 3 | 0.5% | 5 | 0.8% |
| $500,000 + | 0 | 0.0% | 1 | 0.2% |
| Total | 592 | 100.0% | 618 | 100.0% |
| Median HH Income | $19,719 | | $23,467 | |
| Average HH Income | $31,667 | | $46,657 | |

*Source: ESRI/Vierbicher Associates, Inc.*

Table 15 shows a nominal increase in this age group between 2004 and 2009, which suggests that housing redevelopment opportunities targeted toward this age group should be avoided.

*Railroad Corridor Housing Opportunities*

Table 16 shows a matrix of householders by age and the number of projected new households by 2009 that are potential candidates for the variety of housing types and pricing shown on the top column.

Based on the information shown above, it appears that town homes and condominiums are the two housing types that reach the largest number of age groups and potential new households. Potential also exists for the redevelopment of existing homes in the area by new householders in the 29-34, 45-54 and 55-64 year age ranges. Due to the unique topography, existing natural amenities such as the Yahara River, and proximity to Main St., this area shows significant potential for revitalization and additional housing opportunities.

**Table 16: Railroad Corridor Redevelopment Area Housing Opportunities**

| Market Segment | Household Growth | Tenure | | Unit Type Preference | | | | | | Pricing | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Own in 2000 | Rent in 2000 | Upper Floor | Town house | Single - Family | Live - Work Unit | Condominiums | Loft | Upscale | Moderate | Affordable |
| Householders less than 24 years old | 25 | 13.6% | 86.4% | X | X | | X | X | X | | X | X |
| Householders 25-34 years old | 62 | 54.7% | 45.3% | X | X | | X | X | X | X | X | |
| Householders 35-44 years old | -102 | 72.5% | 27.5% | X | X | X | X | X | | X | X | |
| Householders 45-54 years old | 209 | 73.6% | 26.4% | | X | X | | | | X | X | |
| Householders 55-64 years old | 217 | 73.0% | 26.0% | | X | X | | X | | X | X | |
| Householders 65-74 years old | 58 | 69.9% | 30.1% | | X | | | | | | X | X |
| Householders 75+ years old | 26 | 61.6% | 38.4% | | X | | | | | | X | X |

*Source: 2000 Census; Vierbicher Associates, Inc.*

# 5 Redevelopment Plans

The redevelopment plan is constructed in an 'action plan format' that lays out a series of broader goals developed by the Redevelopment Authority to improve conditions in the redevelopment area. Strategies are then attached to each goal to define the specific approach necessary to achieve the required results. Each strategy also contains a set of objectives, which serve as specific implementation mechanisms with measurable outcomes. An Action Plan Matrix is included as Appendix A and is designed to serve as a reference guide for the redevelopment plan. This will allow those involved in implementing the plan an effective way to organize, track, and measure the effectiveness of implementation efforts.

In general, plans exhibit their value through the implementation process. A community can develop the best possible plan but still garner poor results due to failure to develop the necessary implementation mechanisms and leadership to see the plan through. The action plan format is designed to address this by reducing each of the broader goals to a series of strategies and measurable objectives that can be accomplished within a specific timetable by identified parties who will take ownership over achieving each goal. This format should result in a redevelopment effort that is fully understood and supported by the parties involved, and allows each party to implement required actions accordingly.

## Coordinate Redevelopment Efforts

This goal is designed to identify the parties responsible for coordinating redevelopment efforts and implementing the redevelopment plan. The Redevelopment Authority (RDA) was established to implement this plan of redevelopment. The RDA should continue to meet on a regular basis to organize and track redevelopment efforts and coordinate the actions required for implementation. This leadership will be an essential ingredient in the plans success.

Additional coordination will be required with property owners in the redevelopment area, and the RDA can serve as a source of information for interested property owners. The City Plan Commission and the City Council will also play a significant role in the redevelopment process, and the RDA can serve as a source of information for those citizen bodies. By maintaining its involvement in the redevelopment process, the RDA can serve as the established party responsible for overseeing redevelopment and maintaining the required momentum to see the process through.

## Facilitate Redevelopment of Blighted Properties in the Redevelopment Area

As indicated in the existing conditions report, the parcel list in Appendix B, and Map 2 in Appendix C, a number of properties located in the redevelopment area are blighted. The most effective tool cities in Wisconsin have to address blighted conditions is Tax Incremental Financing, and a Blight Elimination Tax Incremental District (TID) is warranted to facilitate redevelopment in the planning area. By developing a TID the City will position itself to partner with property owners to create programs that will maintain and improve existing housing stock and assist developers with projects on parcels suitable for commercial and residential redevelopment.

Establishing a TID can help the City undertake public projects to stimulate beneficial development or redevelopment that would not otherwise occur. It is a mechanism for financing local economic development projects in underdeveloped and blighted areas. Taxes generated by

the increased property values that result from development and redevelopment pay for land acquisition, needed public works, and public/private partnership mechanisms designed to stimulate redevelopment. A TID also has the added value of tracking the financial feasibility of specific projects and the entire redevelopment process as a whole.

Since the city is the only entity capable of establishing a TID, the plan calls for the City Council to consider authorizing the creation of a Tax Incremental Finance District with boundaries similar to the redevelopment area. Final boundaries for the TID would be determined by the City Council based on an analysis of a variety of factors. Depending on the type of TID created for the redevelopment area, the life of the District should be no more than 27 years and may be terminated early if redevelopment efforts reach a successful conclusion.

The City has an existing Downtown TID (TID #4) that it may wish to amend to encompass the redevelopment area. Or, the City could create a new TID for the redevelopment area. Part of the redevelopment area overlaps with the existing TID #4. If a new district is created to serve the redevelopment area it should be created to encompass the entire area, overlaying the properties that are already in TID #4. Such a strategy would allow for a consistent timeline and funding source for the whole district that would not be encumbered by a separate TID #4 expenditure period or a different budget for expenditures.

## Establish Public/Private Partnership Mechanisms to Foster Redevelopment

With a Tax Incremental District in place, the City will be in a position to establish a series of public/private mechanisms to foster redevelopment. For example, the City can use grant monies to establish a Home Improvement Grant or Loan Program similar to the successful Façade Improvement Program used to improve buildings in downtown.

Development Agreements are another example of the type of public/private mechanisms required to facilitate redevelopment. A Development Agreement allows the City to partner with a property owner in the TID to provide funding for projects that would otherwise not occur without assistance. Redevelopment projects in general can be more expensive than greenfield developments because additional expenses may be involved with clearing dilapidated structures, addressing environmental remediation concerns, and preparing properties for redevelopment.

Other public/private partnership mechanisms can include marketing redevelopment and adaptive reuse opportunities in the planning area and providing the critical public support to implement the redevelopment plan. The timeline for these activities is difficult to establish as it depends a great deal on the private sector's interest in properties in the area. With public/private mechanisms in place, however, the City will be prepared to participate in beneficial redevelopment activities when they become available as opposed to merely reacting to situations as they arise.

## Eliminate Stigmas and Negative Perceptions Associated With the Area

A vast majority of the stakeholders interviewed during this process indicated that the redevelopment area is perceived in a negative manner. Some interviewees went so far as to say that they avoid this area while giving people tours of the community. Interviews also suggested that the redevelopment area along Main St. is not considered a part of downtown, and stigmas

relating to past industrial uses of many properties are prevalent. How people perceive the area will play an important role in its redevelopment. Eliminating the stigmas and negative perceptions associated with the redevelopment area are important.
A strategy for implementing a change in perception involves improving conditions along Main Street within the redevelopment area to create the perception that it is a part of the downtown. A streetscape plan consistent with the streetscape along the rest of Main St. should be implemented, and existing property owners should work to make building improvements or to facilitate redevelopment of underutilized and vacant parcels. City assistance may be necessary in some circumstances for both such activities.

Past property uses in portions of the redevelopment area have been industrial in nature, which can raise concerns with developers considering alternative uses for the property. Eliminating stigmas associated with these past uses will be critical. Existing property owners should assess their property conditions and work to address any environmental concerns located on their property. In general, a Phase 1 environmental study can be an effective tool to identify any concerns that may need to be addressed. There are a number of public sector programs designed to assist in funding remediation efforts if any are required. By fully understanding property conditions and addressing any environmental concerns, property owners will be in a much stronger position to develop property or sell property for redevelopment.

## Increase the Number of Housing Units Available in the Redevelopment Area

The combination of the area's unique topography and proximity to downtown and the Yahara River make the redevelopment area an attractive location for additional housing units. Developers have already indicated an interest in redeveloping the Highway Trailer building to create condominium units, and other areas are also attractive locations for housing projects. Existing infrastructure in the redevelopment area is sufficient to serve additional housing units.

A strategy for increasing the number of housing units in the area involves identifying existing buildings and parcels suitable for adaptive reuse and additional housing projects. Once these areas are identified, marketing materials can be developed to provide information to parties interested in redevelopment projects. Another key component will be evaluating the role of public incentives through the TID to facilitate additional housing. Development Agreements will likely be required to assist in projects that increase the number of housing units in the redevelopment area.

Another strategy proposed to accomplish this goal is the development of public amenities designed to attract development and new housing stock. This is addressed more specifically below, and involves using the Railroad corridor and the Yahara River corridor as amenities to make the planning area more attractive for new and existing residents.

## Replace Heavy Industrial uses with Additional Residential, Commercial, and Parks & Open Space Uses

One of the largest challenges posed by the redevelopment area involves the incompatibility of current land uses. Heavy industrial uses are located directly adjacent to residential uses, creating unfavorable conditions for both. Industrial truck traffic bringing goods to and from facilities can be a challenge, while residents in the area are subjected to manufacturing noise and unattractive views due to the lack of screening between properties. The redevelopment plan

calls for a gradual phasing out of some of the heavy industrial uses in the planning area, to be replaced with residential, some commercial, and parks & open space uses.

Strategies for achieving this goal will involve assessing the current heavy industrial uses and identifying alternative locations in the community for these types of uses. Objectives will include working with existing heavy industrial users and property owners to identify their current and future space needs, and developing opportunities for relocation that are both beneficial to the industry from a long-term perspective and meet goals identified for the redevelopment area. Some of the industrial uses may require relocation that may be funded partially through the use of Tax Incremental Financing. However, there are also a number of large parcels currently zoned heavy industrial that will require no relocation and will simply require rezoning to accommodate new property uses.

Another key strategy will involve developing a parks & open space plan that takes advantage of the Yahara River as a natural feature. Parks & open spaces, particularly along the river between 4th Street and Dunkirk Ave., will result in an environment more suitable for housing than the current uses that act as a barrier to accessing the river. In the past, locating heavy industrial uses near a river was essential to provide power and move goods. Because the nature of industry has changed, it is no longer necessary for heavy industrial uses to be located near rivers, nor is heavy industrial the highest and best use of the property. By developing a parks & open space plan that takes advantage of the river as a natural feature, property values in the area will increase and the community will be able to take advantage of this natural asset. This is addressed more specifically in the next goal, but the plan should provide sufficient detail, include cost estimates, and identify viable sources of funding for plan implementation.

A proposal to convert the Highway Trailer building to affordable live/work units for artists was explored by a non-profit organization called “Artspace.” The Draft Artspace report (dated September 5, 2007) says that the building has good “bones,” but has significant water damage to the roof and the floors. Restoring the building to residential units or live/work units would be expensive, and the nature of the building does not allow for historic tax credits to be used. The report says that if a more in-depth market analysis proves the demand for such artist-focused live-work units, additional sites beyond the Highway Trailer building should be considered.

IKI Packaging, made up of the parcels at the western end of Ridge Street, has been included in the plan boundary. The RDA feels that, at some point in the future, when the site is no longer suitable for IKI, that the area should transition to residential and parks/open space uses. However, at this point, the future land use map in Appendix C reflects industrial land uses for the IKI parcels.

## Utilize the Yahara River as a Natural Feature and Amenity

River way corridors provide a variety of amenities, such as attractive views, open space preservation, and convenient recreation opportunities that are valuable asset for a community and its residents. This can be reflected in increased real property values and increased marketability for property located near the river and its corresponding open space. Developers also recognize these values and incorporate open space into planning, design, and marketing new and redeveloped properties. Natural open space and trails are prime attractions for potential home buyers as well. Recent research shows that home buyers rate natural open space as either "essential" or "very important" in their decision to purchase a home. Walking and bicycling paths also ranked high as amenities that impact people’s purchasing decisions.

Developing a bike/pedestrian corridor and corresponding green space along the Yahara River between 4th Street and Dunkirk Ave. is a goal that will create a valuable public amenity and increase property values in the redevelopment area. An increase in property values generally results in increased property tax revenues for local governments. Many arguments made for park and open space investment claim these acquisitions pay for themselves in a short period of time, due in part to increased property tax revenues from higher values of nearby property.

Providing access to the river also presents the opportunity to develop a pedestrian bridge across the Yahara River near 8th Street to provide a connection to Mandt Park. A canoe launch may also be established where 8th Street meets the river to improve river access and use. These public amenities can stimulate additional housing redevelopment, resulting in higher overall property values in the planning area and increased tax revenues for the community. This additional planning will require an amendment to the City's parks & Open Spaces Plan in order for these activities to be eligible for State and Federal parks and open spaces funding.

## Utilize the Railroad Corridor and the River Corridor to Connect to the Existing Trail System

This goal seeks to utilize the existing railroad corridor and the proposed river corridor to connect to the existing trail system located north of the planning area. The existing trail begins on the north side of downtown and runs along the railroad corridor near N. Division St. to the city's business park. Extending this trail will provide additional bike/pedestrian recreational opportunities and enhance the value of property located adjacent to the railroad corridor within the planning area. Connecting these trails will also provide those living in the redevelopment area convenient pedestrian access to the east side of downtown, and increase foot traffic for businesses located in the area.

The identified strategies and corresponding objectives for this goal involve planning for the development of the railroad and river corridor trails and amending the City's Trails Plan to reflect these additional trails. By amending the City's Trail Plan, the City can qualify for State and Federal funding sources to offset some of the costs associated with developing the new trails. For example, the State Stewardship Fund, managed by the Wisconsin Department of Natural Resources, can provide up to 50% of the costs associated with land acquisition and bike/pedestrian trail development.

This goal and the previous goal were both explored further in a Yahara River Pedestrian River Crossing and Bike Trail Plan that used Dane County BUILD Grant funds to study what trail routes would work the best for the City and what improvements/changes were needed to the Yahara River corridor to make the area more accessible. The Group prioritized improvements to the area (see chart).

A River Planning Group was created to guide the process. The Group determined that a pedestrian crossing of the Yahara River at Dunkirk Park is the best way to connect trails on the east side of the City with the rest of the City's trail system. The Group also determined that a route that strictly followed the rail line all the way through Downtown was not the best way to create a north/south connection through the planning area due to the steep grades that are around the rail line in many areas. Instead, trail connections should utilize existing street right-of-way to create dedicated bike lanes through parts of the planning area.

**Improvements/Activities for the Yahara River Corridor, as prioritized by the River Planning Committee**

| Av. Score | Improvement / Activity |
|---|---|
| 4.20 | New bridge crossing west of 8th in Mandt Park |
| 4.17 | Remove fence along Riverside Park |
| 4.17 | Promote alternate trail route along Academy, Church, Ridge |
| 4.15 | Additional canoe launch(es) |
| 3.84 | Dam abandonment |
| 3.60 | New bridge crossing at river adjacent to 8th Street |
| 3.58 | Repair/improve existing canoe launch |
| 3.50 | Promote alternate trail loop route along Jefferson and 4th St. |
| 2.84 | Repair pier protection at and adjacent to railroad bridge |
| 2.67 | Promote business-related river activities |
| 2.58 | Acquire property easements for river trail completion |
| 2.58 | Bike lane/traffic enhancement along Water St. for trail |
| 2.58 | New bridge crossing at Dunkirk Park |
| 2.25 | Misc. Comments - close dam - improve access to river |
| 2.17 | Stormwater outflow pipe repair and restoration |
| 2.00 | Dam repair/rehabilitation |
| 1.86 | Riverbank erosion repair |
| 1.84 | Dam island restoration including fishing dock |
| 1.67 | Misc. Comments Close Riverside Drive, make into bike path |

** Each Group member could rank each item on a scale of 1 through 5, with 5 being the most important*

## Increase Commercial Activity along Main St.

Community consensus indicates that the portion of the redevelopment area along Main Street should be considered a part of downtown in order for new and existing businesses to be successful. A major strategy tied to this goal is to extend streetscape improvements along Main St. in the downtown to the planning area. This will serve to visually connect this part of Main St. with the rest of downtown.

An additional strategy will involve redeveloping vacant and underutilized parcels such as the vacant parcel on the east side of Main St. near 6th St. to create additional space for commercial activity in the redevelopment area. Some momentum has already been established with a number of recent projects in the area, although there are a number of vacant parcels where redevelopment will enhance the area's appearance.

# 6 Implementation & Financing

While the Goals, Objectives and Strategies described in the previous section provide the foundation for a viable redevelopment strategy, more specific information is required to better understand the financial implications of implementing the proposed redevelopment strategy.

Redevelopment activities have been identified by location and type as shown on Map 5. The following is a listing of parcels that may be suitable for redevelopment and the type of development that may take place.

1. Parcel # 472534 – Current Value $184,400
   Building renovation potential – façade improvement potential

2. Parcel # 80906 – Current Value $502,400
   Building renovation potential – façade improvement potential

3. Parcel #81101 – Current Value $223,500
   Building renovation potential – façade improvement potential

4. Parcel # 81012 – Current Value $226,100
   Building renovation potential – façade improvement potential

5. Parcel # 37230 – Current Value $190,800
   Building renovation potential – façade improvement potential

6. Parcel # 37132 – Current Value $108,900
   Building renovation potential – façade improvement potential – Parcel assembly potential

7. Parcels # 36900 & 36802 – Current Value $106,000 & $300 respectively
   Development potential

8. Parcel # 03936 – Current Value $1,200,200
   Stoughton Trailers property with commercial use building along Main St. Parcel could be divided to allow for continued heavy industrial use along the rail corridor and commercial uses along Main St.

9. Parcel # 83207 – Current Value: $372,000
   Former Stoughton Trailers property with existing commercial building along Main St. and vacant space along the rail corridor. This parcel could be divided to allow for continued commercial uses along Main St. with the rest of the property to be developed for mixed uses.

10. Parcels #12015 & 12122 – Current Value $132,500 & $115,300 respectively.
    Building is currently used for storage. Development potential for commercial uses.

11. Parcel # 38631 – Current Value $167,000
    Potential for building expansion on vacant property to the west.

12. Parcel # 37418 – Current Value $27,700
    Parcel is adjacent to large assembled parcel, but is currently in use.

13. Parcels #37623, #37730, #37847, #37945, #38051, #38159, #38373, #38588
    Current Value of all parcels - $489,700
    Parcels possess redevelopment potential. Existing housing is blighted. Close proximity to City Hall and to the rest of downtown make these parcels an important element to maintain continuity along Main St. and exhibit potential for municipal use. Parcels were recently purchased by the City.

14. Parcel #44624 – City-owned property
    Wheel house adjacent to the river is available for redevelopment.

15. Parcel #65227 – Currently no assessed value
    Highway Trailer Building available for redevelopment

16. Parcel #43198, #43287, #65629, #67672, #67136, #66646
    Current Value $1,171,600
    Holley Moulding/Mill-Fab property. Any redevelopment of these parcels would require business relocation. Costs associated with relocation will likely include existing property acquisition, alternative site property acquisition, and relocation expenses.

17. Parcel #61016, #65138, #99601 – Current Value $517,500, $28,800, $79,800
    Former Stoughton Trailers uses suitable for housing redevelopment.

18. Existing Housing – Current Value of all residential property in the redevelopment area is $10,687,400. Home improvement funds could increase the quality and value of housing stock in the area.

19. Main St. Streetscape Improvements – Purpose would be to establish continuity and alter the perception that the planning area is not a part of Main St. Constraints include electrical wires running throughout the planning area, the rail corridor, and the topography.

20. River Corridor Greenway and Bike & Pedestrian Trail

21. Pedestrian Bridge access to Mandt Park at 8th St.

Based on 2006 property tax data collected from the City of Stoughton, the current value of land in the planning area is $3,307,600. Improvements in the area are currently valued at $13,331,900 for a total property plus improvement value of $16,639,500. Considering that conditions in the area show blighting and some parcels are vacant, there is potential to significantly increase property values and corresponding tax revenues to the City by eliminating blight and promoting infill development on vacant parcels.

## Redevelopment Financing Sources

Financing redevelopment projects can be prohibitive for the private sector due to a variety of cost barriers. Environmental remediation to prepare a site for development and the rehabilitation or removal of existing structures are two examples of the types of additional costs that make redevelopment financially challenging. The financial barriers to redevelopment are

the same barriers that perpetuate blighted conditions and further reduce property values, creating an even more challenging redevelopment environment. In order to make redevelopment feasible from a cost perspective, it is important for the City to position itself to partner with the private sector by providing financial tools that make redevelopment financially feasible.

*Tax Increment Financing*

The State of Wisconsin has empowered communities to create Tax Increment District (TIDs) to promote the redevelopment of underutilized, obsolete, or blighted areas. In order to create a TID the City must determine a boundary within which costs are incurred and new tax base is created. After setting up the district boundaries, the City must then identify the potential costs that are needed to make new development feasible within the district. There are a variety of eligible project costs associated with the creation of a TID. Examples of eligible project costs include financing, infrastructure development, real property assembly, professional services, and costs outlined in the project plan.

Property taxes are comprised of taxes collected by the local unit of government, the county, the Technical College District and the State of Wisconsin. When a TID is created, a 'base value' is established by determining the current value of real property located in the District. The overlying taxing entities continue to collect their portion of property taxes on the 'base value'. As property values in the District increase as a result of new development, redevelopment or inflation, the additional value is captured by the TID. This additional value is called the 'tax increment' and can be used to fund project costs over the life of the TID. Once the District is terminated, all of the overlying taxing entities begin to receive property taxes on the full value of property in the former District and benefit from the additional tax base created as a result of the redevelopment facilitated through the TID.

Creating a TID for the Railroad Corridor Redevelopment Area would provide funds to assist with the costs associated with redevelopment projects, and may also be applied toward funding public improvements such as the proposed bike/pedestrian trail and the pedestrian bridge.

*Grant Funding*

Grant awards from Foundations, and State and Federal sources can also be applied to certain projects within the area. Three programs that may be of particular interest include the Wisconsin Department of Natural Resources State Stewardship Fund, the DNR's Site Assessment Grant, and the Brownfields Economic Development Initiative Grant funding through HUD. Each of these programs is targeted to meet specific objectives that are consistent with the proposed redevelopment plan.

The DNR State Stewardship Program was established in 1989 and designed to preserve Wisconsin's land and water resources and provide the land base and recreational facilities needed for quality outdoor experiences. Traditionally, the Stewardship Program provides up to 50% of the costs associated with awarded projects based on a competitive grant award basis. Grants are due annually on the first day in May. This may be a viable source of funding for the bike/pedestrian trail, riverwalk trail, and pedestrian bridge proposed in the redevelopment plan.

Due to the perceived risk of environmental contamination on a number of sites within the planning area, grant funding that assists with environmental remediation may be good sources for outside funding. The Brownfield Site Assessment Grant (SAG), for example, is a DNR program that helps local governments conduct initial activities and investigations of known or

suspected environmentally contaminated property. The program provides small grants of $30,000 or less, and large grants that range from over $30,000 to $100,000. The grant funds can be used to conduct Phase I and Phase II environmental assessments, site investigations, demolish structures, and remove underground storage tanks.

The Wisconsin Department of Commerce also maintains a Brownfields Grant Program that is designed to provide grant funding up to 50%-80% of the costs associated with brownfield redevelopment or site remediation activities depending upon the size of the project. Maximum awards can reach up to $1.25 million. Grant funds are based on a project's ability to promote economic development and the level of environmental impact the project will have on the area. $7 million in funding was available in 2005, and since 1998 the Department has awarded a total of $36.9 million to 89 different sites across Wisconsin. Applicants eligible for this award include the City or private developers that may be interested in redeveloping a property that requires remediation.

The Brownfields Economic Development Initiative (BEDI) is a key competitive grant program that HUD administers to stimulate and promote economic and community development. BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination.

BEDI grant funds are primarily targeted for use with a particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low-and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base.

BEDI funds are used as the stimulus for local governments and private sector parties to commence redevelopment or continue phased redevelopment efforts on brownfields sites where either potential or actual environmental conditions are known and redevelopment plans exist. HUD emphasizes the use of BEDI and Section 108 Loan Guarantee funds to finance projects and activities that will provide near-term results and demonstrable economic benefits. HUD does not encourage applications whose scope is limited only to site acquisition and/or remediation where there is no immediately planned redevelopment. BEDI funds are used to enhance the security or to improve the viability of a project financed with a new Section 108 guaranteed loan commitment. Redevelopment activities proposed in this plan may be ideal candidates for the BEDI program. A case by case analysis would be required to determine whether this is a viable source of funding.

More information on grants, including application deadlines and contacts, is contained in Appendix D.

*Loan Programs*

There are a series of loan programs available for individuals who have limited access to conventional sources of financing. Generally these programs are provided to individuals or families that meet certain income requirements; usually those with incomes below a certain percentage of the Dane County Median Income. Programs are also available for home improvements as well. Below is a list of programs that provide direct assistance to property owners that may be of value to residents in the planning area.

*Down Payment Assistance Program*
Loans offered through the Dane County Housing Authority for first time home buyers whose income does not exceed 80% of the Dane County Median Income. Can use with other down-payment programs.
608-224-3636 ext. 18.

*Down Payment Plus Program*
A down payment and closing cost assistance program for low and moderate income home buyers whose income is under 80% of the median household income. This is a statewide program. Lender must be a member of the Federal Home Loan Bank (FHLB) of Chicago and a participant of this program. Can use with other down-payment programs.
1-888-318-4486.

*Home-Buy*
A down payment/closing cost assistance loan program for first time home buyers in Dane County, whose income does not exceed 80% of the Dane County Median Income. If income is less than 70% of County Median Income, can use with other down-payment programs. Can not use with WHEDA Home Plus.
608-266-4223

*REALTORS® Association of South Central Wisconsin Housing Foundation*
A low interest, deferred payment loan to be used for down payment and/or closing costs for residents of Dane, Sauk, Green, Columbia, Iowa, Rock, Dodge, or Jefferson County whose income is below 80% of the County median income. Can use with other down-payment programs.
608-240-2800 ext. 303

There are also a number of sources of financing that would allow the city of Stoughton to capitalize a loan fund. Along with Tax Increment Financing, the City may be able to access Dane County Community Development Block Grant Funding to capitalize a home improvement program to assist property owners with gaining access to low-interest financing.

Additionally, the Wisconsin Housing and Economic Development Authority (WHEDA) provides a number of programs targeted toward expanding home ownership by offering innovative products and services in partnership with others to link Wisconsin residents and communities with affordable housing and economic development opportunities. WHEDA maintains a variety of loan and tax credit programs for property owners, purchasers and small businesses. A specific program that may be of interest is the WHEDA Neighborhood Revitalization Guarantee Program, which provides loan guarantees to developers or small businesses that stimulate economic development in redeveloping urban neighborhoods by developing or rehabilitating commercial or mixed-use real estate.

# 7 Relationship to Local Objectives

Map #3 in Appendix C illustrates the current land uses in the RA #1. The City's Comprehensive Plan and the original Rail Corridor Redevelopment Plan both indicate that redevelopment of the area, as a whole, should be of a mixed-use nature. More specifically, Map #4 in Appendix C shows proposed land uses by parcel, and indicates that commercial uses should line main street, with residential redevelopment occurring south of Main Street. Redevelopment should occur at densities that are higher than those that are currently found in the area, and higher than traditional suburban single-family development. Density should be appropriate to the area's central location within the City, adjacent to the Downtown. Indeed, residential redevelopment would further strengthen the Downtown by providing more residents within walking distance of the Downtown's many shops.

As discussed in the infrastructure report earlier in this document, most existing City infrastructure can support redevelopment and the increased use such development would place on facilities. Beyond regular street maintenance and repair, the main transportation-related project planned in and near the redevelopment area is a pedestrian and bicycle bridge connecting Mandt Park with the north side of the river, and extending a bike route from the bridge northwards. The bike route and pedestrian bridge will serve both transportation and recreation-related needs.

Aside from a shared ride taxi program, the City does not have any public transportation. The area's location adjacent to the rail corridor could make it a potential stop for commuter rail, but any such system is unlikely to occur before 2020.

Map #5 in Appendix C shows public improvements planned for the area as part of this Plan.

No changes are proposed in the Master Plan, Official Map, or Building Codes as part of this Plan. The City's Zoning Ordinance and other City Ordinances are required to implement this project plan. Individual redevelopment proposals will require changes in the current zoning designation (shown on Map #6 in Appendix C) consistent with the intent of this Plan. This Plan complies with the City's Comprehensive Plan, which was adopted on May 31, 2005.

# 8 Relocation

No persons are expected to be displaced or relocated as a result of proposed projects in this redevelopment plan; however, if relocation were to become necessary in the future, the following is the method proposed by the City or Redevelopment Authority for displacement or relocation. Before negotiations begin for the acquisition of property or easements, all property owners will be contacted to determine if there will be displaced persons as defined by Wisconsin Statues and Administrative Rules. If it appears there will be displaced persons, all property owners and prospective displaced persons will be provided an informational pamphlet prepared by the Wisconsin Department of Commerce (DOC). If any person is to be displaced as a result of the acquisition they will be given a pamphlet on "Relocation Benefits" as prepared by the DOC. The City will file a relocation plan with the DOC and shall keep records as required in Wisconsin Statutes 32.27. The City will provide each owner a full narrative appraisal, a map showing the owners of all property affected by the proposed project and a list of neighboring landowners to whom offers are being made as required by law.

# 9 Conclusion

The Railroad Corridor Redevelopment area has a high degree of potential for infill and redevelopment. Analysis suggests that there is a strong demand for additional housing in the City, and the redevelopment area is a suitable location for new housing development and improvements to existing homes. Improvements in the redevelopment area can capitalize on the revitalization that has occurred in the downtown area and extend the revitalized core of the community along the railroad corridor to the Yahara River. The City will need to ensure coordination between various departments and committees occurs in order to maximize the potential benefits of infill redevelopment. The City Council, Plan Commission, and Redevelopment Authority should avoid giving mixed signals to developers to prevent unnecessary hardships that would ultimately work against the goals and intent of this plan. Redevelopment statutes (§66.1333(6)(e)) designate the Council as having the authority to permit new construction and redevelopment within the District – the Council will have to be sure that they continue to work with the Plan Commission and RDA in implementing this plan.

The area's numerous strengths, such as its proximity to downtown and the Yahara River, the unique topography, the large parcels suitable for redevelopment, and the City's willingness to play a strong role in the redevelopment process, all enhance the likelihood that the Redevelopment Authority's and City's vision for the redevelopment area will occur over time. This plan and the included Action Plan Matrix should serve as a guide to both the City and developers as this process moves forward.

# A Appendix A: Action Plan Matrix

| GOALS | STRATEGIES | OBJECTIVES |
|---|---|---|
| **Facilitate Redevelopment of Blighted Properties in the Redevelopment Area** | Establish a Blight Elimination or Mixed-Use Tax Incremental Finance District in the Redevelopment Area | Utilize Tax Increment Financing to Foster Redevelopment |
| | | Establish Finding of Blight and a Plan for Blight Elimination |
| | | Establish Financial Feasibility of Proposed Improvements |
| | Incentivize Existing Property Owners to Improve Existing Housing Stock and Commercial Properties | Develop Public/Private Partnership Mechanisms to Facilitate Home Improvements and Increase Property Values |
| | Implement Redevelopment Plan and a Tax Increment District Project Plan for the Railroad Corridor Redevelopment Area | Eliminate Blight, Foster Redevelopment, and Coordinate Activities Required to Stimulate Redevelopment |
| **Establish Public/Private Partnership Mechanisms to Foster Redevelopment** | Establish Home Improvement Grant/Loan Program Similar to the Downtown Façade Improvement Program | Improve Existing Housing and Commercial Property Stock |
| | Work With Developers to Facilitate Redevelopment of Blighted Buildings and Parcels | Market Redevelopment and Adaptive Reuse Opportunities in the Redevelopment Area |
| | Commit to a Common Vision for the Redevelopment Area and Maintain Momentum | Provide the Support Required to Implement Redevelopment Plan |
| **Eliminate Stigmas and Negative Perceptions Associated With the Area** | Improve Conditions Along Main St. to Make the Main St. Portion of the Redevelopment Area an Extension of Downtown | Develop Streetscape Plan for Main St. Within the Redevelopment Area Consistent With Improvements Along Main St. to the West |
| | | Work With Existing Property Owners to Facilitate Building Improvements |
| | Eliminate Stigmas Associated With Past Industrial Property Uses | Work With Existing Property Owners to Assess Property Conditions and Address Environmental Concerns if Required |
| **Increase the Number of Housing Units Available in the Redevelopment Area** | Identify Buildings and Areas Suitable for Adaptive Reuse and Additional Housing Projects | Develop Marketing Materials to Provide Information on Redevelopment Potential |
| | Develop Amenities Within the Redevelopment Area That Attract Development and New Housing Stock | Develop River Corridor Bike/Pedestrian Walkway, and Additional Green Space |
| | Evaluate the Role of Public Incentives to Facilitate Additional Housing | Establish Financial Feasibility of Public Incentives for Home Improvements |
| | Assess Heavy Industrial Uses and Identify Alternative Locations for These Users if Necessary | Work With Existing Heavy Industrial Users to Assess Current and Future Space Needs |
| | | Establish Viable Location for Heavy Industrial Uses |
| | | Establish Financial Feasibility of Relocating Heavy Industrial Uses |

| | | |
|---|---|---|
| **(Continued)**<br>**Replace Heavy Industrial Uses With Additional Residential, Commercial, and Parks & Open Space Uses** | Develop Parks & Open Space Plan for the Redevelopment Area | Build From Concepts Provided in the Railroad Corridor Plan to Establish a Detailed Parks and Open Space Plan that Includes Cost Estimates and Viable Sources of Funding |
| | Amend City's Outdoor Recreation Plan to Reflect Proposed Change in Land-use | Provides Access to State and Federal Parks and Open Space Grant Fund Sources |
| **Utilize the Yahara River as a Natural Feature and Amenity** | Improve Access to the North Bank of the Yahara River | Develop Pedestrian Bridge Across the Yahara River Near 8th Street to Connect to Mandt Park |
| | | Establish Canoe Launch Near 8th Street to Improve River Access |
| | Develop Bike/Pedestrian Corridor Along the North Bank of the River | Develop River Corridor Bike/Pedestrian Trail |
| **Utilize the Railroad Corridor and the River Corridor to Connect to the Existing Bike/Pedestrian Trail System** | Develop Bike/Pedestrian Corridor Along the Existing Railroad Corridor | Develop Railroad Corridor Bike/Pedestrian Trail – Connect to River Trail to the South and Existing Trail to the North |
| | Develop Bike/Pedestrian Corridor Along the North Bank of the River | Develop River Corridor Bike/Pedestrian Trail – Connect to Railroad Trail to the North |
| | Amend the City's Trails Plan to Reflect Additional Bike/Pedestrian Trails | Provides Access to State and Federal Bike/Pedestrian Grant Fund Sources |
| **Increase Commercial Activity in the Redevelopment Area Along Main St.** | Implement Streetscape Plan and Extend Improvements That Have Occurred Downtown West of the Project Area | Establish the Part of Main St. in the Redevelopment Area as an Extension of Downtown Stoughton |
| | Identify Existing Buildings Suitable for Commercial and Upper-Floor Housing Redevelopment | Encourage Suitable Redevelopment Activities |
| | Build Upon the Momentum of Recent Redevelopment Along Main St. – Both Within and Outside of the Redevelopment Area | Highlight Successful Redevelopments and Provide Information to Property Owners |
| **Coordinate Railroad Corridor Redevelopment Efforts** | Identify Coordinating Agency or Agencies | Establish Party Responsible for Overseeing Redevelopment Activities |
| | | Assess establishing a Community Development Authority or Redevelopment Authority to coordinate redevelopment efforts |
| | Maintain Railroad Corridor Redevelopment Committee | Continue Momentum and Provide Assistance With Redevelopment Plan Implementation |

# B Appendix B: Property List

The following four pages are a listing of parcels within the redevelopment area. The listing shows the parcel number, parcel address, acreage, 2006 assessed values, current zoning district, and property conditions.

## Exhibit B: Parcel List

City of Stoughton - Proposed Redevelopment Area No. 1

| Parcel Number | Owner | Parcel Address | Acres | 2006 Land Value | 2006 Improve-ment Value | Zoning | Blighted | Vacant | Blighting Conditions | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Dilapidation | Deterioration | Age | Obsolescense | Ventilation/light/air/san/open spaces | Stuctures demo'ed on site: High density or overcrowding | Endanger life or property | Obsolete Platting | Diversity of Ownership | Deter. Of Structures | Deter. Of Site Improv. | Impairs sound growth |
| 051105472534 | Mckichan, David L & Shannon E Et Al | 578 E Main St | 0.46 | $46,700 | $137,700 | I2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051105497704 | Whistle Stop Development Llc,; , | | 0.22 | $0 | $0 | B2 | | | | | | | | | | | | | | |
| 051108103936 | Stoughton Trailers Inc,; , | 416 S Academy St | 5.54 | $96,500 | $1,103,700 | I2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108110017 | Hawkins, Larry B & Brent A Et Al | 525 E Jefferson St | 0.20 | $31,600 | $137,500 | B1 | | | | | | | | | | | | | | |
| 051108110124 | Brantmeyer, Howard G & Vicki G | 517 E Jefferson St | 0.20 | $31,600 | $85,300 | B1 | | | | | | | | | | | | | | |
| 051108110231 | Saeger, Brian K & Deborah L Et Al | 509 E Jefferson St | 0.20 | $31,600 | $126,800 | B1 | | | | | | | | | | | | | | |
| 051108110348 | Annen, Jeremy D & Kristine A Et Al | 405 S Sixth St | 0.20 | $31,600 | $116,600 | B1 | | | | | | | | | | | | | | |
| 051108110455 | Conway, John J; Et Al | 421 S Sixth St | 0.08 | $12,600 | $102,600 | B1 | | | | | | | | | | | | | | |
| 051108110553 | L B Property Management Llc,; Et Al | 425 S Sixth St | 0.12 | $24,300 | $326,900 | B1 | | | | | | | | | | | | | | |
| 051108110660 | Sproul, Diane C; , | 516 E South St | 0.20 | $31,600 | $104,900 | B1 | | | | | | | | | | | | | | |
| 051108110777 | Crews, Ruby M; , | 526 E South St | 0.30 | $39,400 | $119,200 | B1 | | | | | | | | | | | | | | |
| 051108110884 | Franklin, Larry R & Amy L Et Al | 418 S Seventh St | 0.10 | $15,800 | $112,700 | B1 | | | | | | | | | | | | | | |
| 051108111016 | Goeden, David A; , | 401 S Seventh St | 0.25 | $30,000 | $144,000 | B1 | | | | | | | | | | | | | | |
| 051108111123 | Leclair, Joshua J; Et Al | 407 S Seventh St | 0.21 | $28,500 | $203,500 | B1 | | | | | | | | | | | | | | |
| 051108111230 | Dickson, Steve & Julie Et Al | 409 S Seventh St | 0.27 | $36,700 | $80,300 | B1 | | | | | | | | | | | | | | |
| 051108111347 | Dickson, Steven L & Julie F | 415 S Seventh St | 0.13 | $20,600 | $90,200 | B1 | | | | | | | | | | | | | | |
| 051108111445 | Brown, Jason S; Et Al | 419 S Seventh St | 0.09 | $14,200 | $114,300 | B1 | | | | | | | | | | | | | | |
| 051108111543 | Ehr, Nicole E; Et Al | 425 S Seventh St | 0.09 | $12,600 | $105,700 | B1 | | | | | | | | | | | | | | |
| 051108111650 | Seamonson, Teresa L; , | 616 E South St | 0.09 | $14,200 | $112,600 | B1 | | | | | | | | | | | | | | |
| 051108111767 | Wahlin, Donald D; Ddw Enterprises, | | 0.02 | $600 | $0 | I2 | | x | | | | | | | | | | | | |
| 051108111865 | Bahr, Emily; , | 624 E South St | 0.27 | $26,900 | $113,500 | B1 | | | | | | | | | | | | | | |
| 051108112015 | Hull, Chris K; , | 501 E Main St | 0.18 | $27,700 | $104,800 | B1 | x | | x | x | x | | | | | | | x | x | |
| 051108112122 | Hull, Kris K; , | 201 S Sixth St | 0.23 | $39,400 | $75,900 | B1 | x | | x | x | x | | | | | | | x | x | |
| 051108112239 | Hull, Chris; , | 209 S Sixth St | 0.13 | $24,400 | $66,700 | B1 | x | | x | x | x | | | | | | | x | x | |
| 051108112337 | Zweep, Michael G; Et Al | 208 S Seventh St | 0.16 | $22,100 | $113,100 | B1 | | | | | | | | | | | | | | |
| 051108112444 | Hull, Chris; , | 209 S Sixth St | 0.14 | $26,100 | $0 | B1 | x | x | x | x | x | | | | | | | x | x | |
| 051108112551 | Mapes, Susan M; , | 309 S Sixth St | 0.27 | $38,100 | $109,700 | B1 | | | | | | | | | | | | | | |
| 051108112668 | Prough, Christopher J; Et Al | 500 E Jefferson St | 0.20 | $31,600 | $123,100 | B1 | | | | | | | | | | | | | | |
| 051108112775 | Lord, Jennifer L; Et Al | 508 E Jefferson St | 0.20 | $31,600 | $157,700 | B1 | | | | | | | | | | | | | | |
| 051108112882 | Allen, James W; Et Al | 516 E Jefferson St | 0.14 | $20,600 | $151,200 | B1 | | | | | | | | | | | | | | |
| 051108113096 | Gorney, Dana I; Et Al | 316 S Seventh St | 0.14 | $22,100 | $108,300 | B1 | | | | | | | | | | | | | | |

## Exhibit B: Parcel List

City of Stoughton - Proposed Redevelopment Area No. 1

| Parcel Number | Owner | Parcel Address | Acres | 2006 Land Value | 2006 Improve-ment Value | Zoning | Blighted | Vacant | Blighting Conditions | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Dilapidation | Deterioration | Age | Obsolescense | Ventilation/light/air/san/open spaces | Stuctures demo'ed on site: High density or overcrowding | Endanger life or property | Obsolete Platting | Diversity of Ownership | Deter. Of Structures | Deter. Of Site Improv. | Impairs sound growth |
| 051108113194 | Haugen, Roger L & Joy A | 524 E Jefferson St | 0.13 | $19,000 | $136,900 | B1 | | | | | | | | | | | | | | |
| 051108113309 | Ramirez, Arthur J & Tamala Et Al | 308 S Seventh St | 0.20 | $28,500 | $109,900 | B1 | | | | | | | | | | | | | | |
| 051108113416 | Rtsm Properties Llc,; Et Al | 300 S Seventh St | 0.15 | $20,600 | $99,600 | B1 | | | | | | | | | | | | | | |
| 051108129016 | Cabibbo, Joseph J & Ruby A | 404 S Fifth St | 0.40 | $43,800 | $241,400 | B1 | | | | | | | | | | | | | | |
| 051108129230 | Elverman, Thomas C; , | 311 E Jefferson St | 0.05 | $7,900 | $115,100 | B1 | | | | | | | | | | | | | | |
| 051108129338 | Anderson, James D; , | 307 E Jefferson St | 0.06 | $9,500 | $113,400 | B1 | | | | | | | | | | | | | | |
| 051108129436 | Thomson, Aaron D; Et Al | 409 S Fourth St | 0.20 | $31,600 | $91,900 | B1 | | | | | | | | | | | | | | |
| 051108129543 | Christianson, Ronald A & Debra K | 401 S Fourth St | 0.09 | $14,200 | $121,100 | B1 | | | | | | | | | | | | | | |
| 051108129650 | Dickson, Steve & Juliana | 417 S Fourth St | 0.10 | $15,800 | $110,800 | B1 | | | | | | | | | | | | | | |
| 051108129758 | Dickson, Steve & Juliana | 425 S Fourth St | 0.10 | $19,600 | $77,100 | B1 | x | | x | x | x | | | | | | | x | | |
| 051108129865 | Stirr, Richard L & Gail M Et Al | 308 E South St | 0.20 | $31,600 | $134,300 | B1 | | | | | | | | | | | | | | |
| 051108129972 | Daugherty, Mike | 316 E South St | 0.20 | $31,600 | $100,100 | B1 | | | | | | | | | | | | | | |
| 051108130086 | Arnold, Mary Ellen; Et Al | 424 S Fifth St | 0.07 | $13,600 | $16,000 | B1 | x | | x | x | x | | | | | | | x | | |
| 051108130184 | Reeves, Raney E Iii; Et Al | 418 S Fifth St | 0.13 | $20,600 | $73,600 | B1 | | | | | | | | | | | | | | |
| 051108135830 | Melton, David; Et Al | 119 S Fifth St | 0.12 | $7,600 | $12,200 | B2 | | | | | | | | | | | | | | |
| 051108136802 | Mayo, Patrick J; Et Al | 217 S Fifth St | 0.02 | $300 | $0 | B2 | | x | | | | | | | | | | | | |
| 051108136900 | Melton, David; Et Al | 480 E Main St | 0.77 | $91,000 | $15,000 | B2 | x | x | | | | x | | | | x | | | | x |
| 051108137132 | Amundson, B C & E A | 500 E Main St | 0.39 | $61,600 | $47,300 | B2 | x | x | x | x | x | | | | | x | | x | x | x |
| 051108137230 | Aaberg, Danny K; , | 508 E Main St | 0.20 | $31,200 | $159,600 | B2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108137418 | Stoughton, City Of | 401 E Main St | 0.07 | $20,100 | $7,600 | B1 | | x | | | | | | | | | | | | |
| 051108137623 | Stoughton, City Of | 309 S Fifth St | 0.21 | $31,600 | $54,900 | B1 | | | | | | | | | | | | | | |
| 051108137730 | Stoughton, City Of | 317 S Fifth St | 0.16 | $25,300 | $46,200 | B1 | | | | | | | | | | | | | | |
| 051108137847 | Stoughton, City Of | 404 E Jefferson St | 0.15 | $23,700 | $70,300 | B1 | | | | | | | | | | | | | | |
| 051108137945 | Stoughton, City Of | 408 E Jefferson St | 0.10 | $14,200 | $53,400 | B1 | | | | | | | | | | | | | | |
| 051108138051 | Stoughton, City Of | 416 E Jefferson St | 0.15 | $23,700 | $0 | B1 | | x | | | | | | | | | | | | |
| 051108138159 | Stoughton, City Of | 324 S Sixth St | 0.10 | $15,800 | $40,600 | B1 | | | | | | | | | | | | | | |
| 051108138266 | Stoughton, City Of | 316 S Sixth St | 0.15 | $23,700 | $79,400 | B1 | | | | | | | | | | | | | | |
| 051108138373 | Stoughton, City Of | 308 S Sixth St | 0.21 | $31,600 | $31,900 | B1 | | | | | | | | | | | | | | |
| 051108138480 | King, Jerry W; , | 300 S Sixth St | 0.06 | $16,300 | $46,300 | B1 | x | | x | x | x | | | | | | | x | x | |
| 051108138533 | Naberg, Danny; , | 210 S Sixth St | 0.04 | $5,200 | $55,100 | B1 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108138588 | Stoughton, City Of,; , | 413 E Main St | 0.21 | $26,500 | $0 | B1 | | x | | | | | | | | | | | | |

## Exhibit B: Parcel List

City of Stoughton - Proposed Redevelopment Area No. 1

| Parcel Number | Owner | Parcel Address | Acres | 2006 Land Value | 2006 Improve-ment Value | Zoning | Blighted | Vacant | Blighting Conditions | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Dilapidation | Deterioration | Age | Obsolescense | Ventilation/light/air/san/open spaces | Stuctures demo'ed on site: High density or overcrowding | Endanger life or property | Obsolete Platting | Diversity of Ownership | Deter. Of Structures | Deter. Of Site Improv. | Impairs sound growth |
| 051108138631 | Lazzaro, Richard A & Giovanna Et Al | 419 E Main St | 0.04 | $10,800 | $156,200 | B1 | | | | | | | | | | | | | | |
| 051108138695 | Elsing, Phillip L & Vicky J Et Al | 421 E Main St | 0.12 | $27,300 | $79,100 | B1 | x | | x | x | x | | | | | | | x | x | |
| 051108138793 | Peterson'S Service Inc,; Et Al | 435 E Main St | 0.14 | $44,200 | $79,500 | B1 | x | | x | x | x | | | | | | | x | x | |
| 051108138917 | Stoughton, City Of,; , | | 0.20 | $0 | $0 | B1 | | | | | | | | | | | | | | |
| 051108139023 | Aaberg, Danny K; Et Al | 417 E Jefferson St | 0.20 | $31,600 | $220,700 | B1 | | | | | | | | | | | | | | |
| 051108139130 | Schulz, Ehren D & Amy J Et Al | 409 E Jefferson St | 0.20 | $31,600 | $98,300 | B1 | | | | | | | | | | | | | | |
| 051108139185 | Smith, Rick | 401 S Fifth St | 0.10 | $0 | $0 | B1 | | | | | | | | | | | | | | |
| 051108139247 | Huvila, Dennis L & Mary C | 409 S Fifth St | 0.10 | $15,800 | $180,400 | B1 | | | | | | | | | | | | | | |
| 051108139354 | Kunert, Myra Jean; , | 415 S Fifth St | 0.12 | $19,000 | $92,900 | B1 | | | | | | | | | | | | | | |
| 051108139416 | Cossman, Jeremy & Danica Et Al | 421 S Fifth St | 0.19 | $30,000 | $99,400 | B1 | | | | | | | | | | | | | | |
| 051108139461 | Huberd, Judith A; , | 425 S Fifth St | 0.10 | $19,000 | $72,800 | B1 | x | | x | x | x | | | | | | | x | | |
| 051108139578 | Overson, Christopher W; Et Al | 424 S Sixth St | 0.20 | $31,600 | $110,900 | B1 | | | | | | | | | | | | | | |
| 051108139685 | Hickcox, Arlene N; Dickinson, Cathy L | 418 S Sixth St | 0.20 | $31,600 | $105,600 | B1 | | | | | | | | | | | | | | |
| 051108143081 | Johnson Tr, Bruce A & Alice M,; , | 425 E South St | 0.26 | $43,900 | $124,200 | B2 | | | | | | | | | | | | | | |
| 051108143116 | Johnson, Bruce A; , | 425 E South St | 0.03 | $400 | $0 | B2 | | x | | | | | | | | | | | | |
| 051108143198 | Holley Moulding Inc. | | 0.60 | $0 | $0 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108143287 | Holley Moulding Inc. | 433 E South St | 1.99 | $58,100 | $447,800 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108143894 | Russell, Kevin H & Kelly A Et Al | 415 E South St | 0.12 | $17,400 | $105,700 | I2 | | | | | | | | | | | | | | |
| 051108144008 | Vs Of Madison Llp,; , | 409 E South St | 0.16 | $30,000 | $108,100 | R1 | | | | | | | | | | | | | | |
| 051108144115 | Petre, Daniel J & Angela L Et Al | 401 E South St | 0.20 | $31,600 | $106,300 | I2 | | | | | | | | | | | | | | |
| 051108144222 | Duter, William S; Et Al | 325 E South St | 0.20 | $31,600 | $65,100 | R1 | | | | | | | | | | | | | | |
| 051108144339 | Blum, Valerie S; , | 317 E South St | 0.20 | $31,600 | $104,400 | I2 | | | | | | | | | | | | | | |
| 051108144446 | Stoughton, City Of | 501 S Fourth St | 0.40 | $0 | $0 | I2 | | | | | | | | | | | | | | |
| 051108144624 | Stoughton, City Of | 515 S Fourth St | 1.80 | $0 | $0 | I2 | | | | | | | | | | | | | | |
| 051108161016 | Stoughton Trailers Inc,; , | | 2.02 | $47,000 | $470,500 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108161721 | Gordon, W Richard Iii; , | 621 E South St | 0.10 | $15,800 | $96,400 | I2 | | | | | | | | | | | | | | |
| 051108161883 | Smithback, Michael L; Et Al | 616 Eighth St | 0.39 | $38,500 | $93,600 | I2 | | | | | | | | | | | | | | |
| 051108162097 | Stoughton, City Of,; , | 624 Eighth St | 0.01 | $0 | $0 | I2 | | | | | | | | | | | | | | |
| 051108162319 | Olveda, Juan & Lisa Et Al | 508 Dunkirk Ave | 0.10 | $14,200 | $92,700 | R1 | | | | | | | | | | | | | | |
| 051108162435 | Frank, Timothy G; Et Al | 516 Dunkirk Ave | 0.29 | $30,000 | $129,800 | R1 | | | | | | | | | | | | | | |
| 051108162533 | Yost, Jimmy B & Rose A | 532 Dunkirk Ave | 0.20 | $31,600 | $91,600 | R1 | | | | | | | | | | | | | | |

## Exhibit B: Parcel List

City of Stoughton - Proposed Redevelopment Area No. 1

| Parcel Number | Owner | Parcel Address | Acres | 2006 Land Value | 2006 Improve-ment Value | Zoning | Blighted | Vacant | Blighting Conditions | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Dilapidation | Deterioration | Age | Obsolescense | Ventilation/light/air/san/open spaces | Stuctures demo'ed on site: High density or overcrowding | Endanger life or property | Obsolete Platting | Diversity of Ownership | Deter. Of Structures | Deter. Of Site Improv. | Impairs sound growth |
| 051108162640 | Bjordahl, Richard H & Nancee L | 540 Dunkirk Ave | 0.20 | $31,600 | $121,600 | R1 | | | | | | | | | | | | | | |
| 051108162757 | Johnson, Dennis L; Et Al | 600 Dunkirk Ave | 0.52 | $47,300 | $107,200 | R1 | | | | | | | | | | | | | | |
| 051108162864 | Johnson, Gordon A & Sherry L | 616 Dunkirk Ave | 0.20 | $0 | $0 | R1 | | | | | | | | | | | | | | |
| 051108163292 | Olson, Sigmund A & Carolyn M | 609 Eighth St | 0.20 | $31,600 | $102,400 | R1 | | | | | | | | | | | | | | |
| 051108163407 | Rogers, Jason N T; Et Al | 601 Eighth St | 0.20 | $31,600 | $81,900 | R1 | | | | | | | | | | | | | | |
| 051108163514 | Nyenhuis, Jeff & Lisa Et Al | 525 Eighth St | 0.31 | $58,000 | $208,700 | R1 | | | | | | | | | | | | | | |
| 051108163621 | Hawkins, Larry B & Brent A Et Al | 517 Eighth St | 0.18 | $26,900 | $146,700 | R1 | | | | | | | | | | | | | | |
| 051108163747 | Rigdon, Terry & Sheila M | 500 Dunkirk Ave | 0.15 | $11,900 | $0 | R1 | | x | | | | | | | | | | | | |
| 051108163845 | Rigdon, Terry J & Sheila M | 500 Dunkirk Ave | 0.15 | $22,100 | $146,700 | R1 | | | | | | | | | | | | | | |
| 051108165012 | Thomas, Timothy D & Carol L | 509 S Seventh St | 0.24 | $29,600 | $95,700 | I2 | | | | | | | | | | | | | | |
| 051108165138 | Ddw Enterprises; Wahlin, Donald D | | 1.18 | $27,800 | $1,000 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108165227 | Wahlin, Donald D; , | | 2.23 | $54,500 | $22,400 | I2 | x | | x | x | x | x | | | x | x | | x | x | x |
| 051108165316 | Vike, Chad A & Wendy S | 517 S Seventh St | 0.12 | $17,400 | $71,000 | I2 | | | | | | | | | | | | | | |
| 051108165629 | Holley Moulding Inc. | | 0.66 | $19,300 | $800 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108166646 | Holley Moulding Inc. | | 0.26 | $0 | $0 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108167136 | Holley Moulding Inc. | | 1.88 | $43,600 | $260,300 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108167672 | Holley Moulding Inc. | | 0.89 | $25,900 | $263,600 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108180906 | Whistle Stop Development Llc,; , | 556 E Main St | 1.85 | $119,400 | $383,000 | B2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108180997 | Stoughton, City Of,; , | | 0.14 | $0 | $0 | B2 | | | | | | | | | | | | | | |
| 051108181012 | Alme, Jerome S & Lois L | 524 E Main St | 0.19 | $29,400 | $196,700 | B2 | | | | | | | | | | | | | | |
| 051108181101 | Deyoung, Julia Mann; , | 516 E Main St | 2.09 | $75,600 | $147,900 | B2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108181601 | Haase, Clarence A; , | 529 E Main St | 0.12 | $9,800 | $25,200 | I2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108181709 | Haase, Clarence A; , | 529 E Main St | 0.06 | $4,900 | $40,100 | I2 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108183207 | Wahlin, Donald D; , | 517 E Main St | 4.83 | $74,000 | $298,000 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108195409 | Clark, Jerry L & Marguerite T | 809 E South St | 0.38 | $6,400 | $113,400 | I1 | x | | x | x | x | x | | | | x | | x | x | x |
| 051108195703 | Kittleson, Pearl G; , | 617 E South St | 0.17 | $23,700 | $113,500 | I2 | | | | | | | | | | | | | | |
| 051108195801 | Harris, Jennifer; , | 609 E South St | 0.12 | $17,400 | $121,600 | I2 | | | | | | | | | | | | | | |
| 051108199503 | Ree, Charles M & Andrea L Et Al | 638 Dunkirk Ave | 0.42 | $46,000 | $62,400 | R1 | | | | | | | | | | | | | | |
| 051108199601 | Wahlin, Donald D; , | | 2.55 | $57,500 | $22,300 | I2 | x | | | | | x | | | | x | | | x | x |
| 051108199709 | Johnson, Gordon A & Sherry L | 616 Dunkirk Ave | 0.20 | $31,600 | $136,300 | I2 | | | | | | | | | | | | | | |
| 051108197952 | Stoughton Public Schools | | 3.08 | $0 | $0 | B2 | x | | x | x | x | x | | | x | | | x | x | x |

## Exhibit B: Parcel List

City of Stoughton - Proposed Redevelopment Area No. 1

| Parcel Number | Owner | Parcel Address | Acres | 2006 Land Value | 2006 Improvement Value | Zoning | Blighted | Vacant | Blighting Conditions: Dilapidation | Deterioration | Age | Obsolescense | Ventilation/light/air/san/open spaces | Stuctures demo'ed on site: High density or overcrowding | Endanger life or property | Obsolete Platting | Diversity of Ownership | Deter. Of Structures | Deter. Of Site Improv. | Impairs sound growth |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 051105467602 | Stoughton Packaging Corp. | 418 Ridge St | 5.99 | $36,400 | $58,300 | I2 | | | | | | | | | | | | | | |
| 051105467906 | Stoughton Packaging Corp. | 418 Ridge St | 0.33 | $700 | $0 | I2 | | x | | | | | | | | | | | | |
| 051105468003 | Stoughton Packaging Corp. | 409 Ridge St | 0.20 | $3,200 | $0 | I2 | | x | | | | | | | | | | | | |
| 051105468209 | Stoughton Packaging Corp. | 418 Ridge St | 0.73 | $6,500 | $0 | I2 | | x | | | | | | | | | | | | |
| 051105468905 | Stoughton Packaging Corp. | 430 Ridge St | 0.20 | $17,400 | $0 | B2 | | x | | | | | | | | | | | | |
| 051105470009 | Stoughton Packaging Corp.* | 409 Ridge St | 2.99 | $79,400 | $112,500 | I2 | | | | | | | | | | | | | | |
| 051105470509 | Whistle Stop Development LLC | | 0.50 | $0 | $0 | I2 | x | | | | | | | | | | | | | |
| | | **Total** | **63.89** | **$3,451,200** | **$13,502,700** | | | | | | | | | | | | | | | |

**Denotes 2007 assessment.*

| | | |
|---|---|---|
| Total District Area | 81.98 | Acres |
| ROW | 18.09 | Acres |
| Total Blighted | 35.82 | Acres |
| Total Vacant | 3.39 | Acres |
| % Blighted | 56.08% | Of Parcel Acreage |
| % Vacant | 4.14% | Of Total Area |

# C Appendix C: Maps

Map #1: Redevelopment Area Boundary

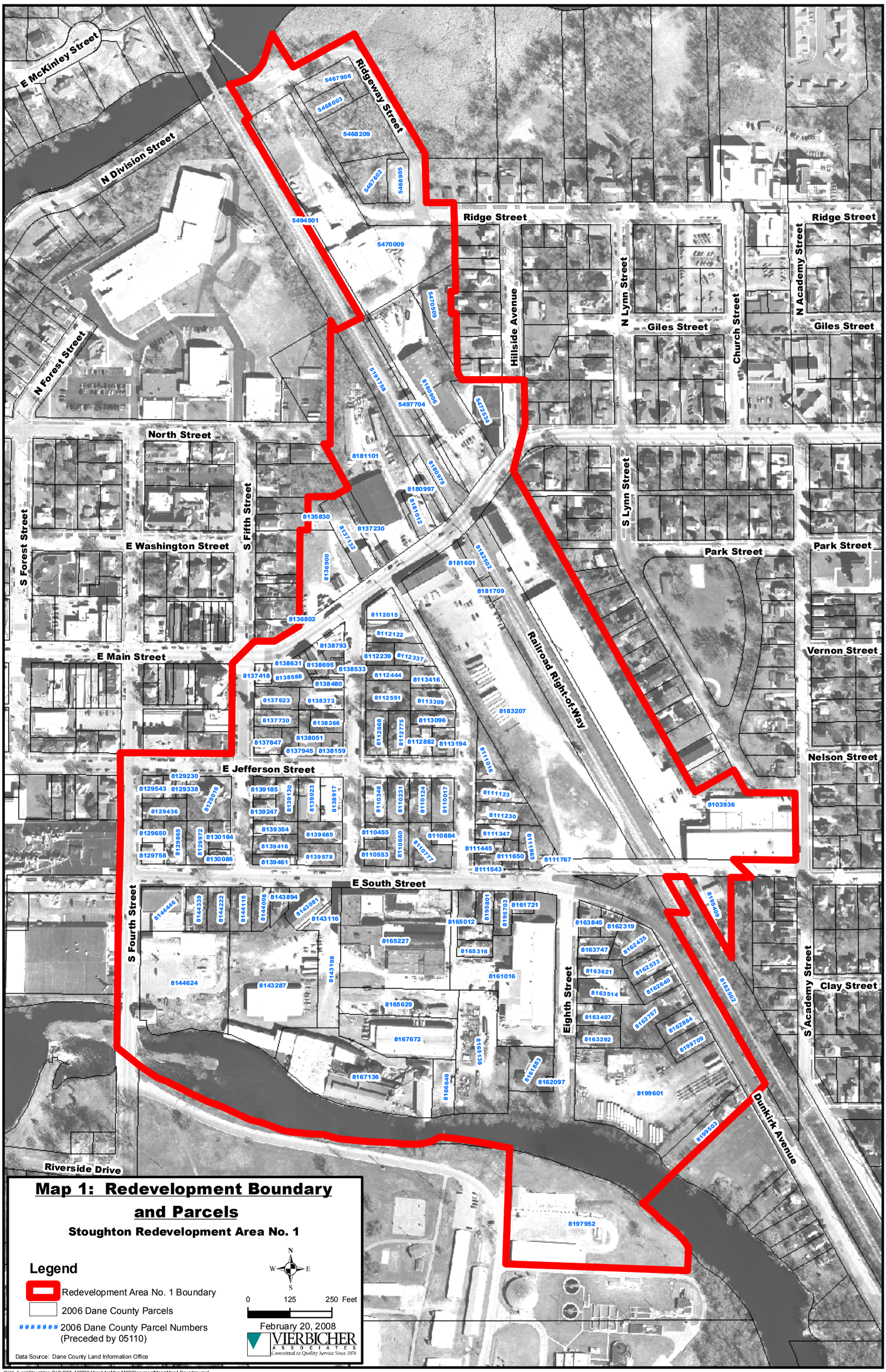
Map #2: Property Conditions

Map #3: Current Land Uses

Map #4: Proposed Land Uses

Map #5: Proposed Improvements

Map #6: Zoning




# Map 1: Redevelopment Boundary and Parcels

**Stoughton Redevelopment Area No. 1**

## Legend

- Redevelopment Area No. 1 Boundary
- 2006 Dane County Parcels
- ####### 2006 Dane County Parcel Numbers (Preceded by 05110)

N W E S

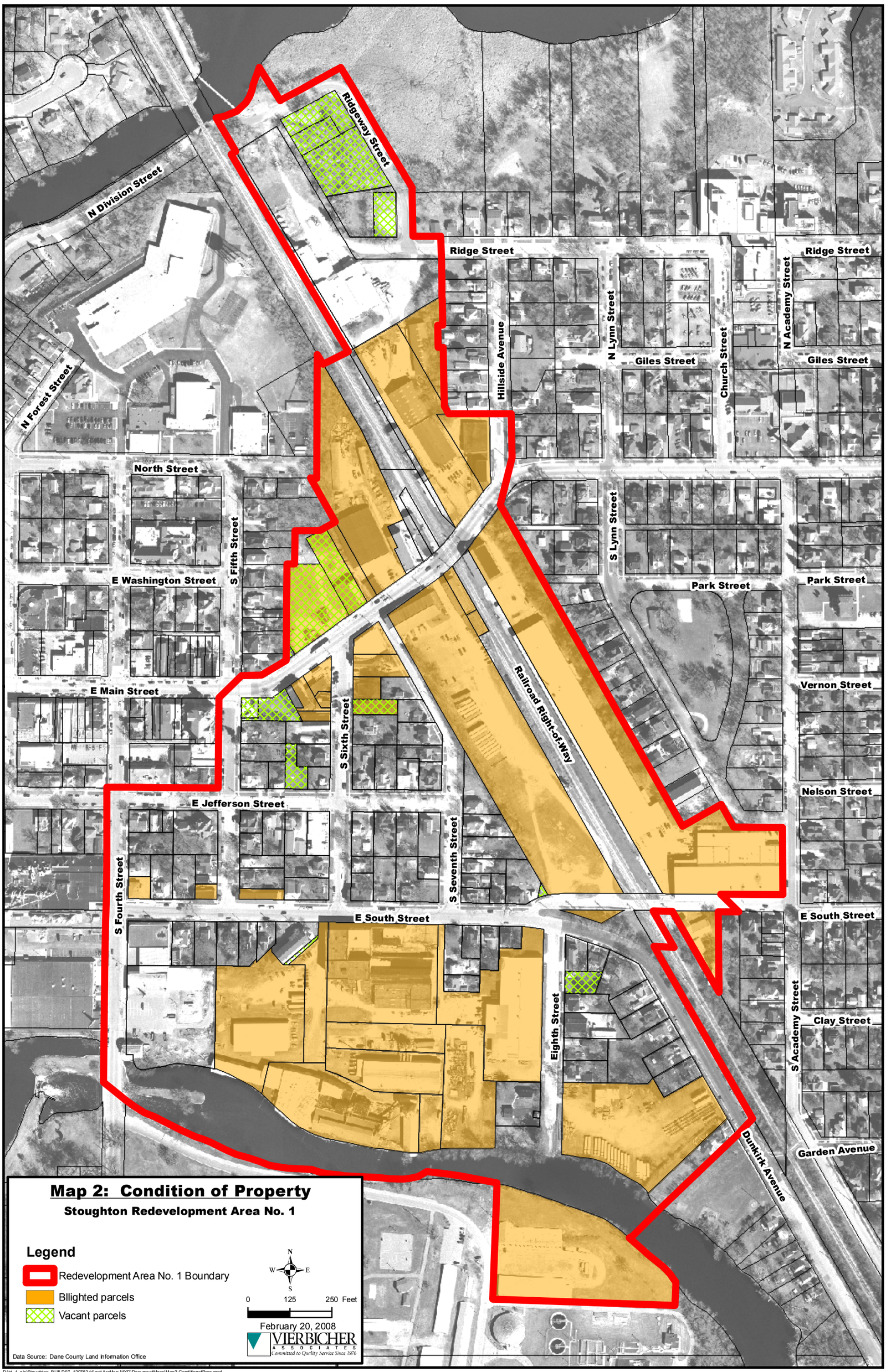
0 125 250 Feet

February 20, 2008

VIERBICHER ASSOCIATES
Committed to Quality Service Since 1976

Data Source: Dane County Land Information Office

D:\td_4_gis\Stoughton_BUILD07_12076244\arcArcMap-MXD\DocumentMaps\Map1 Boundary.mxd




**Map 2: Condition of Property**

**Stoughton Redevelopment Area No. 1**

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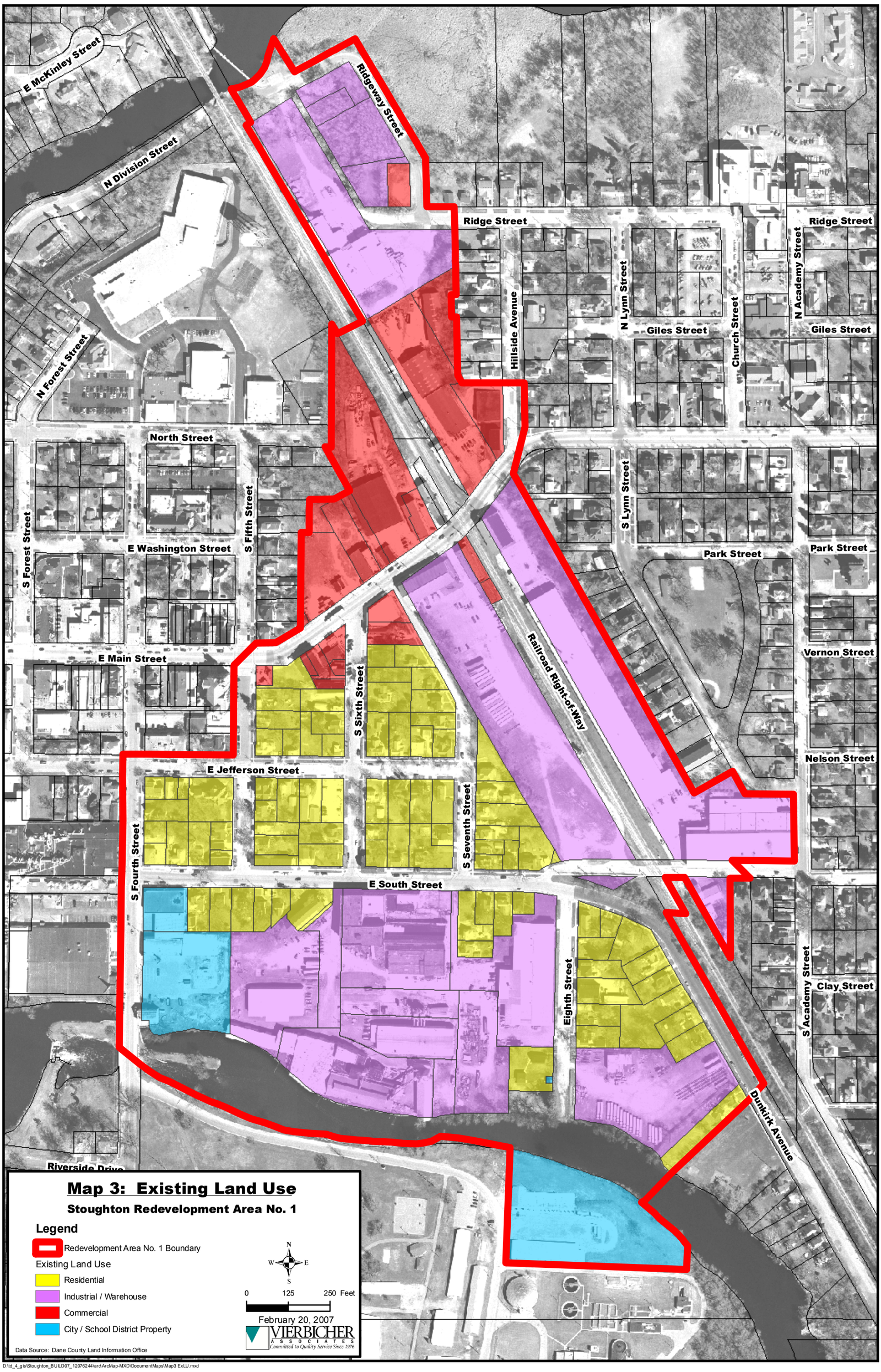


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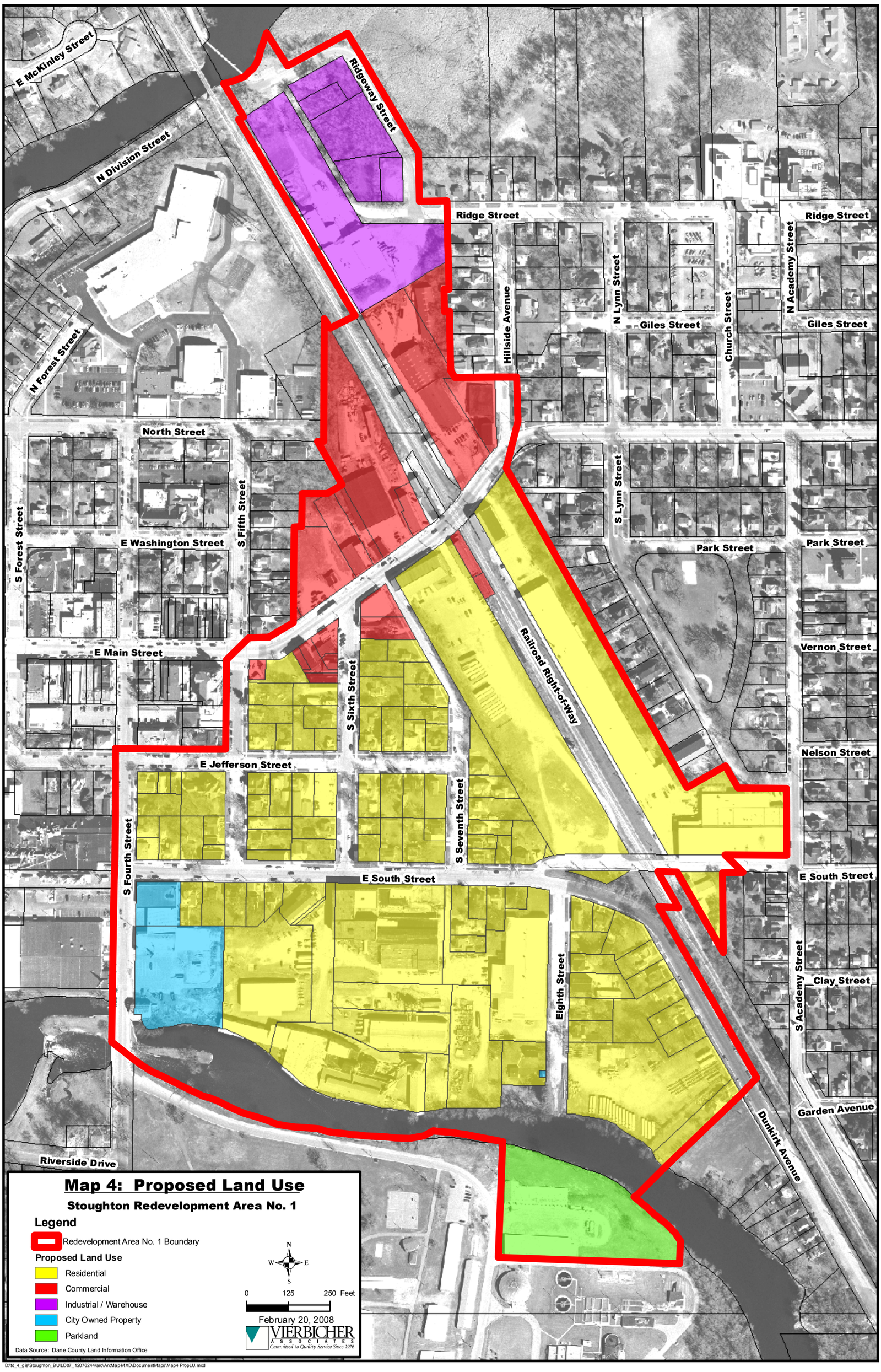


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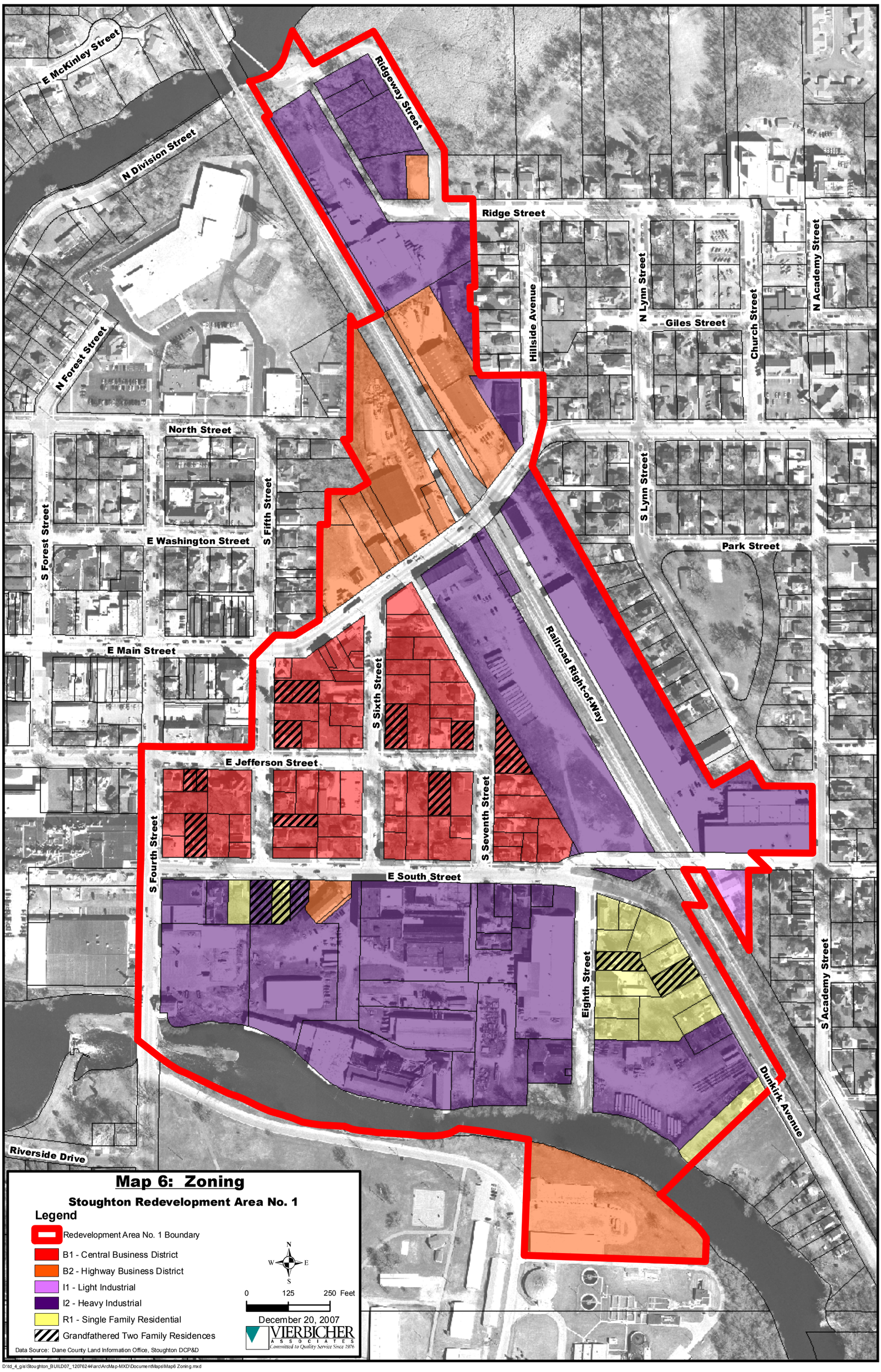
D:\td_4_gis\Stoughton_BUILD07_12076244\arc\ArcMap-MXD\DocumentMaps\Map 5 PropImp.mxd

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# D Appendix D: Grant Information

## Potential Grant Funding Sources for Stoughton Redevelopment Plan

*I. Dane County Community Development Block Grant (CDBG)/HOME*
The Dane County Community Development Block Grant Program coordinates the dispersal of funds to participating communities within Dane County, including Stoughton. These communities are eligible to receive funding in one of four areas: 1) Community Development Block Grants, 2) American Dream Down Payment Initiative, 3) HOME Program Grants, and 4) County B.U.I.L.D. grants. *All of the following information was obtained from Dane County CDBG/HOME materials.*

These programs are aimed at addressing Dane County's three priorities:

Priority 1: Housing and Homelessness

This priority seeks to make housing available for low to moderate income individuals, particularly the elderly and those with disabilities. In addition to the creation of affordable housing, Dane county seeks to provide assistance to low and moderate income households for housing repairs and maintenance, as well as the purchase of new homes. These efforts also include education and support for planning activities required to design successful housing programs.

Priority 2: Economic Development

The goals of economic development include the revitalization of downtowns and commercial areas in order to create jobs for low to moderate income individuals, and the provision of planning and development assistance aimed at producing redevelopment plans for these downtown and commercial areas. Dane County also hopes to provide better access to capital for small businesses owned by or employing low to moderate income individuals.

Priority 3: Community Facilities and Services

This priority hopes to increase access to community facilities and services aimed at low to moderate income youth, their families and the elderly.

*Ia. Dane County Community Development Block Grant*

Eligible CDBG Activities:

- Acquisition of real property
- Relocation and demolition
- Construction of public facilities and improvements
- Public services
- Activities related to energy conservation and renewable energy sources
- Provision of assistance to profit-motivated businesses to carry our economic development

Application Instructions:

- The next application cycle will be for the calendar year of 2009
- The exact application deadline has not been set, but is expected to be early June 2008
- For more information contact: Ann McCartney – 608.261.9782 or McCartney@co.dane.wi.us

*Ib. Dane County HOME Program*

Eligible HOME Activities:

- Construction/rehabilitation of affordable housing (rental and owned)
- Down payment assistance to qualified persons
- Land acquisition
- Site improvements
- Conversion of existing structure to affordable housing
- Demolition of structure for development of affordable housing
- Development financing costs; including soft costs
- Relocation of displaced persons

All projects must meet the affordability standards published by the Department of Housing and Urban Development (HUD) each year. In general a certain percentage of those benefiting from HUD assistance (including the HOME program) can not have income levels higher than 50 – 80 percent of median area income depending on the program.

Matching Funds
Matching funds equal to at least 25 percent of the funded project is required. Eligible sources of match include:

- Cash contributions from nonfederal sources
- Forbearance of state and local taxes, charges or fees
- Donated real property
- Voluntary labor
- Sweat equity

Funding Priorities
Dane County will give priority to the following types of projects:

- Infill housing identified in a County BUILD Plan
- Non-BUILD infill housing
- Traditional Neighborhood Development (TND is defined in the application)
- Projects that leverage additional sources of funding

Application Instructions:

- The next application cycle will be for the calendar year of 2009
- The exact application deadline has not been set, but is expected to be early June 2008
- For more information contact: Ann McCartney – 608.261.9782 or McCartney@co.dane.wi.us

*Ic. Dane County BUILD Planning Grants*

Eligible BUILD Activities

- Preparation of infill development plans
- Facilitation of visioning sessions
- Facilitation of design workshops and charrettes
- Stakeholder interviews
- Facilitation of public participation process (visioning, workshops, interviews, surveys, web sites, etc.)
- Preparation of "predevelopment" activities (architectural assessments, market studies, feasibility studies, etc.) - Applicants seeking predevelopment planning assistance will only be considered if the predevelopment is seeking to advance a previous BUILD funded plan
- Implementation consultation
- Specific BUILD project types:
    - Redesign of commercial districts into higher-value pedestrian friendly districts
    - Construction of Accessory Dwelling Units (ADUs): an additional unit on an existing lot
    - Intergovernmental agreements that preserve open space and focus growth in existing developed areas
    - Transit-oriented development at potential stations and commuter lines

Matching Funds

- Matching funds equal to at least 25 percent of total costs for planning and 50 percent of total project costs for predevelopment are required

Evaluation Criteria

- Extent to which proposed project can meet BUILD objectives – 40%
- Local support and capacity measured by participation from a wide range of stakeholders in all aspects of the planning process – 20%
- Likelihood of implementation given market realities – 20%
- Degree of need – 20%

Application Instructions

- The next application cycle will be for the calendar year of 2008-2009
- The exact application process has not been set, but is expected to follow the 2007 process:
    - March 30: Application due
    - April 25: presentation by applicants to BUILD Advisory Committee
    - May 30: Funding recommendations by BUILD Committee
    - June-July: Contract preparation, approval and execution
- For more information contact the Dane County Planning and Development Office: 608.266.4270

### *Id. Housing Development and Commercial Revitalization Funds*

In addition to the grants discussed above, Dane County has available two revolving loan funds each with an on-going application cycle. One fund is for economic development in general (the RLF) and one is for commercial revitalization (the CRLF). Both require 50 percent matching funds and have job creation requirements: the RLF requires at least one job be created for each $20,000 of community funds, and the CRLF requires one job per $35,000 of community funds.

## *II. HOPE VI Main Street Program*

### *IIa. Hope VI Main Street Grant*

Administered by the US Department of Housing and Urban Development (HUD), the HOPE VI Main Street program is intended to provide assistance to small communities for the purpose of developing affordable housing for low income families in connection with an existing main street redevelopment project. The maximum grant is $1,000,000.

Specifications

- HUD determines if a project is an existing, eligible main street project. Criteria is:
  - Project is carried out within a jurisdiction smaller than the community receiving the grant
  - Involves development of affordable housing located in a commercial area
  - Has as its purpose the revitalization or redevelopment of a historic or traditional commercial area
  - Involves investment by both the local government and private entities
  - Complies with historic preservation guidelines set out in Section 106 of the National Historic Preservation Act (and potentially other historic preservation guidelines)
- Created units must meet HUD's affordability requirements only for the first occupant

Eligible HOPE IV Activities

- New construction, reconfiguration, or rehab of affordable housing within the Main Street area
- Architectural and engineering work
- Tax credit syndication
- Moving expenses for displaced residents
- Management improvements necessary for proper development of the project
- Leveraging other resources from any source except other HOPE IV grants
- Necessary supportive services (only up to 15 percent of grant)

Matching Funds

- Matching funds equal to at least 5 percent of total project costs must be provided by the applicant. These funds can only be used for carrying out affordable housing activities related to the Main Street affordable housing project

Application Instructions

- Applications are submitted electronically via HUD's grant page (www.hud.gov/grants)
- The municipality must renew their HUD grant registration prior to applying: Renewal can take up to three weeks
- 2008 application and award date have not been released yet; the 2007 deadline was in early August.

## *III. Brownfield Programs Specific Grants*

### *IIIa. Brownfield Site Assessment Grant for Local Government (SAG)*

Distributed by the DNR, the SAG is a program that provides funding to local governments to conduct initial investigation of known or suspected environmentally contaminated property. Grants are available in 'small' and 'large.' Small grants are between $2,000 - $30,000, and large grants are between $30,001 to $100,000.

Municipal Requirements

- A local government can request funds for more than one property, or may submit a grant application covering multiple contiguous properties. Governments cannot apply for multiple single-property funding grants in the same application period.
- Local government does not have to own the property to qualify for the grant, but they must have access to the site within 60 days of a grant award, and the local government must conduct activities within 12 months of grant award

Eligible SAG Activities

- Phase I Environmental Site Assessments
- Phase II Environmental Site Assessments
- Site Investigation
- Demolition
- Asbestos removal
- Removal of abandoned containers and underground storage tanks

Matching Funds

- Local government must provide at least a 20 percent match of the grant request.

Application Instructions

- Applications are generally made available in July or August, with deadlines for both small and large grants in fall of the same year.
- Awards for SAGs are usually announced in the winter or spring the following year
- You can obtain an application from Michael Prager at 608.261.4927 or michael.prager@wisconsin.gov - http://dnr.wi.gov/org/aw/rr/rbrownfields/sag.htm

### *IIIb. EPA Brownfields Assessment Grants*

Distributed by the EPA and intended to provide funding to inventory, characterize, assess and conduct cleanup and redevelopment planning related to brownfield sites. The applicant can apply for up to $200,000 for a community-wide assessment grant and $350,000 for a site-specific assessment grant. Community-wide assessment can be applied for when a specific site

has not been identified or the assessment will include more than one site. If the applicant is planning on assessing only one site they must apply for the site-specific grant.

Eligible Grant Activities

- Inventory and assessment of local brownfields
- Planning and community involvement
- Environmental investigations
- Planning for cleanup and redevelopment

*Prohibited* Grant Activities

- Payment of a penalty or fine
- Use of money to pay towards a different funding source cost-share requirement
- Administrative costs
- Assessment if the applicant is potentially liable under CERCLA Sec 107 for the contamination
- Cost of compliance with any federal law other than the applicable cleanup

Application Instructions

- The next application cycle will be for the calendar year of 2009
- The 2008 deadline is not available: The 2007 proposal deadline was in early October.

*IIIc. EPA Brownfields Revolving Loan Fund Grant (RLF)*

Distributed by the EPA, the Revolving Loan fund is intended to provide recipients capital to initiate a revolving loan that can be used for cleanup activities at brownfield sites. Recipients can also provide sub-grants to other entities doing cleanup.

Specifications

- Local government can submit one proposal for $1,000,000
- Recipient must use 60 percent of awarded funds to capitalize and implement a revolving loan fund. This loan fund may be used to make loans to nonprofit and for-profit organizations, as well as other governmental entities for the purpose of brownfield remediation.
- Applicant establishes interest rate of revolving loan fund (can be 0%)
- Recipients can use up to 40 percent of the awarded fund to make sub-grants to other eligible entities
- The performance period for the RLF grant is up to five years

Eligible RLF activities

- Environmental cleanup
- 25 percent of total award can be used for petroleum cleanup

*Prohibited* Grant Activities

- Payment of a penalty or fine
- Use of money to pay towards a different funding source cost-share requirement
- Administrative costs
- Assessment if the applicant is potentially liable under CERCLA Sec 107 for the contamination
- Cost of compliance with any federal law other than the applicable cleanup

Matching Funds

- RLF grants require a 20 percent matching funds from the applicant

Application Instructions

- The next application cycle will be for the calendar year of 2009
- The 2008 deadline is not available: The 2007 proposal deadline was early October.

### *IIId. EPA Brownfields Revolving Cleanup Grant*

Distributed by the EPA, the Cleanup Grant is for the sole purpose of carrying out cleanup activities at brownfield sites. An applicant can receive up to $200,000 per site and must be ready to proceed with cleanup at the time funds are awarded.

Specifications

- No single applicant can receive more than three grants per year
- Applicant must own the property by June 30 of the application year
- Phase 1 assessment must be completed and Phase 2 must be underway

Eligible Cleanup Grant activities

- Environmental cleanup

*Prohibited* Grant Activities

- Payment of a penalty or fine
- Use of money to pay towards a different funding source cost-share requirement
- Administrative costs
- Assessment if the applicant is potentially liable under CERCLA Sec 107 for the contamination
- Cost of compliance with any federal law other than the applicable cleanup

Matching Funds

- Cleanup grants require a 20 percent matching funds from the applicant

Application Instructions

- The next application cycle will be for the calendar year of 2009
- The 2008 deadline is not available: The 2007 proposal deadline was early October.

## *IV. Natural Resource and Recreation Programs*

### *IVa. DNR Stewardship Grants*

Administered and distributed by the Wisconsin DNR, these grants are for the land acquisition, development and renovation tasks that are part of a project that promotes nature-based outdoor recreation.

Specifications (not exhaustive)

- No land can be purchased or development project started before you receive the grant
- If you receive a grant you are agreeing to maintain the project land as natural outdoor space and recreation in perpetuity
- Must have public access to the lands

- Selling, leasing or executing an easement on all or a portion of the land is generally prohibited
- All electrical and communication lines must be installed underground and existing lines must be buried, removed or relocated as necessary

Eligible Stewardship Grant activities

- Land acquisition
- Trail development
- Trail renovation

*Prohibited* Grant Activities

- Land acquired through condemnation
- Recreation areas that are not related to "nature-based" activities. For example, sports fields, swimming pools, playgrounds, and motorized recreation
- Lands dedicated through a local park dedication ordinance
- Historic structures
- Buildings developed for operation and maintenance purposes
- Construction or repair of dams, lagoons, or seawalls
- Environmental remediation (this may not be the case if the project is brought to the attention of your DNR regional CSS early in the process)

Matching Funds

- Grants do not require matching funds, but will only cover up to 50 percent of eligible project costs

Application Instructions

- Application booklets are distributed each year in late January/early February, and are due May 1.
- The payment of the grant occurs in the form of reimbursement for incurred costs, but the sponsor can request an initial 50 percent advance payment at the time of receiving the grant award.
- For more detailed application process contact the DNR Regional Community Specialists (CSS) to plan projects and complete applications.

  Stefanie Brouwer
  3911 Fish Hatchery Rd
  Fitchburg, WI 53711
  PHONE: (608) 275-3218
  FAX: 275-3338
  Stefanie.brouwer@Wisconsin.gov

*IVb. DNR Recreational Trails Program (RTP)*

Distributed by the DNR, this program offers funds to local government for assistance in trail development, maintenance or rehabilitation of recreational trails. RTP funds can only be used on trails which further a goal of a local, county or state trail plan which is included or referenced in a statewide comprehensive outdoor recreation plan required by the federal Land and Water Conservation Fund Program.

Eligible RTP activities

- Maintenance and restoration of existing trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages
- Construction of new trails
- Acquisition of easements or property for trails

*Prohibited* Grant Activities

- Condemnation of any interest in property or any property acquired prior to grant approval
- Administrative costs of acquiring lands
- Engineering costs incurred prior to approval of grant

Matching Funds

- Grants do not require matching funds, but will only cover up to 50 percent of eligible project costs

Application Instructions

- To be eligible for the summer deadline, applications must be returned by May 1.
- For more detailed application process contact your DNR Regional Community Specialists (CSS) to plan projects and complete applications.

  Stefanie Brouwer
  3911 Fish Hatchery Rd
  Fitchburg, WI 53711
  PHONE: (608) 275-3218
  FAX: 275-3338
  Stefanie.brouwer@Wisconsin.gov

## *V. Loan Programs*

### *Va. State of Wisconsin Trust Fund Loan Program*

Distributed by the State of Wisconsin Board of Commissioners of Public Lands, the Trust fund loan program allows school districts and municipalities to borrow money for a variety of purposes including buildings, roads, water and sewer facilities, equipment, recreation facilities, industrial development, or other purposes.

Specifications

- Loans are considered General Obligation debt
- Most municipalities are authorized to borrow up to 5 percent of their equalized value
- Current rates – once loan is approved rate is fixed for life of the loan:
  - Loans up to five years – 4.75%
  - Between six and ten years – 5.00%
  - Over ten years and up to twenty – 5.35%
- Current loan limit is $5,000,000 a calendar year

Application Instructions

- On going application
- For an application contact:

  Coletta DeMuth
  608.266.0034 or

Coletaa.DeMuth@wisconsin.gov

*Vb. Land Recycling Loan Program (LRLP)*

Distributed by the DNR, the LRLP provides low cost loans to local government and RDAs for the remediation of environmental contaminants that threatens to affect groundwater or surface water.

Specifications

- Current interest rate is 0.5 percent
- Loan term is 20 years
- Loan must be general obligation
- After remediation, proceeds from the sale of land to developer must be used to repay the LRLP loan

Application Instructions

- Local government must submit a notice of intent to apply (can obtain on DNR's website) by December 31 prior to the fiscal year (July 1) that they anticipate using the funding (DNR announces application deadlines semi-annually)
- Developer agreements (agreements for the development of the site) must be reviewed by the Department of Administration prior to award of funds
- For more application details contact:
  Maureen Hubeler
  PHONE: (608) 266-0849
  Maureen.Hubeler@Wisconsin.gov

*VI. Community-Based Economic Development Program (CBED)*

The CBED Program is administered by the Wisconsin Department of Commerce. $712,000 is available for distribution. CBED funds a variety of activities, such as: economic development planning, businesses and entrepreneur assistance, local economic development projects, feasibility/startup/operation of a business incubator, create a revolving loan fund for business assistance, teach business skills to economically disadvantaged or socially at-risk children, and undertake a regional economic development project/activity.

Specifications

- Project must be completed 2 years after application deadline.
- CBED funds may not replace funding from another source.
- Applicants are limited to one grant per year.
- Different activities have different maximum awards and shares of the project's overall budget. Overall maximum for any category is $100,000.

Application Instructions

- No posted application deadline for 2008; 2007 deadline was December 7th.
- Application review takes approximately 45 days.
- For more information contact:
  Doug Thurlow
  Phone: (608) 266-7942
  Douglas.Thurlow@wi.gov

# Potential Funding Sources for Stoughton Redevelopment Plan

| Grant | Distributer | Maximum Award | Matching Funds | Expected Application Date | Contact |
|---|---|---|---|---|---|
| Dane County Build Grant | Dane County | -- | 25% | March 30, 2008 | Dane County Planning and Development Office: 608.266.4270 |
| Dane County CDBG | Dane County | -- | -- | Early June 2008 | Ann McCartney - 608.261.9782 or McCartney@co.dane.wi.us |
| Dane County HOME | Dane County | -- | 25% | Early June 2008 | Ann McCartney - 608.261.9782 or McCartney@co.dane.wi.us |
| HOPE IV Main Street | HUD | $1,000,000 | 5% | Unknown | www.hud.gov/grants |
| Brownfield Site Assessment Grant (SAG) | DNR | $2,000 - $30,00 or $30,001 - $100,000 | 20% | Fall 2008 | Michael Prager - 608.261.4927 or michael.prager@wisconsin.gov |
| EPA Brownfields Assessment Grant | EPA | $200,000 or $350,000 | -- | October 1, 2008 | http://www.epa.gov/brownfields/ |
| EPA Brownfields Revolving Loan Fund Grant | EPA | $1,000,000 | 20% | October 1, 2008 | http://www.epa.gov/brownfields/ |
| EPA Brownfields Revolving Cleanup Grant | EPA | $200,000 | 20% | October 1, 2008 | http://www.epa.gov/brownfields/ |
| DNR Stewardship Grants | DNR | -- | grant will cover up to 50% of costs | May 1, 2008 | Stafanie Brouwer - 608.275.3218 or Stafanie.brouwer@Wisconsin.gov |
| DNR Recreational Trails Program | DNR | -- | grant will cover up to 50% of costs | May 1, 2008 | Stafanie Brouwer - 608.275.3218 or Stafanie.brouwer@Wisconsin.gov |
| State of Wisconsin Trust Fund Loan Program | Pub. Lands Board | $5,000,000 max. loan | -- | Ongoing | Coletaa DeMuth - 608.266.0034 Coletaa.DeMuth@wisconsin.gov |
| Land Recycling Loan Program | DNR | Max. loan amt. not listed | -- | December 31, 2008 | Maureen Hubeler - 608.266.0849 Maureen.Hubeler@wisconsin.gov |
| Community-Based Economic Development Program (CBED) | WI Dept. of Commerce | $100,000 | -- | December 7, 2008 | Doug Thurlow 608.266.7942 Douglas.Thurlow@wi.gov |

*In some cases, deadline dates are estimates based on last year's deadlines -- some programs did not have updated 2008 information available*

# E Appendix E: RDA Meeting Minutes

**REDEVELOPMENT AUTHORITY COMMITTEE MEETING MINUTES**
Wednesday, August 22, 2007 – 5:30 p.m.
Mayor's Office, City Hall

**Present:** Alderpersons Ron Christianson and Paul Lawrence, Mayor Helen Johnson, Administrative Assistant to the Mayor Donna Olson, Chamber Administrator Ed Bieno, Dan Kittleson, Constance Mathison, Steve Sletten and Jim Schaefer.

**Absent & Excused:**

**Guests:** City Clerk/Personnel Director Luann Alme, Planning Director Rodney Scheel, Gary Becker, CEcD Vierbicher Associates, Alderpersons Ross Scovotti and Carl Chenoweth, Finance Director Laurie Sullivan, City Attorney Mike Haas,

**Call to Order:** Mayor Johnson called the meeting to order at 5:30 p.m. Mayor Johnson informed the committee that the City obtained a BUILD grant to pay for consultation services from Gary Becker.

**Member Introductions**: Commissioners introduced themselves and talked briefly about the expertise they bring to the committee.

City Attorney Mike Haas joined the meeting at 5:37.

**Election of Chair & Vice-Chair:** Motion by Christianson, second by Bieno, to nominate Dan Kittleson as Chair. Motion by Bieno, second by Lawrence, to close the nominations. Motion carried.

Kittleson took over as Chair of the committee.

Motion by Bieno, second by Christianson, to nominate Connie Mathison as Vice-Chair. Nominations closed. Motion carried.

**Review Powers and Responsibilities of the RDA and discuss how Responsibilities will be carried out:** Gary Becker led an overview of a Redevelopment Authority with the materials included in the meeting packet. Becker stated that the primary purpose of a RDA is blight elimination and the promotion of redevelopment. The RDA is a separate entity from the city, however the Council must determine the finding of blight, approve the RDA's budget and the redevelopment plan.

City Clerk Alme left the meeting at 6:00pm.

RDAs bring together expertise from both the public and private sector to focus work on the redevelopment of blighted areas in the community. The legal definition of a blighted area is very broad and encompasses many conditions that inhibit the development of an area. This could be a dilapidated or deteriorated structure or simply an unusual configuration of available lots that would inhibit the orderly development of the area.

Alderpersons Chenoweth and Scovotti left the meeting at 6:18pm.
The RDA is responsible to identify a blighted area, establish or determine the boundaries of that area, develop a redevelopment plan for that area and then bring that information to the Council for approval and official finding of blight.

TIF (Tax Incremental Financing) monies can be used to fund the RDA. Other funding sources include grants and budgeted funds from municipal governments.

**Discuss Potential Redevelopment Area Boundary and Projects.**
**Review Previous BUILD funded Corridor Redevelopment Plan.**
Gary Becker led the committee through a discussion of the packet materials titled "City of Stoughton Redevelopment Opportunities" and "City of Stoughton Railroad Corridor Redevelopment Plan".

Alderperson Lawrence left the meeting at 6:27pm.
City Attorney Haas left the meeting at 6:45pm.

Gary Becker distributed and discussed his timeline for BUILD grant funded activities.

Consensus was reached to meet at 5:30 on the fourth Wednesday of each month in the Mayor's office.

**Future Agenda Items**:
Review and Adopt By-laws
Designate Redevelopment Boundaries
Discuss Potential Projects.
Review Artspace Report.
Review Current conditions within the Proposed Redevelopment Area.
Discuss Draft Blight Determination Letter
Adopt a Redevelopment Project Area Boundary
Review Edits to Redevelopment Plan

**Adjournment:** Motion by Bieno, seconded by Christianson, to adjourn at 6:55a.m. Motion carried.

The next meeting will be held at 5:30pm on September 26 in the Mayor's office.

Respectfully submitted,
Donna Olson
Administrative Assistant to the Mayor

**REDEVELOPMENT AUTHORITY COMMITTEE MEETING MINUTES**
Wednesday, September 12, 2007 – 5:30 p.m.
Mayor's Office, City Hall

***Present:*** Alderperson Paul Lawrence, Administrative Assistant to the Mayor Donna Olson, Chamber Administrator Ed Bieno, Dan Kittleson, Constance Mathison, Steve Sletten and Jim Schaefer.

***Absent & Excused:*** Mayor Helen Johnson, Alderperson Ron Christianson

***Guests:*** Gary Becker, CEcD Vierbicher Associates,

**Call to Order:** Kittleson called the meeting to order at 5:30 p.m.

**Minutes of August 22, 2007:** Motion by Lawrence, second by Bieno, to approve the minutes of August 22, 2007 as presented. Motion carried.

**Review & Adopt By-Laws:** Motion by Lawrence, second by Schaefer, to have staff make the recommended amendments to the by-laws, forward the document to Atty. Haas for review and bring it back to the next meeting for final review. Motion carried.

**Review Artspace Report:** Bieno gave an update on the possible Artspace project. The proposal will include 30 retail units on the first floor as well as studios and apartments on the upper floors. The Highway Trailer Building on East South Street is located within the proposed redevelopment area. The Artspace project could be one of the first projects and thereby generate interest in the revitalization.

*Motion by Schaefer, second by Lawrence, to approve and recommend approval to the Finance Committee and Common Council for the expenditure of $5,000 from the city's economic development fund to supplement the $20,000 donation from the Madison Area Community Foundation for the next step in the exploratory process for the Artspace project. Motion carried unanimously.*

***Review Current Conditions within the Proposed Redevelopment Area:**
***Discuss Draft Blight Determination Letter:**
***Discuss Redevelopment Boundary:**
***Adopt a Redevelopment Project Area Boundary:**
* These items were discussed concurrently.

Becker led a review of the Railroad Corridor/ Redevelopment area. He stated that lot layout and obsolete land uses in the area fit the qualification of blight. Fifty percent of the area within a designated Redevelopment Boundary must meet the findings of blight. This area qualifies.

*Motion by Bieno, second by Mathison, to approve the Resolution Regarding Boundary of Redevelopment Project Area No.1 and further recommend approval by Council. Motion carried unanimously.* (Further discussion will take place next month before this is sent on to Council.)

**COMMUNITY DEVELOPMENT AUTHORITY OF THECITY OF STOUGHTON, WI**
**RESOLUTION REGARDING BOUNDARY OF REDEVELOPMENT PROJECT AREA NO. 1**

**WHEREAS,** the City of Stoughton Redevelopment Authority has reviewed boundaries for a proposed Redevelopment Project Area and has found the proposed project area to be a blighted area, within the meaning of ss. 66.1333(2m)(b); and

**WHEREAS,** the City of Stoughton Redevelopment Authority has determined a need for blight elimination and urban renewal projects within the boundaries of the proposed Redevelopment Project Area;

**NOW, THEREFORE, BE IT RESOLVED** after due consideration, the City of Stoughton Redevelopment Authority hereby designates the boundary of Redevelopment Project Area No. 1 as described in Exhibit A to this Resolution; and

**BE IT FURTHER RESOLVED** that the Redevelopment Authority of the City of Stoughton recommends the Common Council of the City of Stoughton adopt a resolution declaring such area to be a blighted area in need of blight elimination and urban renewal projects.
This Resolution is being adopted by the City of Stoughton Community Development Authority at a duly scheduled meeting on _____, 2007.

_____, Chair _____, Secretary

**Discuss Redevelopment Plan:**
Discussion took place with no action at this time.

**Future Agenda Items**:
Review Resolution. Accompanying letter and redevelopment boundary.
Review and Approve by-laws
Update on Artspace Project.
Discuss Redevelopment Plan
Letter of invitation to Property Owners

**Adjournment:** Motion by Lawrence, seconded by Schaefer, to adjourn at 7.25p.m. Motion carried.

The next meeting will be held at 5:30pm on October 11, 2007 in the Mayor's office.

Respectfully submitted,
Donna Olson
Administrative Assistant to the Mayor

**REDEVELOPMENT AUTHORITY COMMITTEE MEETING MINUTES**
Wednesday, October 11, 2007 – 5:30 p.m.
Mayor's Office, Stoughton City Hall

**PRESENT:** Mayor Helen Johnson, Alderpersons Paul Lawrence and Ron Christianson, Ed Bieno, Dan Kittleson, and Steve Sletten

**Absent and Excused**: Constance Mathison, Jim Schaefer

**Guests**: Gary Becker, CCEcD Vierbicher Associates

**Call to Order**: Kittleson called the meeting to order at 5:30:p.m.

**Minutes of September 12, 2007**: Motion by Lawrence, second by Christianson to approve the minutes of the September 12, 2007 as presented. Motion carried unanimously.

**Appoint RDA Secretary**: Lawrence nominated Bieno, seconded by Christianson to be appointed as RDA Secretary. There being no other nominations the secretary was instructed to close the nominations and cast a unanimous ballot for Bieno as RDA Secretary.

**Review, Amend and Approve By-Laws**: The revised By-Laws were reviewed and approved unanimously on a motion by Lawrence and seconded by Christianson.

**Review Resolution, Accompanying Letter and Redevelopment Boundaries**: The draft letter prepared by Becker was reviewed, discussed and suggested changes were made.

**Update on Artspace Project:** Bieno presented the Artspace Site Survey and highlighted several points. The survey recommended that Stoughton continue with the next phase of the process by implementing the artist community survey. The survey will consist of 3,000 postcards sent by Artspace to mailing lists provided by the Chamber to an area of approximately 50 miles around the City of Stoughton.

**Discuss and Possible Action Regarding the Redevelopment Plan**: Becker reviewed the Redevelopment Plan with the committee. Changes were suggested and he will make the revisions and present the revised plan at the next RDA meeting

**Letter of Invitation to Property Owners**: Becker presented a draft of a letter to be sent to property owners affected by the RDA plan inviting them to a 6 p.m. public hearing at the City Council Chambers. No date was set for the meeting.

**Future Agenda Items:**
Revised Redevelopment Plan
Set Date for RDA Public Meeting

Respectively submitted
Edward Bieno
RDA secretary

**REDEVELOPMENT AUTHORITY COMMITTEE MEETING MINUTES**
Wednesday, November 14, 2007 – 5:30 p.m.
City Council Chambers

**PRESENT:** Alderpersons Paul Lawrence and Ron Christianson, Ed Bieno, Dan Kittleson,, Constance Mathison, Steve Sletten and James Schaefer

**Absent and Excused**:

**Guests**: Donna Olson, Assistant to the Mayor, Gary Becker, CCEcD Vierbicher Associates

**Call to Order**: Kittleson called the meeting to order at 5:30:p.m.

**Minutes of September 12, 2007**: Motion by Christianson seconded by Lawrence to approve the minutes of the October 11, 2007 as presented. Motion carried unanimously.

Discussion was held relative to a recently announced grant offered by the Wisconsin Department of Commerce. Gary Becker gave a brief explanation of each of the two grants offered via speaker phone.
Grants of up to $30,000 to fund non-profit organizations to assist small businesses, develop economic development project plans or to undertake an entrepreneur-training program for at-risk youth. A 25% match is required
Grants of up to $10,000/year for technical assistance in developing a feasibility study or the initial design of an incubator start-up or expansion project or to improve the operation of an incubator. A 50% match is required.

It was agreed that the two grants held promise for the City of Stoughton's future development but because of the short application period of December 7, 2007, it was decided to develop a conceptual plan for next year.

**Update on Artspace Project:** Bieno reported that the .Artist survey will take place in February, 2008 and will take about 3 months to complete.

Gary Becker Arrived at 5:45.

Public Meeting Period, Stoughton Council Chambers 6pm
Chairman Kittleson welcomed a large group of visitors to the public meeting and thanked them for coming. He explained the discussion process to the visitors assembled at the meeting.. A large group was on hand to ask questions and listen to the explanations.

| **Speaker Name** | **Question** |
|---|---|
| Emily Bahr | What is the RDA? Blight is a scarey term |
| Response by Gary Becker | Presented a detailed overview of the RDA<br>Explained 2 reasons for the letter<br>Discussed what "Finding of blight means"<br>Find out what kind of improvements that the residents/owners would like to see in the area |
| David Goeden | Unable to hear question |
| Sarah Chevis | Traffic concerns |
| Don Wahlin | Owner of Highway Trailer Building<br>Mentioned previous efforts to rehab his building |
| Brad Wagner | We should look for grants.. Will the plan be placed on the city `website? Would also like help bringing his building back to it's historical state. |
| Joe Cabibbo | City should be looking at Business Park Space<br>Why aren't we including the Uniroyal Property? |
| Tony Rome | What is our time line? Important to retain affordable housing in the area. Would like to see small single family homes in the area rather than multifamily housing. |
| Dave De Young | What is happening to Main Street from the City Hall to Depot? What is blight? |
| Rick Hull | Will I have to relocate my trucking business? |
| Kathy Dickenson | Who is the RDA contact person? |
| Don Wahlin | Supports the effort of the RDA. Agrees that there are underutilized properties in the area. Would like to see some of the older buildings restored. He was disappointed when the Randy Alexander project or concept did not come in fruition. City needs to buy industrial park land as well as business park land. |

| | |
|---|---|
| | Maybe the City should buy some of this land for redevelopment. Aggressive TIF funding is needed |
| Rose | Will there be single family housing planned? I love my house. I enjoy my neighborhood and prefer not having big condos and fancy people brought into the neighborhood. I want single family housing. This neighborhood is about starter homes. |
| Dave McKichan | Owns property in the RDA and supports the RDA effort. Agrees with many of the statements made here tonight. |
| Tim Wersland | Wants single family housing. Zoning may be an issue. |
| Aaron Thompson | Owns a home in the area. It has been for sale since July 2007. What types of loan programs will be available to the residents to upgrade their homes. |
| Gary Becker's response | This is the first step in making those types of things (loans) available for this area. |

Chairman Kittleson thanked all for their comments and closed the public meeting at 8:10pm

A motion by Lawrence seconded by Christianson adjourned the meeting

Next meeting Wednesday, December 12 at 5:30 pm in the Mayor's office.

**Future Agenda Items:**
Revised Redevelopment Plan
Set Date for RDA Public Meeting

Respectively submitted
Edward Bieno
RDA secretary

**REDEVELOPMENT AUTHORITY COMMITTEE MEETING MINUTES**
Tuesday, December 4, 2007 – 5:30 p.m.
Mayor's Office, Stoughton City Hall

**PRESENT:** Alderpersons Paul Lawrence and Ron Christianson, Ed Bieno, Dan Kittleson, Constance Mathison, Jim Schaefer

**Absent and Excused**: Steve Sletten

**Guests**: Mayor Helen Johnson, Carl Chenoweth, Ross Scovotti

**Call to Order**: Kittleson called the meeting to order at 5:32:p.m.

**RDA Next Steps** Discussion was held as to where to secure grant funds to pay for future RDA activities. The Wisconsin Department of Commerce, The Dane County BUILD fund, the City of Stoughton Economic Development Fund and various federal programs were mentioned as possible sources.

Questions were raised as to prospective expansion of the current RDA. Sites mentioned were the Main-Page Court area and the Uniroyal property. It was decided that if additions or changes were proposed for the RDA Gary Becker should be involved.

An idea advanced was to invite area developers to meet with the RDA Committee to discuss their various ideas for their improvement of the RDA. No decision was made and the topic will be considered at a future meeting.

At our next RDS meeting on Wednesday, December 12 we will define the RDA plan for Council Approval.

The meeting was adjourned on a motion by Lawrence, seconded by Christensen and approved

**Future Agenda Items:**
Revised Redevelopment Plan
Blight Determination

Respectively submitted
Edward Bieno
RDA secretary

# F Appendix F: Resolutions

**REDEVELOPMENT AUTHORITY**
**OF THE CITY OF STOUGHTON, WISCONSIN**

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# RESOLUTION REGARDING BOUNDARY OF REDEVELOPMENT PROJECT AREA NO. 1

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**WHEREAS,** the City of Stoughton Redevelopment Authority (RDA) has reviewed boundaries for a proposed Redevelopment Project Area and has found the proposed project area to be a blighted area, within the meaning of ss. 66.1333(2m)(b); and

**WHEREAS,** the City of Stoughton RDA has determined a need for blight elimination and urban renewal projects within the boundaries of the proposed Redevelopment Project Area; and

**WHEREAS,** the City of Stoughton RDA previously adopted a Redevelopment Project Area Boundary on September 26, 2007; and

**WHEREAS,** the Redevelopment Project Area Boundary has not yet been submitted to the City Council for its review and approval;

**NOW, THEREFORE, BE IT RESOLVED** after due consideration, the City of Stoughton RDA hereby amends the boundary of Redevelopment Project Area No. 1 to be the boundary shown in Exhibit A to this Resolution; and

**BE IT FURTHER RESOLVED** that the Redevelopment Authority of the City of Stoughton recommends the Common Council of the City of Stoughton adopt a resolution declaring said area to be a blighted area in need of blight elimination and urban renewal projects.

This Resolution is being adopted by the City of Stoughton Redevelopment Authority at a duly scheduled meeting on January 7, 2008.

Alan Kittleson, Chair

Edward Briner, Secretary