

THE VILLAGE OF



RIDGWAY

PLAN COMMISSION MEETING AGENDA

February 08, 2023 at 6:30 PM

Ridgeway Community Center - Room 101/102 208 Jarvis Street, Ridgeway, WI 53582

CALL TO ORDER AND ROLL CALL

CONFIRMATION OF OPEN MEETING

CONSENT AGENDA

1. Adoption of Agenda
- [2.](#) Adoption of Minutes: 10/05/2022

ITEMS FOR CONSIDERATION AND ACTION

- [3.](#) Main Street Revitalization and Reconstruction - Craig Hardy, Iowa County Highway Commissioner

CORRESPONDENCE, ANNOUNCEMENTS, AND REPORTS

- [4.](#) Role of the Zoning Board of Adjustment/Appeals by UWSP CLUE in Dodgeville

ADJOURNMENT



RIDGEWAY

PLAN COMMISSION MEETING MINUTES

October 05, 2022 at 6:30 PM

Ridgeway Community Center - Room 101/102 208 Jarvis Street, Ridgeway, WI 53582

CALL TO ORDER AND ROLL CALL

Meeting called to order by Chair Casper at 6:30 pm.

PRESENT: Chair Michele Casper, Rick Short, Director of Public Works Jeff Brindley, Kevin Zeier, Michael Larson, Gus Bellenger, Hailey Roessler-Clerk/Treasurer

ABSENT: Kari Phelan

CONFIRMATION OF OPEN MEETING

Roessler indicated this was a properly noticed meeting posted on Friday September 30, 2022, at the Ridgeway Community Center and the Village website.

CONSENT AGENDA

Motion by Short, Seconded by Zeier, to adopt the consent agenda as presented. Motion carried.

1. Adoption of Meeting Minutes: 07/20/2022 and 09/07/2022
2. Adoption of Meeting Agenda

CORRESPONDENCE, ANNOUNCEMENTS, AND REPORTS

Gus Bellenger attended the Vibrant Spaces Grant Webinar on September 23 and gave an update to the commission regarding the placemaking grant. It is a new pilot program of 1:1 grants in amounts from \$25,000 to \$50,000 to help local communities develop and enhance public spaces.

ITEMS FOR CONSIDERATION AND ACTION

3. Capital Project Planning
Michele updated commissioners regarding potential capital projects. Land use and planning objectives were discussed.
4. Water and Sewer Service to 56 Stonier Lane

Previous Recommendation: water service run from Hughitt Street down to the ROW for the split parcel and a sewer lateral from Well Street with denial of purchase of the three acres.

Roessler explained that if municipal water/sewer exist in the area property owners are required to connect to it. If municipal water/sewer does not exist in the area the village can decide if service is feasible or not. This depends on the number of end users and the cost to bring services to them.

If service is not feasible the Property owner would get a well permit from the DNR and a septic permit from the county. Costs to install would be on the property owner. Well estimates for Ridgeway ranged from \$15,000 to \$45,000 depending on depth and the potential cave formations below the ground. Wells are tough to dig out here and have a high potential for going very deep to hit the water table.

If service is determined to be feasible Utilities may special assess through proper processes the cost to install the service to the beneficiaries of the installation. Everyone who benefits from the service should split the cost. If others connect in the future they would need to pay a portion of the cost and the original payer of the extension costs should be refunded.

Water and Sewer estimates available for 56 Stonier Lane were discussed. Long range plans for the park and village land were discussed.

Motion by Casper, Seconded by Short, to amend previous recommendation to the board for 56 Stonier Lane to recommend providing municipal water and sewer service to the new structure from Well Street. Motion carried.

ADJOURNMENT

Motion by Zeier, Seconded by Larson, to adjourn at 7:58 pm. Motion carried.



FFY 2023-2026 BIL STP-Rural Program Application

Item 3.

NOTE: An individual application or Pre-Project Award Flexibility Agreement (located [here](#)) is required for each new potential FFY 2023 – FFY 2026 STP-Rural program project. Please review the application instructions (see link below) to assist you in completing the application.

[FFY23-26 STP-Rural Application Instructions](#)

Project Description

Project Sponsor: **County of IOWA** Facility Owner: **County of IOWA**

Project Location:

Municipality: **Village of RIDGEWAY** County: **IOWA**

On Route: **CTH HHH**

At Route (Start): **USH 18/151 EAST** Offset: **1.41** (tenths of a mile)

Toward Route (End): **LEVEL STREET**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>)

Length of Project: **1.41** (tenths of a mile)

Average Daily Traffic (ADT): **1900** ADT Year: **2009** Posted or Statutory Speed Limit(s): **25 - 45 VARIES** (mph)

Functional Classification: **Major Collector**

NOTE: Roadway must be functionally classified as a Major Collector or higher to be eligible for funding.

Existing Facility

Number of Lanes: **2** Lane Width: **12** Cross Section: Rural Urban

Pavement Type: **Asphalt** If Combination, explain: Pavement Width: **24**

Pavement Rating: **3** Pavement Condition: **4** Year Last Improved: **1983**

Shoulder Type: **Gravel** If Combination, explain: **Gravel and Asphalt** Shoulder Width: **8**

Existing Sidewalk? Yes, one side Yes, both sides No

Existing bicycle accommodations? Yes, on street Yes, off street No

If Yes to either of previous two questions, are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?

Yes No

Lighting: **SELECT** Lighting Style: **SELECT**

Any federal-aid-eligible structures within the existing facility? Yes No If yes, please indicate the structure ID #(s):

Does a railroad facility exist within 1000 feet of the project limits? Yes No If yes, specify: **SELECT**

Owner of Railroad facility:

NOTE: If there are pertinent railroad considerations, design funds may be included for Railroad Review Costs.

Known Safety Issues? Yes No If yes, specify: (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)

Is this project within a F4R site? Yes No If yes, has an evaluation been completed:

Item 3.

NOTE: Refer to the following link, *Facilities Repeatedly Requiring Repair and Reconstruction (F4R)*

<https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx>

Project Justification

Explain why the project is needed, including the **scope** and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as pavement cracking, edge raveling, surface deterioration, substandard geometrics, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

SEVERE ASPHALT DETERIORATION OF ASPHALT PAVEMENT AND EXISTING CONCRETE SURFACES UNDERNEATH THE ASPHALT LEADS TO ISSUES WITH TENTING AND CRACKING. PAVEMENT IS SEVERELY DETERIORATED

Proposed Improvement

NOTE: Applicants should refer to the traffic data and design standards information in the instructions prior to completing this section of the application.

Improvement Type: **Reconditioning** If Combination, explain: **RURAL AND URBAN SECTIONS** Overall Length: **2880** (feet)

Rural Cross Section Length: **5520** (tenths of a mile)

Urban Cross Section Length: **5800** (tenths of a mile)

Will the project add lanes? Yes No If Yes, describe which part(s) of the project will receive additional lanes:

Grading: Minimal Moderate Extensive

New Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **12** Length: **7,480LF**

New Shoulder Type: **Combination** If Combination, explain: **ASPHALT GRAVEL,CURB** Width: **6-9** Length: **6500LF**

Sidewalk One side or both?: **BOTH** Width: **5** Length: **1.4 Mis.**

Are bicycle/pedestrian accommodations required? Yes No If yes, specify:

Curb and Gutter Length: **14,960.00**

Signals Location:

Roundabout Location:

NOTE: Refer to FDM 11-26 for modern roundabout information

<http://wisconsin.gov/rdwy/fdm/fd-11-26.pdf>.

Railroad improvements

Lighting: **SELECT** Lighting Style: **SELECT**

Beam Guard

Permanent and Temporary Pavement Marking

Permanent and Temporary Signing

Storm Sewer

Structure Structure Type: **SELECT**

Work Required: **SELECT**

Structure #(s):

Sizes and Descriptions:

Traffic Management During Construction: **Road Closed**

Do you anticipate submittal of an exception to standards request? Yes No

If yes, please describe:

Environmental/Cultural Issues

Item 3.

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Archaeological sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Stormwater management	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Hazardous materials sites	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Hazardous materials on existing structure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Endangered/threatened/migratory species	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): Yes No If yes, please explain.

None

Has there been any real estate acquired or transferred in anticipation of this project? Yes No If yes, please explain.

Right of Way: **(NOTE: It is recommended that local funds be used to acquire right of way.)**

Check all that are applicable.

None Less than ½ acre More than ½ acre

Parklands Large parcels Strips Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

WisDOT

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

Tied Projects? All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable): Design / Construction

Construction:

Project Priority: 2026

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

	<u>Total</u>	<u>Federal Share (80%)</u>	<u>Local Share (20%)</u>
Participating Roadway Cost	\$2,060,000	\$1,648,000	\$412,000
Participating Structure Cost	\$0	\$0	\$0
Total Participating Construction Cost	\$2,060,000	\$1,648,000	\$412,000
Non-Participating Roadway Cost (100% Local)	\$0	\$0	\$0
Non-Participating Structure Cost (100% Local)	\$450,000	\$0	\$450,000
Total Non-Participating Construction Cost	\$450,000	\$0	\$450,000
A. Subtotal Construction Costs	\$2,510,000	\$	\$862,000
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$475,000	\$380,000	\$95,000
C. State Review for Construction (Provided by WisDOT Region)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

Design:

100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

80% Federally Funded (“design only” projects are not allowed)

Project Priority: 1

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

	Total	Federal Share (80%)	Local Share (20%)
A. Design Plan Development	\$500,000	\$400,000	\$100,000
B. State Review for Design (Provided by WisDOT Region)	\$	\$	\$
Total Design Cost Estimate with State Review (sum lines A and B)	\$	\$	\$

NOTE: WisDOT Region staff, in agreement with the local sponsor, may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

NOTE: Costs for Railroad Review of plans will be added when there are pertinent railroad considerations.

Real Estate: (Recommend funding with local funds.)

Project Priority:

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

Total Real Estate Cost (Round to next \$1,000) \$

Utility: (Compensable utility costs must be \$50,000 minimum per utility. Recommend funding with local funds.)

Project Priority:

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

Total Utility Cost (Round to next \$1,000) \$

NOTE: WisDOT Utility Policy link: <http://wisconsindot.gov/rdwy/fdm/fd-18-01.pdf>

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review

Item 3.

WisDOT Region Local Program Application Reviewer:

Date:

WisDOT Region Comments on Application:

FOR WISDOT USE ONLY – enter the following information after project approval

Approved Federal Funding Amount: Construction: \$

Design: \$

Real Estate: \$

Utility: \$

TOTAL: \$

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding.
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.

- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for projects. Item 3.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds, except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: **CRAIG E HARDY** Title: **IOWA COUNTY HIGHWAY COMMISSIONER**

Accepted (please type your initials here): CRH

Contact Information and Signatures

Application prepared by a consultant? Yes No If yes, consultant information and signature required below.

Consultant Company Name: _____ Company Location (City, State): _____

Consultant Signature (electronic only): _____

Date: _____

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

See FDM 8-5-3 for additional information: <http://wisconsin.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: **IOWA COUNTY HIGHWAY**

Contact Person: **CRAIG E HARDY**

(Note: must be Head of Government or

Designee)

Title: **HIGHWAY COMMISSIONER**

Item 3.

Address: **1215 N. Bequette street**

Telephone: **608-574-2935.**

Email: **craig.hardy@iowacounty.org**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.

Head of Government/Designee Signature (electronic only): *Craig E hardy*

Date:

05/24/22

Local Unit of Government Agency (when owner differs from sponsor): **Village of Ridgeway**

Owner Signature (when owner differs from sponsor) (electronic only):

Date: **05/24/22**

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review

NOTE: Please add any WisDOT application comments in the comments section below.

Subprogram: Project Improvement Type:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

WisDOT Region Reviewers Signature: Date:

FOR WISDOT USE ONLY – enter the following information after project approval

Project ID(s):

Additional WisDOT comments on application:

In February, 2018 village residents were asked to complete a survey, which the planning & development committee referenced while updating the comprehensive plan. This would allow the resulting plan to reflect the community's values, desires, and concerns.

Community Vision

During the autumn and winter of 2002-2003, SWWRPC and UWEX-Iowa County sponsored sessions so residents could share and shape the vision for their communities going forward. Our comprehensive plan takes this information into account, but places more emphasis on the feedback residents provided on the village survey from February, 2018.

The most important were:

1. Revitalize the Main Street area
2. Update & repair broken village infrastructure, and update outdated systems
3. Provide safe, affordable housing
4. Develop business opportunities to increase employment, population, and tax base
5. Encourage professional offices to open in the village
6. Explore funding options for construction of a village municipal building
7. Balance economic development with preservation of small-town feel
8. Keep the Ridgeway elementary school open

In keeping with the feedback residents provided in 2018 and in response to a community survey regarding the school building in June 2020 the emphasis would be on:

1. Revitalizing the Main Street area
2. Update & repair broken village infrastructure, and update outdated systems
3. Provide safe, affordable housing
4. Develop business opportunities to increase employment, population, and tax base
5. Encourage professional offices to open in the village
6. Balance economic development while preserving the character and charm of our small-town community and environment
7. Explore funding options for the adaptive reuse of the former Ridgeway Elementary School as a community center and a village municipal building with amenities available for all generations of the community

Visioning

During the winter of 2003 Village of Ridgeway planning representatives were asked to identify issues, opportunities, strengths, and weaknesses specific to the village. The list was updated in 2018 to reflect developments and again in 2020.

<p style="text-align: center;">Issues:</p> <ul style="list-style-type: none"> • Lack of senior activities and social engagement • Encourage businesses & services catering to youth and young families 	<p style="text-align: center;">Opportunities:</p> <ul style="list-style-type: none"> • Adaptive reuse of the former elementary school into a community center to address issues raised by residents • Transportation/access to transportation: The village could designate & encourage
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<ul style="list-style-type: none"> • Lack of retail & grocery shops within the village • Establishment of an industrial park 	<p>the establishment of taxi or Uber services on Main Street</p> <ul style="list-style-type: none"> • Bike Trail/Depot: Attractions could be staffed by volunteers
<p style="text-align: center;"><u>Weaknesses:</u></p> <ul style="list-style-type: none"> • Street and Sidewalk Maintenance- curbs and gutters installed in new developments & install where currently missing within village limits. Repair sidewalks as needed for safety and aesthetics • Lack of land for further development and minimal lots available for building homes 	<p style="text-align: center;"><u>Strengths:</u></p> <ul style="list-style-type: none"> • Air, Water, and Environmental Quality • Village Park with ample amenities • Fire and ambulance service • Scenic views <p>Small-town community environment and welcoming atmosphere</p>

Section E: Agricultural, Cultural, & Natural Resources

Village of Ridgeway 2018 Comprehensive Plan Update

SUMMARY:

As required by *Wisconsin State Statute 66.1001(2)(e)*, this section deals with conservation promotion & effective management of the agricultural, cultural, and natural resources that have historically defined the village of Ridgeway, with the intention of protecting our heritage even as we pursue economic development.

GUIDING POLICIES:

- **Promote tourism opportunities, with an emphasis on local resources/features, such as trails, walking tours, the depot & other historical areas, etc.**
- **Note the value of local agricultural, cultural, & natural resources/heritage, and recommend protecting and leveraging them for community development.**
- **Enforce noxious weed control ordinances.**
- **Support municipal tree planting programs & encourage the preservation of worthy specimens.**
- **Utilize available county, state, & federal programs to conserve, maintain, & protect local resources.**
- **Consider revising the village's land development ordinance to require businesses along Main Street to conform to certain visual & performance criteria.**
- **Promote businesses along Main Street that have outdoor seating & other amenities catering to a walking clientele, further enhancing the village's small-town character.**
- **Review zoning plan to ensure proper separation distances between urban & rural land uses so as to avoid conflicts.**

AGRICULTURAL RESOURCES:

Agriculture plays an important role in southwestern Wisconsin, being somewhat economically important to the Village of Ridgeway. Some things to consider:

Farming Conflicts

Previous village planners noted manure spreaders soil the streets & foul the air when driven through the village. Consider forbidding them along key village streets.

Farm Expansion

A strategy to cope with running a farm in today's market. It may lead to farm job losses as more automation occurs, as well as greater potential for soil/water contamination. Previous Village of Ridgeway Plan Commissions felt that farm expansion should be outside village.

Section H: LAND USE

Village of Ridgeway 2018 Comprehensive Plan Update

SUMMARY:

This section's purpose is to examine the Village of Ridgeway's land use, based on the data from the other sections on this comprehensive plan. The goals, objectives, and policies of this section must be supported by all the other plan elements. This section will consider both current and future land use within the village, all of which are noted in *Wisconsin State Statute 66.1001(2)(h)*.

LAND USE POLICIES:

The following are the land use policies for the Village of Ridgeway.

- **Follow comprehensive plan regarding future land use & zoning decisions.**
See Maps H.1 and H.2 in the Appendices Section.
- **Enforce revised village zoning to address lagging Main Street vitality and preserve the community aesthetic.**
- **Strive to balance the preservation of the small-town character and scenic rural community of Ridgeway with economic development.**
- **Encourage Main Street business development & update/repair its infrastructure.** Main Street is the most visible part of the village to visitors, and unfortunately suffers from both a lack of things to do, and maintenance needs. Remedying this should be a priority.
- **Leverage the park, depot, and trail as pivots of future growth in the village.**
- **Foster the development of a village chamber of commerce.**
Village business owners can mentor new entrepreneurs, use funds to pay for advertising/outreach efforts, etc.

EXISTING LAND USE:

Per the land use map in appendix E.1, the Village of Ridgeway is primarily considered an agricultural and forestry-based community. The village's land use can be broken down as follows:

Classification	Village of Ridgeway % of Land Area
Agriculture	48.7%
Residential (Single & Multi-Family)	12.1%
Commercial	0.3%
Manufacturing	0%
Production Forest	23.9%
DNR-MFL Forest	3.7%
Undeveloped (formerly Swamp/Waste)	0%
Other (Federal, State, County, School, Cemetery)	11.5%

(Source: Iowa County Tax Assessor Dept., SWWRPC—as noted on previous comprehensive plan)

Agricultural

With 48.7% of assessed area, agriculture is the dominant land use in the village. This category includes crop production land, agricultural forest, livestock production land, or land that's eligible for enrollment in specific federal agricultural programs.

Residential

12.1% of land use in the village is noted as residential.

Commercial

Commercial refers to any parcel that has a business on it, but does not include industrial properties. The commercial designation on the land use map doesn't differentiate between highway businesses, home occupations, or general businesses. In the Village of Ridgeway, commercial development occupies approximately 0.3 percent of the total land area.

Manufacturing

This land use denotes business & industry engaged in processing, manufacturing, packaging, treatment, and/or fabrication of materials and products. There is no manufacturing in the village.

Forested

This classification is Production Forests and DNR-MFL Forests acreages combined. In Ridgeway it is the second largest classified land use, with 27.6% of area being classified as such.

Undeveloped

This classification refers to areas that were formerly classified as swamp/waste. It is open land includes bogs marshes, lowlands brush land, and uncultivated land zoned as shoreland and shown to be wetland. There's none in the village limits.

Other

The remaining land types that do not fall into the above categories, including federal, state, and county lands, school property, and cemeteries are classified as "other". Approximately 11.5% of land in the Village of Ridgeway is listed under this classification.

RESIDENTIAL LAND USE TRENDS:

With 12.1% of land use categorized as such, residential is a dominant developed land use within the village. The following shows the fluctuations in residential units for the past 30 years:

1990 Census	2000 Census	2010 Census	Notes
244	286	293	There was a 17% (approx.) increase in housing stock from 1990 to 2000. However, from 2000 to 2010, housing growth slowed to about 2%.

(Source: 1990, 2000, & 2010 US Census)

REDEVELOPMENT OPPORTUNITIES:

None noted/identified at this time.

EXISTENCE OF BROWNFIELDS OR PROPERTIES SUITABLE FOR REDEVELOPMENT:

Per the Wisconsin DNR, there are five sites in Ridgeway (the database lumps the village with the town), including the following four categories:

LUST

A Leaking Underground Storage Tank that has contaminated soil and/or groundwater with petroleum. Some LUST cleanups are reviewed by DNR and some are reviewed by the Dept. of Commerce.

ERP

Environmental Repair Program sites are sites other than LUSTs that have contaminated soil and/or groundwater. Often, these are old historic releases to the environment.

SPILLS

Spills are discharges of hazardous substances that may adversely impact, or threaten to adversely impact public health, welfare, or the environment. Spills are usually cleaned up quickly.

No Action Required

There was or may have been a discharge to the environment and, based on the known information, DNR has determined that the responsible party does not need to undertake an investigation or cleanup in response to that discharge. Reports of UST closures with no action required are filed in state archives.

The following sites are located in the Town or Village of Ridgeway and contain the DNR Activity Number, Activity Type, Activity Name, Municipality, County, and a Priority Level:

DNR Act. #	Activity Type	Activity Name	Priority	Notes
03-25-187997	LUST	BADGER MART	HIGH	
04-25-038582	Spills	CTH T PIKES PEAK RD		
09-25-244999	No Action Required	RIDGELAND FARM	HIGH	
02-25-242037	ERP	RIDGEWAY VIL		Site closed by Dept. of safety; Site transferred to DNR jurisdiction in 2013
03-25-207263	LUST	TALLMAN SERVICE CENTER	LOW	

(Source: Wisconsin DNR's BRRTS, updated on 2018-02-05)

FUTURE EXPANSION:

A municipality's expansion/growth is somewhat determined by its infrastructure-both existing & proposed. For the Village of Ridgeway, future growth for retail, commercial, and industrial development is most suitable on the east and west sides of the Village for transportation, in all directions for water service and on the south, west, and east sides of the Village for sewer service. The previous planning & development committee noted the south side as potential sewer service, but no details were given as to its purpose, selection criteria, etc. Housing is best suited for all sides of the Village for transportation and water, but according to the table, sewer service for housing would only be suitable on the south, east, and west sides of Ridgeway.

Best Directions for Future Village Expansion				
Infrastructure Type	Retail	Commercial	Industrial	Housing
Transportation	East, West	East, West	East, West	North, East, South, West
Water	North, East, South, West	North, East, South, West	North, East, South, West	North, East, South, West
Sewer	East, South, West	East, South, West	East, South, West	East, South, West
Other				

Business, commercial, industrial/manufacturing are the primary land uses that will help the Village grow. Sole focus on housing and agriculture will not benefit the village, long-term. As seen elsewhere, growing populations demand/depend on services expected of the municipality to provide. However, those services are expensive, and the same residents asking for the service also expect their tax burden to drop. Businesses, however, can be leveraged to cover those costs, while not having the same service expectation as residents. Therefore, the village should make it a priority to attract businesses to operate in the village, in order to thrive.

Future housing location should be located away from major roads, business/industry, and near the school.

Locating future businesses should be dictated by access to transportation routes. Businesses, from daycare to factories all depend on people being able to get there quickly and safely. As such, the planning & development committee recommends that businesses primarily be located along Main Street and near/on the highway frontage. Said businesses should also be tied to municipal utilities. Zoning may have to be revised to accomplish this.

EXISTING AND POTENTIAL LAND USE CONFLICTS:

Neighboring land uses can sometime cause conflicts. Two common acronyms used to describe these conflicts are NIMBY's (Not in My Back Yard) and LULU's (Locally Unwanted Land Uses). In rural areas like Ridgeway, agricultural operations near non-farm populations are the most common source of problems. Some common irritants are odors, light pollution, weed infestation, agricultural chemicals, etc. Others can be landfills, highways, cell towers, transmission lines, etc.

Ridgeway currently has a land use conflict with alleged inaccessibility to the B-2 and M-1 districts (dictated by WisDOT) within the Village. The previous planning & development committee foresaw this as a continual source of future conflict. There was also concern with segregation of multi and single-family housing in the village.

INTEGRATED LAND USE:

It's recommended that the village ordinance require landscape buffers between incongruent land uses to avoid conflicts.

Other strategies would require landowners with potentially conflicting land uses to acknowledge their impacts and then design their operations or development to account for them. A community approach utilizing physical solutions, planning strategies, and a long-term vision for the land will enable multiple and differing land uses to exist.

FUTURE LAND USE:

The principal reasons people choose to live in the Village of Ridgeway are the cost of living, affordable housing, and the recreational opportunities provided by the Military Ridge Trail—which was tied with making use of local/walkable businesses in a recent survey.

While it's understandable that residents will want low point of entry into property ownership, protect their investment, and improve their standard of living, this cannot be accomplished without attracting businesses to the village. Ridgeway, as a dormitory town will ultimately atrophy; the low cost of properties will ultimately backfire as a means to generate revenue for both the municipality, and property owners.

In order to achieve its vision for the future, Ridgeway will need to focus on revitalizing its downtown, maintain & upgrade village infrastructure. People will visit the area due to its scenic beauty and recreational advantages. Having things for them to do, in an attractive package may just be what's needed to have them and businesses stay.

Section I: IMPLEMENTATION

Village of Ridgeway 2018 Comprehensive Plan Update

SUMMARY:

This section is the purpose of the whole comprehensive plan-it will be used to guide future growth and development in the village. This plan includes the information required in *Wisconsin State Statute 66.1001(2)(i)*, and will be updated no less than once every ten years.

GUIDING POLICIES:

Based on the information noted in the preceding sections of this Comprehensive Plan, and the village survey from March 2018, the following policies are recommended to protect the village's character, while hoping to spur needed economic invigoration:

Revitalize Main Street

Main Street is vital to the future development of the Village of Ridgeway. It's the first thing people see when driving into/through the village, and has the majority of non-home-based businesses. In its current state, it communicates a negative impression to those visiting our community. The following are some key issues must be addressed to foment development in the area:

- Sidewalk maintenance should be a priority. Small-town shops are meant to be walkable businesses. This necessitates safe, functional sidewalks.
- Street trees should be planted wherever beneficial. Arborists or landscape architects should be consulted to generate a list of species, cultivar, and spacing instructions.
- Zoning (see below) should be reviewed to encourage businesses along Main Street & phase out residential lots/use.
- Street lighting should be updated using latest, energy-saving technology. New fixtures should also be softened to look less like highway lighting & more like community lighting.
- Every effort must be done to mitigate empty/unused buildings. Perhaps seasonal/rotating tenants may be considered. Guidance from a business incubator such as the one in Platteville may be necessary.

Update zoning

In order to assure development along Main Street, highway frontage, etc. conforms to the ideals of this plan, performs as hoped, and maintains the character of village neighborhoods, it will likely be necessary to adjust the zoning in these sectors. New construction should be encouraged to take into account the many potential lifecycles/uses a structure will have between construction and demolition. Moreover, development-especially along Main Street, should be required to fit into and reflect/evoke the village's character, for example the ridge system itself, rail transportation, agriculture/farming, working class, nature etc.

Leverage interest in Ridgeway's park, village green, depot, & Military Ridge Trail

People from neighboring communities travel to the village to enjoy our 4th of July fireworks, trail, and other village activities held near the park. Because of its central location, natural beauty, and growing interest in nature-related activities, it would be wise to grow businesses, services, and activities that play off of that theme.

- Building a nature center/municipal building near this area could allow for year-round traffic to the village. It would link the village's natural surroundings to its main street businesses and could be located overlooking SW Wisconsin's ridges-something that hasn't really been tapped by our neighbors.
- Classes by naturalists, biologists, gardeners, etc.
- Manned by seniors looking for ways to be engaged/active in their community

Encourage use of village green/park year-round

Already popular areas to spend family time in, these areas can be further used by farmers market, craft festivals, etc.-activities that can draw in crowds around the year.

Potentially, the more popular booths/sellers could be encouraged to open a temporary location along Main Street, filling up empty retail space.

Encourage the establishment of a village chamber of commerce

Entrepreneurs looking to start a business in the Village of Ridgeway can benefit from the experience of business owners who've run local establishments for years. All business would benefit from exchanging information, workshops, etc.

Strive to balance small-town character of Ridgeway with economic development

Economic growth, population growth, etc. can radically alter the small-town ambiance villagers love. All development must take into consideration how it will affect the character of the village, not just its pocketbook. This can, to some extent, be influenced through zoning and the village land development ordinance, but some closer inspection by the planning & development committee and the village board-especially of any large-scale projects may be required in order to safeguard the community's values, and to ensure compliance with this comprehensive plan.

TID

New TID(s) should be created to fuel Main Street revival, and to possibly develop land south of 18/151,

New TID(s) should be laid out with forethought-not as a reactionary measure to news or similar.

Enforce ordinances-especially those applicable to the village's visual appearance

Lawns should be mowed per the ordinance requirements, unsightly elements should be discouraged. The village should consider renting a dumpster once or twice a year to encourage residents to get rid of items too large or cumbersome to eliminate through normal means. A possible e-waste "festival" for area residents may also be considered.

CONSISTENCY AMONG PLAN ELEMENTS:

As required by Wisconsin State Statute 66.1001, all elements included in this plan are consistent with one another and no known conflicts exist. All nine elements included in this plan work to achieve the desired future for the Village of Ridgeway.

ROLE OF THE ZONING BOARD OF ADJUSTMENT/APPEAL Item 4.

Tuesday, March 14, 2023

Health & Human Services Center, Community Room
303 W Chapel Street, Dodgeville, WI

This workshop will look at how zoning board members act like judges and how their decisions impact communities.

Agenda

12:00 Introduction to zoning

12:15 Role of the zoning board:

- Role of zoning board is to act like judges
- May a zoning board member talk with the applicant or neighbor outside of the hearing?
- Voting requirements
- When should a zoning board member recuse?

1:00 Variances

- 3 legal criteria to grant a variance: unnecessary hardship, unique property limitations, and no harm to public interest

2:00 Shoreland & floodplain zoning

2:15 Would you grant the variance?

2:45 Wrap up and evaluation

3:00 Adjourn

Who should attend?

- Zoning Board Members
- Zoning Staff
- Elected Officials
- Those Who Want a Refresher
- Other interested people

Questions?

Email: landcenter@uwsp.edu

Telephone: 715-346-3783



Center for Land Use Education
College of Natural Resources
University of Wisconsin - Stevens Point



Extension
UNIVERSITY OF WISCONSIN - MADISON



COST: \$20 | **REGISTRATION:** <https://bit.ly/rzbdodgeville-031423>