AGENDA FOR JOINT CITY/SCHOOL DISTRICT PLANNING COMMITTEE

A Joint City/School District Planning Committee meeting will be held on **Wednesday, March 11, 2026 at 12:00 PM**
in the **Council Chambers at City Hall, 819 Superior Avenue, Tomah, WI.**

Join Zoom Meeting:

https://zoom.us/j/7689466740?pwd=dEdLR2hXK0ZYMk1qNU5vNFlwMzdSZz09

Meeting ID: 768 946 6740 Password: Tomah2020

Dial by your location +1 312 626 6799 US (Chicago)

CALL TO ORDER:

1. Pledge of Allegiance
2. Roll Call

GENERAL:

3. Approval: Minutes from 12 November 2025 Meeting
4. Discussion: City of Tomah Strategic Planning Update
5. Discussion: Tomah Area School District Strategic Planning Update
6. Discussion: School Safety
7. Approval: Meeting Frequency
8. Approval: Next Meeting Date/Time
9. Approval: Future Agenda Items

ADJOURN:

NOTICE: It is possible that a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information. No action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice. Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact Nicole Jacobs, City Clerk, at 819 Superior Avenue, Tomah, WI 54660.

MINUTES FOR JOINT CITY/SCHOOL DISTRICT PLANNING COMMITTEE

A Joint City/School District Planning Committee was held on **Wednesday, November 12, 2025 at 12:00 PM** in the Council Chambers at City Hall, 819 Superior Avenue, Tomah, WI.

CALL TO ORDER

- Time: 12:00pm

Pledge of Allegiance

Roll Call

1.	Alderperson Koel	Present
2.	Alderperson Pater	Present
3.	City Administrator Morales	Present
4.	Chief of Police Pedersen	Present
5.	TASD Board President Gnewikow	Not Present
6.	TASD Boad Vice President Stephens	Present
7.	TASD Superintendent Hanson	Present
8.	TASD Business Manager Clark	Present

AGENDA

Approval of the Minutes

- Motion to approve the minutes from the 16 October 2025 meeting: Chief Pedersen
- Second: Business Manager Clark
- Discussion: None
- Amendment: None
- Vote: 7-0
    - 1. Alderperson Koel — Yay
    - 2. Alderperson Pater — Yay
    - 3. City Administrator Morales — Yay
    - 4. Chief of Police Pedersen — Yay
    - 5. TASD Board President Gnewikow — Not Present
    - 6. TASD Boad Vice President Stephens — Yay
    - 7. TASD Superintendent Hanson — Yay
    - 8. TASD Business Manager Clark — Yay

Election of Officers: Chair, Vice Chair, Secretary

- Nominations for Chair:
    - City Administrator Morales nominated Alderperson Koel for Chair, second by Business Manager Clark, no other nominations.
    - Vote: 7-0
        - 1. Alderperson Koel — Yay

2.	Alderperson Pater	Yay
3.	City Administrator Morales	Yay
4.	Chief of Police Pedersen	Yay
5.	TASD Board President Gnewikow	Not Present
6.	TASD Boad Vice President Stephens	Yay
7.	TASD Superintendent Hanson	Yay
8.	TASD Business Manager Clark	Yay

- Nominations for Vice Chair:
  - Alderperson Pater nominated Chief Pedersen Vice Chair from Pater, second by Alderperson Koel.
  - City Administrator Morales nominated Board President Gnewikow, second by Superintendent Hanson.
  - Vote:

1.	Alderperson Koel	Chief Pedersen
2.	Alderperson Pater	Chief Pedersen
3.	City Administrator Morales	Board President Gnewikow
4.	Chief of Police Pedersen	Board President Gnewikow
5.	TASD Board President Gnewikow	Not Present
6.	TASD Boad Vice President Stephens	Board President Gnewikow
7.	TASD Superintendent Hanson	Board President Gnewikow
8.	TASD Business Manager Clark	Chief Pedersen

Funding of School Crossing Guards

- Discussion:
  - TASD will fund the crossing guards.
  - TASD requests that the city consider a stop sign on Monroe St two ways to create a four-way stop, Queen of the Apostles cannot help by providing crossing guards.
  - City agrees to add stop signs to agenda of Public Works and Utilities Commission in November.
  - TASD requests that the crossing guard currently maintained in the budget be funded by the city for next year. TASD requests that the option be presented to the Committee of the Whole on Saturday.
  - City agrees to discuss during the Committee of the Whole budget workshop on Saturday 15 November 2025.
  - Alderperson Koel addresses the tough budget situation the city is facing and states that with a deficit in excess of $400,000 the city will have to cut services.
  - TASD agrees that reimbursement of the one crossing guard is an option.

Meeting Frequency

- Members discussed the advantages and disadvantages of meeting frequency.
- Motion to schedule next meeting in January, table frequency until January meeting: City Administrator Morales

- Second: Chief Pedersen
- Discussion:
  - Every other month or quarterly.
  - Monthly.
  - Vice President Stephens reiterated that TASD does not want to lose sight of regular meetings and open communication between TASD and the city.
- Amendment: None
- Vote: 7-0

1.	Alderperson Koel	Yay
2.	Alderperson Pater	Yay
3.	City Administrator Morales	Yay
4.	Chief of Police Pedersen	Yay
5.	TASD Board President Gnewikow	Not Present
6.	TASD Boad Vice President Stephens	Yay
7.	TASD Superintendent Hanson	Yay
8.	TASD Business Manager Clark	Yay

Next Meeting Date, Time, and Agenda

- Motion to schedule the next meeting for 14 January 2026 at 12:00pm: City Administrator Morales
- Second: Alderperson Koel
- Discussion: None
- Amendment: None
- Vote: 7-0

1.	Alderperson Koel	Yay
2.	Alderperson Pater	Yay
3.	City Administrator Morales	Yay
4.	Chief of Police Pedersen	Yay
5.	TASD Board President Gnewikow	Not Present
6.	TASD Boad Vice President Stephens	Yay
7.	TASD Superintendent Hanson	Yay
8.	TASD Business Manager Clark	Yay

- Agenda items:
  - Meeting frequency
  - General Strategic Planning updates
    - City
    - TASD

ADJOURNMENT

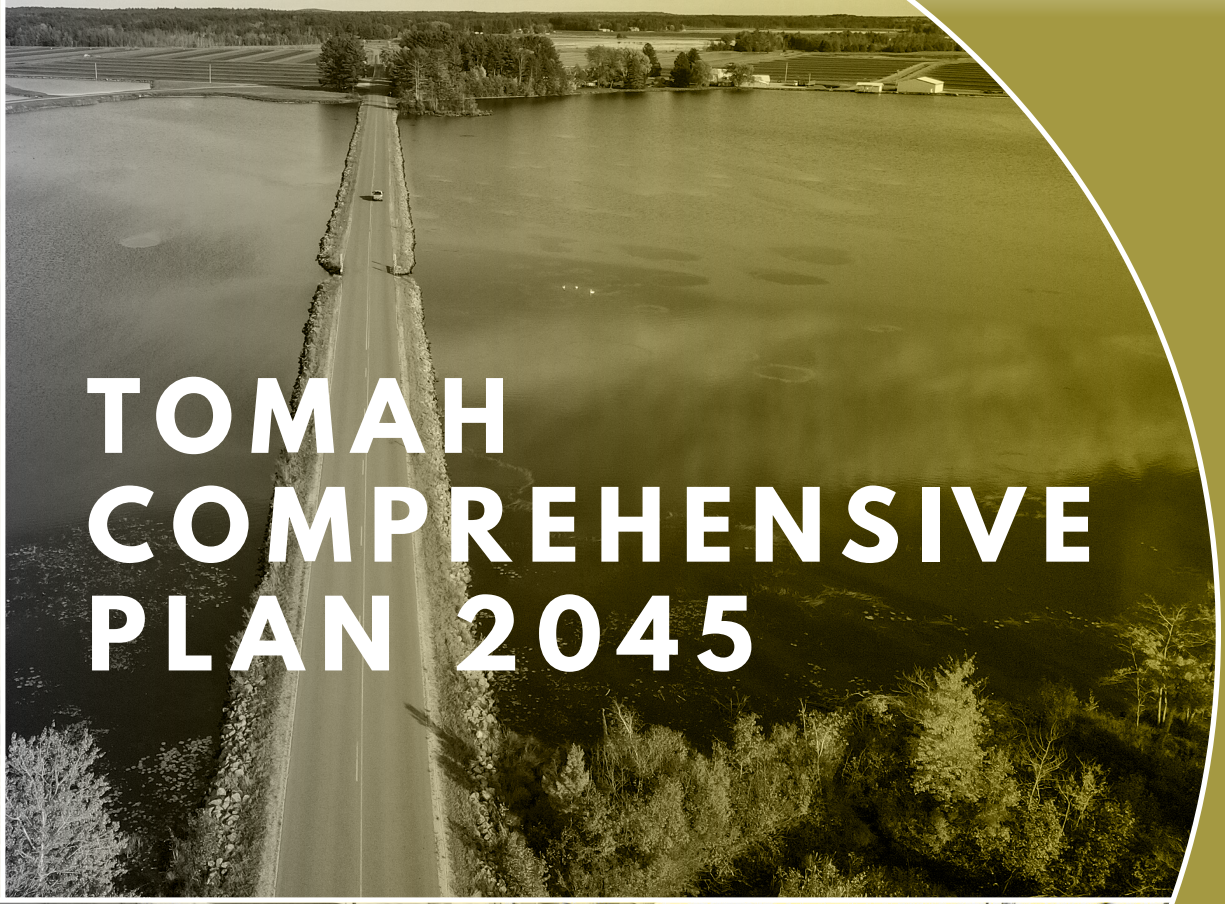
- Motion to adjourn: Alderperson Pater

- Second: Chief Pedersen
- Discussion: None
- Amendment: None
- Vote: 7-0
    - 1. Alderperson Koel Yay
    - 2. Alderperson Pater Yay
    - 3. City Administrator Morales Yay
    - 4. Chief of Police Pedersen Yay
    - 5. TASD Board President Gnewikow Not Present
    - 6. TASD Boad Vice President Stephens Yay
    - 7. TASD Superintendent Hanson Yay
    - 8. TASD Business Manager Clark Yay

Time: 12:26pm

Respectfully submitted by City Administrator Nicholas M. Morales

City of TOMAH
A GROWING COMMUNITY SINCE 1883



TOMAH COMPREHENSIVE PLAN 2045

Adopted:
July 16, 2024

ACKNOWLEDGEMENTS

City Council
Paul Dwyer, Mayor
Alderperson John Glynn
Alderperson Nicole Hart
Alderperson Patrick Devine
Alderperson Nellie Pater
Alderperson Dean Peterson
Alderperson Travis Scholze
Alderperson Richard Yarrington
Alderperson Shawn Zabinski

City Planning Commission
Paul Dwyer, Mayor
John Glynn
Bryan Meyer
Eric Prise
Brian Rice
Travis Scholze
Tina Thompson

Long Range Planning Committee
Jeffrey Holthaus
Paul Dwyer
Eric Prise
Pete Reichardt
Travis Scholze
Tina Thompson
Shawn Zabinski

City Staff
Becki Weyer, City Clerk
Shane Rolff, Zoning Administrator/Building Inspector
Kirk Arity, Public Works and Utilities Director
Molly Powell, City Treasurer

Planning Assistance
Vandewalle & Associates
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1. INTRODUCTION

CHAPTER 1: INTRODUCTION

This chapter provides the foundation for the Comprehensive Plan, outlining why we plan, the planning process, Smart Growth Planning, and the planning area. In addition, Chapter 1 also provides community background information including key community indicators, a summary of existing plans relevant to this study, and a summary of public feedback gathered throughout the planning process.

WHY PLAN?

It is difficult to know what the future may bring for Tomah, or for any community. As residents and businesses come and go, and economic trends rise and fall, changes will occur. The purpose of this plan is to establish a shared vision for Tomah to guide future actions and decisions. This guidance provides predictability and consistency over time, which encourages investment. We plan so that we can act and react in a changing world with a confident understanding of our common values and goals.

PLAN MAINTENANCE

This planning document is a "living" guide for growth and change in the City of Tomah. The plan represents the City's best effort to address current issues and anticipate future needs; however, it can and should be amended from time to time if conditions warrant reconsideration of policies in this plan. If decisions are being made that are not consistent with this plan, then the plan has lost its relevance and should be amended. The process of amending the comprehensive plan should not be onerous, but it should trigger a brief pause to consider again the long-term vision for the community. This plan's value is dependent upon frequent use and occasional updates.

WISCONSIN SMART GROWTH PLANNING

Wisconsin's "Smart Growth" planning law [s. 66.1001 Wis. Stats.] was adopted in October of 1999. The law requires that, after January 1, 2010, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit's comprehensive plan:

- Official maps
- Local subdivision regulations
- General zoning ordinances
- Shoreland/wetland zoning ordinances

The Wisconsin Smart Growth Law does not mandate how communities should grow, rather it requires that communities and state agencies consider Smart Planning Principles when planning for the future and provides guidance concerning important elements local plans should include.

COMPREHENSIVE PLANNING GUIDANCE

The Wisconsin Smart Growth Law outlines 9 elements that must be included in a community's comprehensive plan:

- Issues and opportunities
- Housing
- Transportation
- Utilities & community facilities
- Agricultural, natural & cultural resources
- Economic development
- Intergovernmental cooperation
- Land Use
- Implementation

The City of Tomah has chosen to slightly modify the terminology used throughout this plan from that used in state statute. For example:

- Issues and Opportunities has been modified to Demographics.
- Transportation has been modified to Mobility & Transportation.
- Economic Development has been modified to Economic Prosperity.
- Utilities and Community Facilities has been modified to Community Facilities & Services.
- Intergovernmental Cooperation has been modified to Collaboration & Partnerships.
- Cultural Resources has been split off from Agricultural and Natural Resources into its own element titled Community Character.

While the City has chosen to deviate slightly from the terminology used in state statute the prescribed requirements from Wis. Stats. 66.1001 are still addressed in their entirety throughout this plan. The final 10 elements of this plan are:

- Demographics
- Housing
- Mobility & Transportation
- Economic Prosperity
- Agricultural & Natural Resources
- Community Facilities & Services
- Community Character
- Collaboration & Partnerships
- Land Use
- Implementation

PLAN ORGANIZATION

The organization of the plan is based both on the planning process and the guidance provided by the Wisconsin Smart Growth Legislation. The plan is divided into four chapters, plus several important appendices.

Chapter 1: Introduction
Chapter 1 discusses the role of the plan, the Wisconsin Smart Planning Act, the planning area boundaries and regional context, and Tomah's previous planning efforts.
Chapter 2: Vision, Goals, Objectives, and Policies
Chapter 2 presents a vision for the future of the community and describes goals, objectives, and policies to achieve that vision. This chapter addresses all planning elements except implementation, which is addressed in separate chapters.
Chapter 3: Future Land Use
Chapter 3 defines categories of land use and features a Future Land Use map showing where each use will be permitted.
Chapter 4: Implementation
Chapter 4 describes the process for adopting and amending the plan, tools and procedures by which the plan will be implemented, and a set of actions to be pursued in the next 10 years to help the City realize the vision, goals, and objectives in this plan.
Appendix A: Public Participation Plan
Appendix A includes a copy of the public participation plan and all feedback gathered throughout the planning process.
Appendix B: Community Indicators
Appendix B is a compilation of data and maps that describes the existing conditions, trends, and projections for the City of Tomah. This data informs the planning process and should be updated from time to time to track progress and change in the City.

PLANNING PROCESS

In late 2023, the City of Tomah engaged Vandewalle & Associates, to assist in updating its Comprehensive Plan complying with Wisconsin's "Smart Growth" requirements, State Statute 66.1001. The City completed the City's first comprehensive plan in March of 2003 and a subsequent update in September of 2013. Per SS 66.1001. A comprehensive plan must be updated every 10 years.

As required by SS 66.1001, every community must adopt a public participation plan at the beginning of the planning process. The purpose of the public participation plan is to define procedures for public involvement during every stage of the planning process (See Appendix A for the complete Public Participation Plan). Key components of the planning process included an online community survey, review meetings with the Plan Commission and Long Range Planning Commission, and a public hearing prior to adoption of the updated plan.

PROJECT SCHEDULE

- Plan Commission and City Council Adopt Project Participation Plan (January 2024)
- Online Survey (January-February 2024)
- Staff, Long Range Planning Committee, and Plan Commission Review (March-April 2024)
- Public Review Period (May-June 2024)
- Plan Commission and City Council Public Hearing and Adoption Meetings (July 2024)

PLANNING AREA

The study area for this plan includes all lands in which the City has both a short- and long-term interest in planning and development activity. The Planning Area includes all lands within the current municipal limits and within the City's potential 1.5-mile extraterritorial jurisdiction. The City is approximately 5,026 acres (7.85 square miles). The entire Planning Area is approximately 25,497 acres (39.84 square miles). Refer to the maps in Appendix C.

HISTORY OF TOMAH

Tomah was founded by Robert E. Gillette in 1855 and was incorporated 28 years later in 1883. Robert and his son Robert A. named the city after hearing a tale of a Native American Legend, a Chief named Thomas (pronounced "Tomah") Carron who built a council house at the intersection of where the Menomonee and Winnebago tribes met.

When you are driving down Tomah's City Center on Superior Avenue, you are driving on "Gasoline Alley," a constant reminder of Comic Strip originator Frank King and the characters: Uncle Walt, Phyllis, Skeezix, and all of the rest published in over 300 daily newspapers with a daily combined readership of over 27,000,000.

King's pictures began to arouse a lot of interest. Ideas for a progressive comic strip and Gasoline Alley came to him many years later when he was employed by the Chicago Tribune. Prior to that he worked for a newspaper in Minneapolis as an illustrator. During World War I he was overseas sketching scenes of the war for publication in United States newspapers. He also worked for the Chicago Examiner in his early days.

King has been praised widely for his natural, wholesome credible characteristics. His drawings have been exhibited as "Distinctive American Art" in many places. He had a one-man show in Springfield, Illinois and Buffalo, New York. In 1959, the National Cartoonist Society named him cartoonist of the year, and the same group judged "Gasoline Alley" best of the year. King saw the plot of the feature as developing progressively further. Skeezix, as Dad Walt, will change from father to grandfather.

Frank King Died in 1969 at the age of 89 years and was buried beside his wife in Oak Grove Cemetery in Tomah. Frank King was and continues to be one of Tomah, Wisconsin's true keepsakes.

The City of Tomah has three Industrial Parks. Due to Tomah's location, midway between Milwaukee and Minneapolis and where the state's interstate system divides, it provides for a prosperous industrial development environment. Distribution facilities, local and statewide trucking firms enjoy the advantages Tomah has to offer. From Lake Tomah to Recreation Park, visitors and residents enjoy many recreational opportunities. Tomah is also located between Fort McCoy and Volk Field and is fortunate to have the Tomah VA Medical Center in the community. Tomah residents also have the opportunity to obtain quality healthcare services from two hospital affiliated clinics (Mayo Health Care System and Gundersen Lutheran) as well as Tomah Memorial Hospital. The Tomah School District offers students a quality, well- rounded education and geographically is among the largest in the State of Wisconsin.

Governed by an elected Mayor and Common Council, a Senior Executive Team supervises the daily municipal services offered to residents. We are fortunate to have the Tomah Area Ambulance Service, Fire Department and Police Department services available to residents.

REGIONAL CONTEXT

Tomah is located in Monroe County Wisconsin midway between Milwaukee and Minneapolis, where Interstate 90 and Interstate 94 divide. Tomah has embraced its identity as "a Growing Community since 1883". The city is bordered by the Towns of Tomah (south) and La Grange (North).

The Tomah area lies on the edge between two major geographic areas in Wisconsin, the unglaciated driftless area and the central sand plains. The topography of the City of Tomah is mostly flat to gently rolling. The areas to the east and northeast of the City, within the Town of La Grange, are primarily characterized as flat. To the northwest and west of the city, the terrain is rolling to hilly. Most of the area within the Town of Tomah, south of the city and I-90 is hilly.

Table 1.1: Major Cities Near Tomah, 2022

City	Population*	Distance from Tomah (approx. miles)
Mauston	4,311	28
Black River Falls	3,488	31
Sparta	10,009	15
La Crosse	52,043	43
Wisconsin Dells & Lake Delton	6,963	47
Eau Claire	69,098	81
Madison	268,098	99

**Source: U.S. Census Bureau, 2018-2022 ACS 5 year estimates.*

KEY COMMUNITY INDICATORS

Population trends for the City of Tomah show a 5.2% increase in population between 2010 and 2020, compared to 3.6% for Monroe County and 3.6% for the State during the same period. During that same period, the adjoining towns of La Grange and Tomah grew by -2.9% and 6.3%, respectively.

Over the past 20 years (2000-2020) the population in the City of Tomah grew by 16.7%, in Monroe County by 18.0%, and in the State by 14.0%.

Projections are important components of the planning process and provide a guide for decision makers. Since the market has fluctuated over the past 30 years, it is important to factor in multiple projection scenarios to account for the various outcomes that could occur in the future. Seven different population projection scenarios for the City through the year 2045 were calculated and compared. Details on those calculations can be found in Appendix B. Based upon those scenarios, the City's population is projected to be between 10,436 and 11,451 in the year 2045. The preferred population projection for this report was the linear growth rate based on population changes between 1990-2023 because it represents both the largest sample size and accounts for both pre- and post-Recession. Based on this methodology, the City's population is projected to be 10,327 in 2035. In 2045, the population is projected to increase to 10,939. Tomah is a relatively balanced city in terms of demographics. In 2022, 20% of the City population was over the age of 65, and the age group with the highest population in the City was those age 25 to 34 years (14%). The median age in the City was 42 which is slightly higher than the median age for the County (40) and the Wisconsin median age of 40.

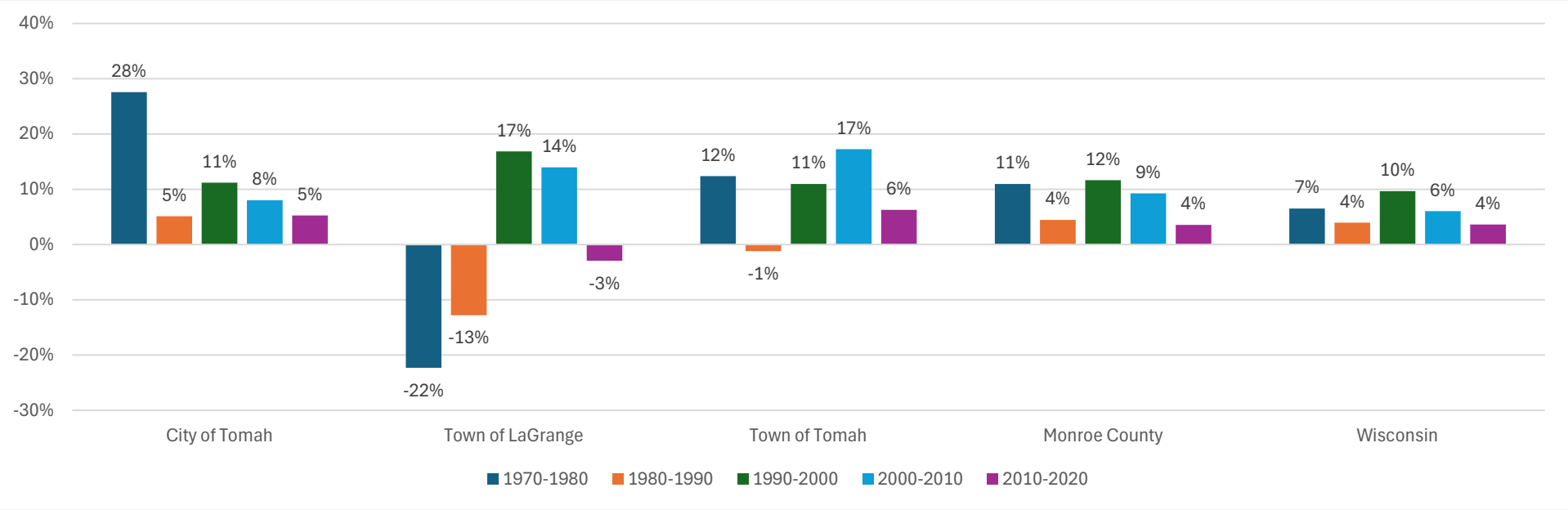
Additional community indicators are summarized in Appendix B.

Table 1.2: Population Trends

	City of Tomah	Town of LaGrange	Town of Tomah	Monroe County	Wisconsin
1930	3,354	n/a	n/a	28,739	2,939,006
1940	3,817	n/a	n/a	30,080	3,137,587
1950	4,760	n/a	n/a	31,378	3,434,375
1960	5,321	n/a	n/a	31,241	3,951,777
1970	5,647	2,224	969	31,610	4,417,933
1980	7,204	1,728	1,089	35,074	4,705,642
1990	7,572	1,507	1,076	36,633	4,891,769
2000	8,419	1,761	1,194	40,899	5,363,675
2010	9,093	2,007	1,400	44,684	5,686,986
2020	9,570	1,948	1,488	46,274	5,893,718
2023*	9,592	2,494	1,474	46,399	5,951,400

Source: U.S. Census Bureau, 1930-2020 Census.
**Source: WisDOA 2023 Population Estimates by Municipality*

Figure 1.1: Population Growth Rates



SOURCE: U.S. CENSUS BUREAU, 1930-2020 CENSUS.

EXISTING PLANS AND STUDIES

A number of existing plans were reviewed, and pertinent information helped to shape this plan.

City of Tomah 2003 and 2013 Comprehensive Plan

In 2003 the City of Tomah adopted its first comprehensive land use plan. The 2003 Comprehensive Plan and subsequent 2013 update for Tomah, WI was developed based on:

- A concern for and interest in the community's future
- To prevent or deal with conflicts in land use
- To protect the public safety, health, and general welfare
- Resource protection
- To protect property values and promote community economics
- To coordinate private land uses and public services.

The Comprehensive Plan has served as the City's principal policy document, guiding everyday decisions to shape the community's vision and future.

Capital Improvement Plan

The city maintains a five-year capital improvement plan which is updated annually by each department for approval by the City Council.

Town of Tomah and Town of La Grange Comprehensive Plans

The Town of Tomah and Town of La Grange both adopted their first comprehensive plans in 2007 to comply with the Wisconsin Smart Growth Legislation. The Town of Tomah completed a new comprehensive plan in 2024 in collaboration with Monroe County.

Monroe County Comprehensive Plan

The Comprehensive Plan for Monroe County represents an overall vision for the county. It was adopted in 2010 and most recently updated in 2014. The County incorporated individual community future land use plans and policies, for those that existed, into the overall County land use plan.

METHODS

Community Survey

In the months of January and February 2024, the City of Tomah conducted a community survey. The survey was designed to gather stakeholder opinions on a range of topics relevant to preparing a plan to guide growth and change in Tomah over the next 20 years. The survey covered change, quality of life, city facilities and services, economic development, housing, and land use and development. The majority of the questions asked in 2024 mirrored those from the 2013 Comprehensive Plan survey, offering the ability to track trends and changes that occurred over time. In total, 148 individuals responded to the survey 2024 survey and 299 responded to the 2013 survey.

In comparing the 2013 and 2024 surveys, a few key trends include:

- Top reasons to live in Tomah
  - 2013: 75% "Near Job", 51% "Near Family and Friends"
  - 2024: 69% "Near Job, 60% "Near Family and Friends
- Ranking the quality of life in Tomah
  - 2013: 21% "Fair", 67% "Good", 8% "Excellent"
  - 2024: 31% "Fair", 55% "Good", 10% "Excellent"
- How often people leave Tomah to shop
  - 2013: Monthly (51%)
  - 2024: Monthly (45%)
- Increasing employment opportunities dropped significantly as a priority (2013: 43%, 2024: 18%)
- Items that remain high priorities:
  - Adding new recreational programming (52%) and facilities (42%)
  - Expanding options for sit-down restaurants (76%), department stores (66%), and downtown retail (71%).
  - Homes targeted at first time buyers (60%), veterans (60%), and seniors (50%).
  - Affordable housing units (64%) and single-family housing units (56%) over other housing formats (mobile homes, duplexes, apartments, and townhomes).
- Other highlights of the 2024 survey included: Top Challenges: infrastructure, housing, childcare, community facilities, economic development, public safety, education, community engagement, downtown revitalization, transportation, healthcare, affordability, community identity and well-being, development.
- Tomah's Image: mixed overall perception of Tomah, focus on improving infrastructure, revitalizing downtown, and promoting economic and cultural development to enhance the community's image and quality of life.
- Most of the respondents who live in Tomah do so because of its proximity to work and/or family and friends are located here. The majority of respondents travel less than 5 miles to work and work in the City of Tomah.
- Most respondents shop in Tomah at least weekly or more, but have to leave at least monthly to shop in other communities. Respondents would like to see more downtown shopping, sit-down restaurants, and general department and merchandise stores.

- The majority of respondents expressed satisfaction with the quality of life in Tomah. However, the top ways that could be improved include more: recreational facilities, retail options, and addressing infrastructure.
- Top priorities for infrastructure included: streets, bike routes and trails, sidewalks, public library, and public water supply.
- Top priorities for public services included: recreational programs (especially youth and senior-oriented), economic development, and affordable housing.
- Top housing priorities included a need for more starter homes, affordable units, housing for veterans, assisted living facilities, and single-family homes. This could be accomplished through future mixed residential neighborhood make ups, which was also prioritized over homogeneous neighborhoods.
- Most respondents indicated that housing supply, cost, and quality all need improvement in Tomah.
- Top land use priorities included the need for balanced growth of residential, commercial, industrial, mixed use, and green space.
- If financial incentives were utilized in the future, respondents supported those being allocated within the downtown area, but many also said it depends on the situation.
- Top priorities over the next 10 years include: education, public safety, infrastructure improvement, economic development, housing, community amenities, tourism, downtown revitalization, government efficiency and fiscal responsibility, community engagement, environmental sustainability, and civic pride and identity.
- Demographics:
    - 66% of respondents are 45 years old or older
    - 66% of respondents live in the City of Tomah
    - Nearly 90% of respondents live in a single-family home and own the home

Public Draft Comprehensive Plan Review Survey

The Draft Plan was posted to the City's website along with a video summary presentation and online survey opportunity. During the public review period, (May 23rd to June 24th) the City collected 84 total responses, and the video was viewed over 160 times. Below is a summary of the feedback received:

- Over 76% of respondents believe that the list of action items in the plan are a good/excellent list that encompasses the areas the City should be focused on over the next decade.
- The top ranked action items were: 1) Establish more indoor recreational facilities, 2) Revitalize downtown and the superior avenue corridor, 3) Focus on expanding economic development opportunities, 4) Improve the appearance of existing property conditions in Tomah, and 5) Improve and expand outdoor recreation facilities and parks throughout Tomah.
- Affordable housing remains a priority for respondents, along with indoor/outdoor recreational facilities, revitalizing downtown buildings, and efficient and effective use of tax dollars.

2. GOALS, OBJECTIVES, AND POLICIES

CHAPTER 2: GOALS, OBJECTIVES, AND POLICIES

This chapter presents a vision for the future of Tomah and describes goals, objectives, and policies to achieve that vision. Housing, Mobility & Transportation, Economic Prosperity, Agriculture & Natural Resources, Community Facilities & Services, Community Character, Collaboration & Partnerships, and Land Use are all addressed.

VISION STATEMENT

The following vision statement describes Tomah as we wish it to be in 2045, or sooner. This shared vision is the foundation of our plan – the goals, objectives, and policies that follow are all intended to help us realize this vision.

2045 City of Tomah Comprehensive Plan Vision Statement

Tomah is a complete community. Our natural resources, businesses, public services, infrastructure, recreational opportunities, and the greatest asset of all, our residents, makes Tomah a great place to live, work, shop, play, and stay.

Each element of the comprehensive plan contains goals, objectives, and policies established during the planning process based on public input (Appendix A) and the information contained in Appendix B. This section defines goals, objectives, and policies, as follows:

- **Goal:** A goal is a long-term target that states what the community wants to accomplish. Written in general terms, the statement offers a desired condition.
- **Objective:** An objective is a statement that identifies a course of action to achieve a goal. They are more specific than goals and are usually attainable through planning and implementation activities.
- **Policy:** A policy is a specific rule of conduct or course of action intended to help the City achieve the goals and objectives of the plan. Policies using the words "shall" or "will" are firm commitments by the City – all future actions and decisions made by the City should be consistent with these policies, unless unforeseen reasons arise which make a policy impractical to adhere to. Such occasions should be rare and probably indicate a need to amend this plan according to the procedures in Chapter 4. Policies using the words "should," "encourage," "discourage," or "may" are intended to serve as a guide for City decisions and actions.

TOMAH'S GOALS FOR A BETTER FUTURE...

- Tomah's neighborhoods will offer safe, attractive, and diverse housing options.
- Tomah will provide a safe, efficient, multi-modal, and well-maintained transportation network.
- Retain, expand, create, and attract businesses that strengthen and diversify the local economy, grow the tax base, and enhance employee wages and benefits.
- Reinforce the character of the city and surrounding landscape by preserving productive agricultural lands and activities, rural vistas, and natural areas.
- Maintain reliable and high-quality services, utilities, and facilities.
- Ensure high quality site and building designs within the community to uphold property values, attract new development, and reinforce the character of the city.
- Maintain mutually beneficial relationships and partnerships with neighboring municipalities, Monroe County, state and federal agencies, and the schools, colleges and universities serving Tomah residents.
- Tomah will have an adequate supply of municipal serviced land to accommodate growth in residential, commercial, and industrial uses, located in appropriate places.

HOUSING

Goal
Tomah's neighborhoods will offer safe, attractive, and diverse housing options.
Objectives
• Maintain a variety of housing types to meet the changing and diverse housing needs of the population. • Support the establishment of complete, livable neighborhoods. • Tomah homeowners will maintain their homes and properties and new housing will be designed and built to meet aesthetic standards of the community. The median home value in Tomah as a percentage of the County and State median home values will continue to improve.
Policies
• Tomah plans to maintain a mix of housing units, including single-family, two-family, and multi-family housing units throughout the community. This housing mix should be represented in future land use mapping and new subdivision development. Neighborhoods should include housing for all ages and family types. • All residential development, and particularly multiple-family and senior living developments, should be located in areas where safe pedestrian access to parks, retail, and community facilities is possible. However, this policy should not result in the concentration of multiple-family housing in any one area – such housing should be located in many parts of the City. • New neighborhoods should be connected to existing and planned neighborhoods through sidewalks or multi-purpose trails. The City will work to improve walkability, lighting, and sidewalks in existing neighborhoods. • The City will continue programs through Coulee Cap that offer assistance with maintenance, rehabilitation, and energy conservation projects that improve the local housing stock. • The City will continue to support the Tomah Housing Authority in providing accessible housing to all populations through rental assistance programs. The City will continue to support opportunities for homeownership for low to moderate income families through grant opportunities. • The City will maintain and enforce a comprehensive building code that requires inspection of new structures and repair of unsafe and unsanitary housing conditions. The City will work with landlords to improve the quality of living and appearance of rental properties. The City discourages the use of properties for the accumulation of "junk" materials and will enforce property maintenance/public nuisance ordinances as needed. The City has added a Code Enforcement Officer to administer these initiatives. • The City will implement the recommendations of the 2022 Housing Assessment, including its strategies for diversifying the housing stock, addressing affordability and availability, and reversing key data trends.

What is Affordable Housing?
The U.S. Department of Housing and Urban Development (HUD) defines affordable housing as housing in which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities.

What is Low-Income Housing?
Per HUD, low-income housing is determined by the percentage of a household's annual income related to the median household income for that area. Low-income is defined as 80% of median family income for the area and very low-income is defined as 50% of median family income for the area. If the household's annual income falls within these definitions, they are eligible for federally subsidized housing programs which are often administered at the county level. In Tomah, the Tomah Housing Authority administers the program.

Source: U.S. Department of Housing and Urban Development Glossary of Terms

As of 2023, Very-Low Income (50% of Monroe County AMI) for a family of one person was $30,100 and for a family of four was $43,000. Moderate Income (80% of Monroe County AMI) for a family of one person was $48,200 and for a family of four was $68,800.

Source: U.S. Department of Housing and Urban Development FY 2023 Income Limits Documentation System

What is Workforce Housing?
Workforce housing is homeownership, as well as rental housing, which can be reasonably afforded by households experiencing moderate to middle income and located in acceptable proximity to centers of employment. The most common definition of workforce housing comes from the Urban Land Institute, which defines workforce housing as: "housing that is affordable to households earning 60% to 120% of the area median income." This term may be used by some to place housing in economic development terms and to avoid misplaced stigmas of identifying something as "affordable" housing. Based on 2023 Area Median Incomes (AMI) in Monroe County, 60% of AMI is a household making $50,940 and making 120% of AMI is $101,880.

Source: Urban Land Institute and U.S. Department of Housing and Urban Development FY 2023 Income Limits Documentation System

What is Missing Middle Housing?

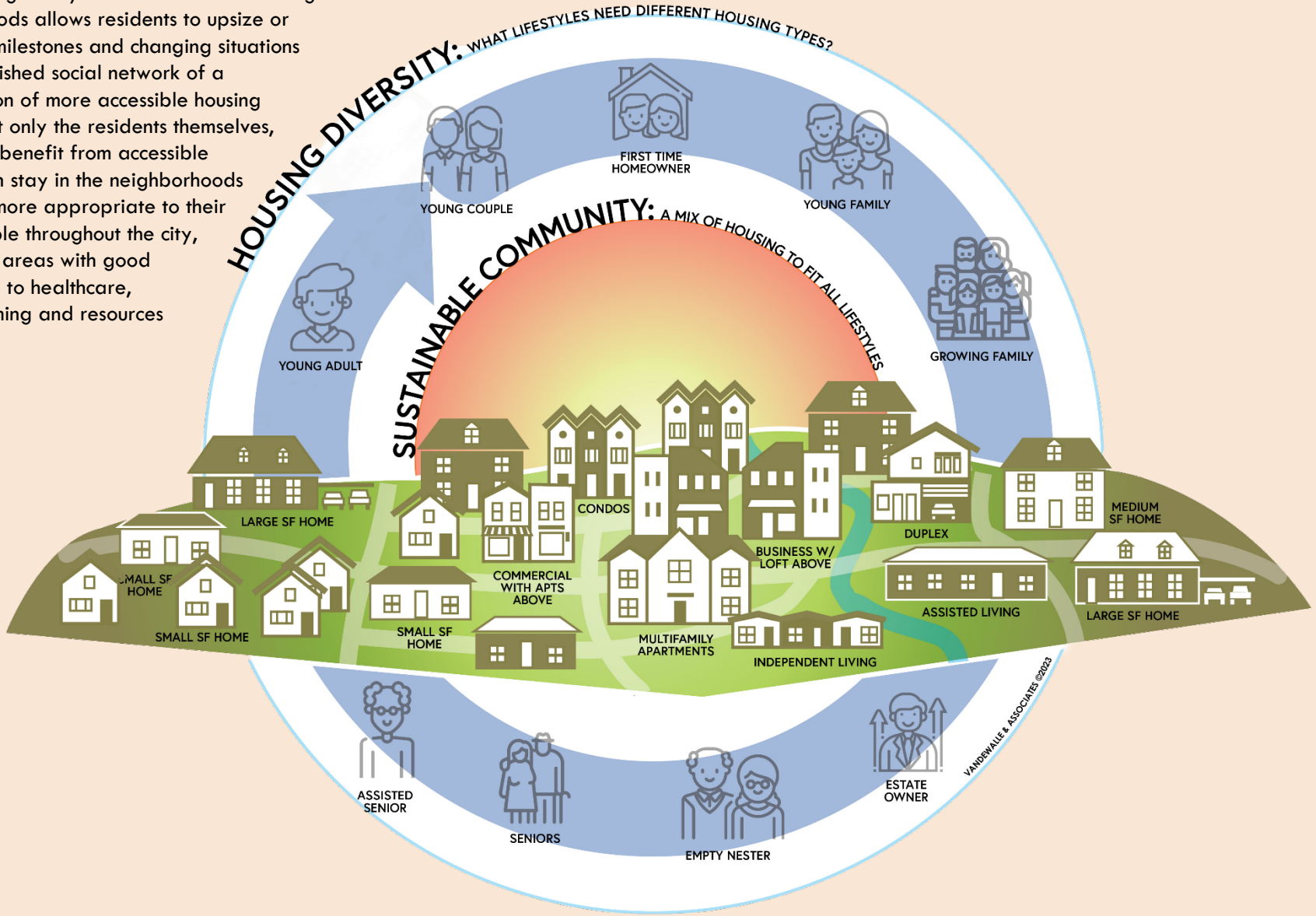
"Missing middle housing" is a range of multi-unit or clustered housing types scaled between single-family detached houses and larger apartment buildings. Missing middle housing is compatible in scale with most single-family residential areas and can help meet the growing demand for urban living. Missing middle housing types contribute to a walkable neighborhood, require simpler construction types than larger buildings, and contribute to higher residential densities than single-family homes.

Despite the higher density, they have lower perceived density than other building types because the units are small and well designed. Housing types that should be considered as part of the missing middle include: tiny homes, traditional small-lot single-family detached homes, side-by-side duplexes, two-, three-, and four-flats, townhouses, live-work buildings, accessory dwelling units, and small apartment buildings.

Source: Missing Middle Housing: Thinking Big and Building Small to Respond to Today's Housing Crisis. Daniel Parolek.

What is Life Cycle Housing?

Housing must be provided to accommodate all stages of life and all abilities. Integrating life cycle and accessible housing options within neighborhoods allows residents to upsize or downsize along with life milestones and changing situations without leaving the established social network of a neighborhood. The inclusion of more accessible housing across Tomah supports not only the residents themselves, but also visitors who may benefit from accessible features. Older adults can stay in the neighborhoods of their choice if housing more appropriate to their changing needs is available throughout the city, especially in amenity-rich areas with good walkability and proximity to healthcare, basic needs, and programing and resources for seniors.



MOBILITY & TRANSPORTATION

Goal
Tomah will provide a safe, efficient, multi-modal, and well- maintained transportation network.
Objectives
• The Tomah street network will safely balance the needs of all users. The City will manage access and design of the transportation network in order to effectively maintain the safety and functional integrity of City streets for all users. • Biking and walking in Tomah will be safe, enjoyable, and efficient. Alternatives to single occupancy vehicle trips will increase as a percentage of all transportation trips within the City. • Maintain and enhance access to other modes of transportation including rail, bus, and air facilities. • The efficiency and function of freight and commercial transportation systems will continue to improve. • Maintain the local transportation network at a level of service desired by residents and businesses. • Local transportation systems will be well-coordinated with regional systems and investments. • Leverage the airport as a community amenity and key economic development growth opportunity to support local and regional businesses.
Policies
• The City encourages a connected, flexible street grid that promotes Complete Street principles. New roads shall be built according to City standards and inspected before accepted for dedication. The City will continue to map the preferred routes and connection points for major streets and recreational trails in growth areas and will ensure adequate and appropriate right-of-way dedication as land is divided. The City will utilize its official mapping powers to coordinate long-term facility planning in the City and surrounding extraterritorial area. • When considering new development proposals, the City may require intergovernmental agreements that define the responsibilities of the City, the developer, and neighboring jurisdictions regarding any required improvements to City streets and funding of such improvements. The City may also require that the property owner, or their agent, fund the preparation of a traffic impact analysis by an independent professional prior to approving new development. Where appropriate, the City may designate weight restrictions and truck routes to protect local streets and improve traffic flow. • The City will work with property owners to create a local bicycle loop (using on- and off-road facilities) to connect important sites within the City (e.g., parks, public facilities, retail areas) and region. New developments, and redevelopment, shall be designed to connect to adjacent developments through sidewalk installation and/or recreational trails. The City will continue to encourage sidewalk installation where gaps are present. The City will continue implementation of the Comprehensive Outdoor Recreation Plan as part of this effort. • The City will maintain a Capital Improvement Plan to plan for the annual construction and maintenance of roads and other transportation facilities. Annual transportation investments will include funding for both traditional road improvements and alternative transportation modes such as bike trails, sidewalks, rail, bus, and air facilities. • The City will work with representatives from the WisDOT and Monroe County to raise awareness of local concerns when State and County highways in the area are slated for improvement. The City will coordinate improvements to adjacent local roads, when appropriate. • The City will work with the Town of LaGrange and Town of Tomah to plan, construct, and maintain those roadways that cross jurisdictions, including cost sharing where appropriate.

ECONOMIC PROSPERITY

Goal
Retain, expand, create, and attract businesses that strengthen and diversify the local economy, grow the tax base, and enhance employee wages and benefits.

Objectives

- Tomah will focus on our existing assets, infrastructure, and location to build a resilient local economy.
- Tomah will have both land (space) and incentive tools to support business expansion, creation, and attraction.
- Downtown Tomah will be economically robust.
- Existing Tomah businesses will retain and expand employment.
- Tomah's tourism and destination travel industry will continue to grow.
- Tomah's retail sector will continue to expand and diversify thereby reducing leakage, increasing consumer choices, and enhancing the quality of life of the community.
- The per capita, median family and median household income for Tomah will increase as a percentage of County and State averages. The percentage of families living below the poverty line will also decrease.
- Economic development costs and benefits will be coordinated within the region and through public and private partnerships.

Policies

- Entrepreneurism and business growth will be enthusiastically and continuously supported in Tomah. The City will actively monitor policies to ensure that Tomah is a development-friendly community. The City supports the idea of public-private partnerships and will work proactively with private business and landowners to facilitate investment in the community.
- The City's economic development strategy is to first focus on maintaining existing jobs and businesses (Maintain What We Have); second to expand existing businesses (Grow Our Own); third to create and attract businesses that complement existing businesses and regional assets (Create an Economic Development Cluster/ Synergy); and fourth to create and attract new industries to the region (Diversify to become more Resilient).
- The City will strategically plan areas for freight intensive business growth and expansion near existing and planned transportation facilities such as Interstate access ramps, arterial roadways, the railroad, and airport. The City encourages industrial or commercial businesses that generate large volumes of traffic or wastewater, or have a high water demand to locate where a full range of compatible utilities, services, roads, and other infrastructure is available to adequately support such developments.
- The City may offer incentives such as grants, loan interest loans, land sales, public infrastructure improvements, and tax increment financing to encourage economic development.
- The City may consider the use of public land acquisition to expand the industrial and commercial tax base of Tomah.
- The City supports and will continue working with community stakeholders to assess, monitor, and mitigate existing challenges around childcare affordability and availability.
- The City will work with private landowners and State agencies to clean up contaminated or blighted sites that threaten the public health, safety, and welfare and to redevelop these sites to productive uses.
- The City promotes its Downtown as a compact, pedestrian-oriented business district that supports retail, office, housing, and recreational uses. The City will work to develop a cohesive and attractive "feel" to the Downtown through unique streetscaping, signage, lighting, branding, outdoor art, and other public infrastructure improvements.
- The City supports home occupations and home-based businesses in residential districts as a means to enhance residents' income opportunities, increase local employment, and foster business creation and entrepreneurship. However, activities that alter the residential character of the neighborhood, such as objectionable changes in traffic, noise, odor, light, or appearance of the home and property, will not be permitted.
- The City supports the development of farm-based businesses and cottage industries within its boundaries and extraterritorial area to support farm families and enhance the agricultural economy and identity of the area.

- The City will collaborate with the Chamber of Commerce, Forward Tomah Development Corporation, Monroe County, neighboring municipalities, and other economic development organizations to promote economic prosperity for the Tomah region. The City and its partners will promote local businesses, products, and community festivals in promotional materials.

AGRICULTURE AND NATURAL RESOURCES

Goal

Reinforce the character of the city and surrounding landscape by preserving productive agricultural lands and activities, rural vistas, and natural areas.

Objectives

- Preserve the region's productive agricultural resources and heritage.
- Protect, improve, and sustain our natural resources and rural vistas.
- Maintain and improve the water quality of Lake Tomah.

Policies

- The City will evaluate the development of prime agricultural areas for non- agricultural uses, particularly when alternative viable sites exist.
- The City will explore ways of creating and supporting community gardens, greenhouses, farmer's markets, food pantries, and other similar community-based food products initiatives.
- The City encourages efforts by local institutions with large food service responsibilities, such as schools, hospitals, etc. to seek local food procurement options.
- The City will plan for a greenway system in which parks and open spaces are linked and offer connected ecological habitats.
- The City will support and encourage educational programming targeted at preservation and appreciation of the environment.
- The City promotes the conservation of urban forests and mature trees and will enhance urban streets, parking lots, and other hardscapes with native vegetation.
- The City will restrict development in areas that have documented threatened and endangered species, or have severe limitations due to steep slopes, soils not suitable for building, or sensitive environmental areas such as wetlands, floodplains, and streams in order to protect these areas from degradation. The City shall require these natural resources features to be depicted on all site plans, preliminary plats, and certified survey maps in order to facilitate preservation of natural resources.
- The City will use its zoning and subdivision powers to protect waterways, shorelines, wetlands, steep slopes, and floodplain areas within the City's extraterritorial area.
- The City will seek to reduce non-point and point source pollution to Lake Tomah and local streams through best management practices.

COMMUNITY FACILITIES & SERVICES

Goal
Maintain reliable and high-quality services, utilities, and facilities.
Objectives
• Ensure that public/private utilities and facilities are constructed and maintained according to professional and governmental standards to protect the public heath, minimize disruption to the natural environment and to reinforce the traditional character of the City. • Monitor satisfaction with public and private utility and service providers and seek adjustments as necessary to maintain adequate service levels. • Ensure that public facilities and services continue to meet the needs of residents and businesses, especially as new development increases demand for those facilities and services. • Mitigate the risk of impacts before a disaster, protect residents and assets as best as possible during a disaster, and successfully recover from disasters. • Maintain financial practices that allow the most efficient and effective use of tax dollars.
Policies
• Sanitary Sewer – The City encourages logical, cost-efficient expansion of sanitary sewer to serve compact development patterns. The City will plan for sewer extensions on a system basis, rather than as a series of individual projects and will require that developers locate and size utilities with enough capacity to serve adjacent future growth. • Water Supply – The City will monitor the quality and quantity of water pumped from City wells to ensure the needs of the community are met in terms of health and sustainability. The City encourages programs and development techniques that support water conservation and both groundwater protection and recharge. • Utility Services and Extensions – Utilities and municipal services will be provided in accordance with development needs and the comprehensive plan. New utilities and municipal infrastructure will not represent an unreasonable cost to the City-development will pay its fair share. The City generally requires all development that relies on municipal services to be located within Tomah's corporate limits unless a boundary or developer's agreement has been executed. Non-farm development not served by public sanitary sewer and water is discouraged within areas planned for City growth, except as approved through intergovernmental planning or related agreements, consistent with adopted comprehensive plans, and designed to potentially accommodate the long-term retrofitting of public services into the development. In areas not served by municipal sewer, the City requires adherence to the Wisconsin Sanitary Code and Monroe County Sanitary Code. • Stormwater Management – The City requires that during development planning, and the onsite construction, natural drainage patterns (i.e., existing drainage corridors, streams, floodplains, and wetlands) are preserved and protected. Developers will be responsible for erosion control and stormwater quality and quantity control both during and after site preparation and construction activities in accordance with applicable local, county or state regulations. The City encourages the use of stormwater management devices that improve the quality and reduce the quantity of runoff (e.g., rain gardens, infiltration basins, vegetated swales) in the design of stormwater management plans and a general effort to reduce the amount of impervious surfaces within new or existing developments. • Solid Waste and Recycling – The City annually reviews levels of service provided by the contracted solid waste disposal and recycling services and will meet with them as necessary to address any concerns raised by residents or local businesses. The City encourages participation in recycling and clean sweep programs for the disposal of hazardous materials. • Parks – The City will work to meet the recreational needs of its residents, and coordinate City activities through its website. The City will implement and maintain a five-year Comprehensive Outdoor Recreation Plan to coordinate and prioritize long-term park and recreation improvements, and to maintain eligibility for park acquisition and improvement grant programs. The City encourages the connectivity of local parks and recreational facilities with regional facilities, via bicycle trials or marked routes on existing roads. The City requires all proposed residential subdivision developments to dedicate land, or pay a fee in lieu thereof, for public parks, recreation and open space acquisition and development (in accordance with State Statute).

- Power Plants, Transmission Lines, and Telecommunication Facilities – The City will work with representatives from the Public Service Commission and energy providers to raise awareness of local concerns during the planning and siting of any major transmission lines, facilities, natural gas lines, wind towers or telecommunication towers. If such facilities are proposed, they should be located in an area safely away from existing or planned residential areas and should avoid environmentally sensitive areas. Underground placement and co-location (or corridor sharing) of utilities is encouraged and the City will investigate the costs of burying utility lines as part of street reconstruction projects.
- Energy Conservation – The City supports the efforts of energy providers, government agencies and others, to inform residents about energy conservation measures. The use of energy-efficient materials or designs is highly encouraged for new building construction. The City will consider the use of energy efficient alternatives when upgrading local buildings or equipment.
- Renewable Energy Facilities – The City will work with energy providers and landowners to support appropriate applications of renewable energy and utilization of on-site distributed energy generation (e.g., solar, wind, geo-thermal, biomass, solid waste) as a means of protecting the City against future fluctuations in energy costs. The City allows the installation of solar and wind energy systems in line with WI State Statute 66.0401.
- Schools – The City collaborates with the Tomah School District and post-secondary institutions, such as Western Technical College, to provide high quality educational facilities and opportunities for City residents, and will actively participate in the planning and siting of any new school facility in the community or the adaptive reuse of decommissioned school properties. The City will collaborate with area schools to maximize the community's capital investment in school facilities by making those facilities readily available, as feasible, for other uses that support social interaction and health within the community, such as community meetings, neighborhood festivals, youth and adult sports.
- Libraries – The City collaborates with the Tomah Public Library to maintain and improve access to public library facilities for City residents.
- Childcare – The City works with Tomah Health and other area stakeholders to reduce barriers and improve access to affordable childcare.
- Special Needs Facilities – The City works with Monroe County and adjacent communities to maintain and improve access to special needs facilities (e.g., health care, senior care, etc.) for area residents. The City will collaborate with local non-profits and social service agencies to ensure there are adequate resources for all residents and that service is fair and equitable.
- Emergency Services – The City works through its Police Department, Fire Department, and Tomah Area Ambulance Service to maintain adequate provision of emergency services (i.e., fire, police, EMS) for City residents and businesses, and will review service provision levels with the appropriate departments/agencies annually. The City encourages opportunities for intergovernmental cooperation on emergency services.
- Hazards – The City encourages disaster preparedness, including resilient zoning and building practices and materials, establishment of disaster response and recovery plans by the City, families and businesses, and maintenance of emergency kits and supplies as recommended by the Federal Emergency Management Agency (FEMA). When forewarning is possible, the City will strive to keep citizens accurately apprised of the situation and possible outcomes. The City will plan for the effective delivery of emergency services and basic human needs in the event of a disaster. The City will work with non-profits, human services agencies, and emergency management agencies to plan for efficient disaster response that meets the needs of all in the community.
- City Facilities - The City annually evaluates the condition of the City's facilities and associated equipment to ensure that it will continue to meet City needs. Upgrades for handicap accessibility will be considered for all City facilities (including parks) whenever changes are made to those facilities. The City will continue to use its Five-Year Capital Improvement Plan to coordinate and prioritize long-term public needs.
- City Fees - The City requires developer agreements or fees to recoup the costs associated with processing, reviewing, or inspecting building or land use proposals and permits, including pass through fees of consultants hired by the City to perform these services. The City may also assess impact fees to recoup the measurable capital costs necessary to support new developments (in accordance with State Statutes).
- City Finances - The City will manage the ratio of general obligation debt to overall revenues at an appropriate level.

COMMUNITY CHARACTER

Goal
Ensure high quality site and building designs within the community to uphold property values, attract new development, and reinforce the character of the city.
Objectives
• Guide the design of new development such that new development and existing development can coexist in an attractive manner. • Safeguard the city's architectural, historic, aesthetic, and cultural heritage. • Maintain site and building design guidelines or standards for new development, especially multifamily and commercial developments, which establishes a small-town, "pedestrian-oriented" environment. • Enhance the aesthetic appearance of the City, especially along Superior Avenue and along community gateways.
Policies
• Utilities – The City desires to bury overhead utilities lines and will evaluate the cost of doing so during street reconstruction projects. • Historic Resources – The City will preserve and celebrate landmark buildings. Adaptation and reuse of existing structures that have historic architectural character is strongly encouraged, and the City will review and guide adaptations through the design review process. The City supports community events and programs that celebrate the history and culture of Tomah. The City will ensure that any known cemeteries, human burials, or archaeological sites are protected from encroachment by roads or other development activities. Construction activities on a development site shall cease when unidentifiable archaeological artifacts are uncovered during either land preparation or construction. The developer shall notify the City of such discovery. The City has an established Historic Preservation Commission, Historic Preservation Ordinance, and Downtown Master Plan to support these efforts. • Context Sensitive Design – In areas with significant environmental sensitive resources or prime agricultural land, the City encourages the use of cluster development in and adjacent to the City's municipal boundary, and conservation subdivision design in rural sections of the Planning Area. Both design practices are alternatives to conventional land division practices and help to protect the rich natural and agricultural resources of the region. Refer to Chapter 3 for strategies to assist guiding the design of future cluster or conservation subdivisions. • Single-Family Residential – The City encourages well-designed neighborhoods that reflect aspects of Traditional Neighborhood Design principles. Refer to Chapter 3 for strategies to assist guiding the design of future single-family residential development. • Multi-Family Residential – The City encourages proposed multi-family housing to be designed to blend in with traditional neighborhoods. Refer to Chapter 3 for strategies to assist guiding the design of future multi-family residential development. • Commercial & Industrial Development – Commercial and industrial uses provide the City with economic stability and provide goods, services, and jobs for its residents. However, the buildings designed for these uses are often not adaptable for another use after the initial user leaves. Refer to Chapter 3 for strategies to assist guiding the design of future business development. • Downtown – The City will continue to pursue implementation of the Downtown Master Plan to stimulate reinvestment and revitalization efforts in this area.

COLLABORATION & PARTNERSHIPS

Goal
Maintain mutually beneficial relationships and partnerships with neighboring municipalities, Monroe county, state and federal agencies, and the schools, colleges and universities serving Tomah residents.
Objective
• Tomah will think regionally, while acting locally. • Reduce costs and improve quality of municipal services through partnerships with neighboring towns and municipalities. • Ensure adequate school facilities by coordinating and communicating growth plans with the Tomah School District. • Communicate clearly with the Town of La Grange, Town of Tomah, and Monroe County to establish mutually agreeable development goals and objectives in Tomah's extraterritorial area. • Leverage Western Technical College and University Extension resources to help the City further it's planning and economic development interests.
Policies
• The City encourages an efficient and compatible land use pattern that minimizes conflicts between land uses across municipal boundaries and preserves natural resources in mutually agreed areas. To the extent possible, the City will coordinate its future planning efforts with Monroe County, the Town of La Grange, and Town of Tomah. • Where intergovernmental cooperation efforts do not yield mutually agreeable results, the City may utilize its zoning, subdivision, official mapping, and extraterritorial powers where necessary to protect City interests and coordinate development in the Planning Area with the City's Comprehensive Plan. • Prior to the adoption of the Tomah Comprehensive Plan, and for subsequent updates, the City will request comments from Tomah School District officials, neighboring municipalities, and Monroe County. • The City will actively participate, review, monitor, and comment on pending plans from neighboring municipalities, Monroe County, and State or Federal agencies on land use or planning activities that would affect Tomah. • The City will continue to work with neighboring municipalities and Monroe County to identify opportunities for shared services or other cooperative planning efforts. This may include, for example, shared municipal facilities, sharing recreation facilities, and renting street maintenance equipment from neighboring municipalities.

LAND USE

Goal
Tomah will have an adequate supply of municipal serviced land to accommodate growth in residential, commercial, and industrial uses, located in appropriate places.
Objectives
• The supply of land to accommodate new development will be adequate to satisfy local demand. • The City's growth areas will be protected from development incompatible with City growth. • Development will use land, utilities, and community services as efficiently as possible. • Development and redevelopment in existing developed areas and growth areas will establish or enhance neighborhoods.
Policies
• The City will work to ensure availability of appropriately zoned land for various types of development, recognizing that an efficient market requires a choice of multiple suitable sites. • The City will be proactive in efforts to increase supply for uses as necessary, including comprehensive plan amendments and, if necessary and feasible, the use of financial incentives to specifically encourage an increase in supply of land, space, or units if the market is for some reason not naturally responding to demand. • Neighborhoods will generally include a mix of residential types and densities. Businesses uses will be strategically located throughout the City so that small scale retail uses are within proximity to all neighborhoods and office and industrial uses are located adjacent to major transportation routes and existing or planned infrastructure. • The City will collaborate with Monroe County, Town of LaGrange, and Town of Tomah to encourage new development within the City's 1.5-mile extraterritorial jurisdiction that is compatible with the use, density, and configuration recommendations of this plan. • Development in growth areas will occur incrementally, outward from the existing urban edge. Leapfrog development is strongly discouraged. • Infill development where City roads and utilities already exist is a priority for the City and is strongly encouraged. • Any development with uses more intensive than neighboring residential uses will utilize siting and screening techniques to minimize a negative impact on those uses due to noise, light, traffic, etc. • The City will utilize the Planned Unit Development Process, as appropriate, to achieve projects that integrate residential and non- residential uses in creative ways not achievable with standard zoning. • The City will update and amendment the Zoning and Subdivision Ordinances over time to implement the recommendations in Chapter 3.

3. FUTURE LAND USE

CHAPTER 3: FUTURE LAND USE

There are many unique uses of land across Tomah, and many more ways to configure those uses. It is the City's responsibility to regulate where and how development occurs so that conflict between incompatible uses is minimized, land and infrastructure are used as efficiently as possible, and Tomah continues to grow as a pleasant, attractive place to live and work. This chapter outlines the desired future land use for Tomah and the surrounding area, including categories of land use, and strategies for development design consistent with the goals, objectives, and policies defined in Chapter 2.

USING THE FUTURE LAND USE MAP

The Future Land Use Map identifies categories of similar use, character, and density. These categories, and associated policies, are described in the preceding pages, including an explanation of the City's intent and design and development strategies for each.

This map and the corresponding text are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development shall be consistent with the use category shown on the map and the corresponding text.

Where uses in this map differ from the current use, it is not the general intent of the City to compel a change in zoning or a change in use. Except in rare instances when the City may actively facilitate redevelopment of a priority site, the City's use of this map will be only reactive, guiding response to proposals submitted by property owners.

AMENDING THE FUTURE LAND USE MAP

It may from time to time be appropriate to consider amendments to the Future Land Use Map. See Chapter 4 for a description of the procedural steps for amending any aspect of this plan. The following criteria should be considered before amending the map.

Consistency With Other Portions of this Plan
The proposed development is consistent with the general vision for the City, and the other goals, objectives, and policies of this plan.

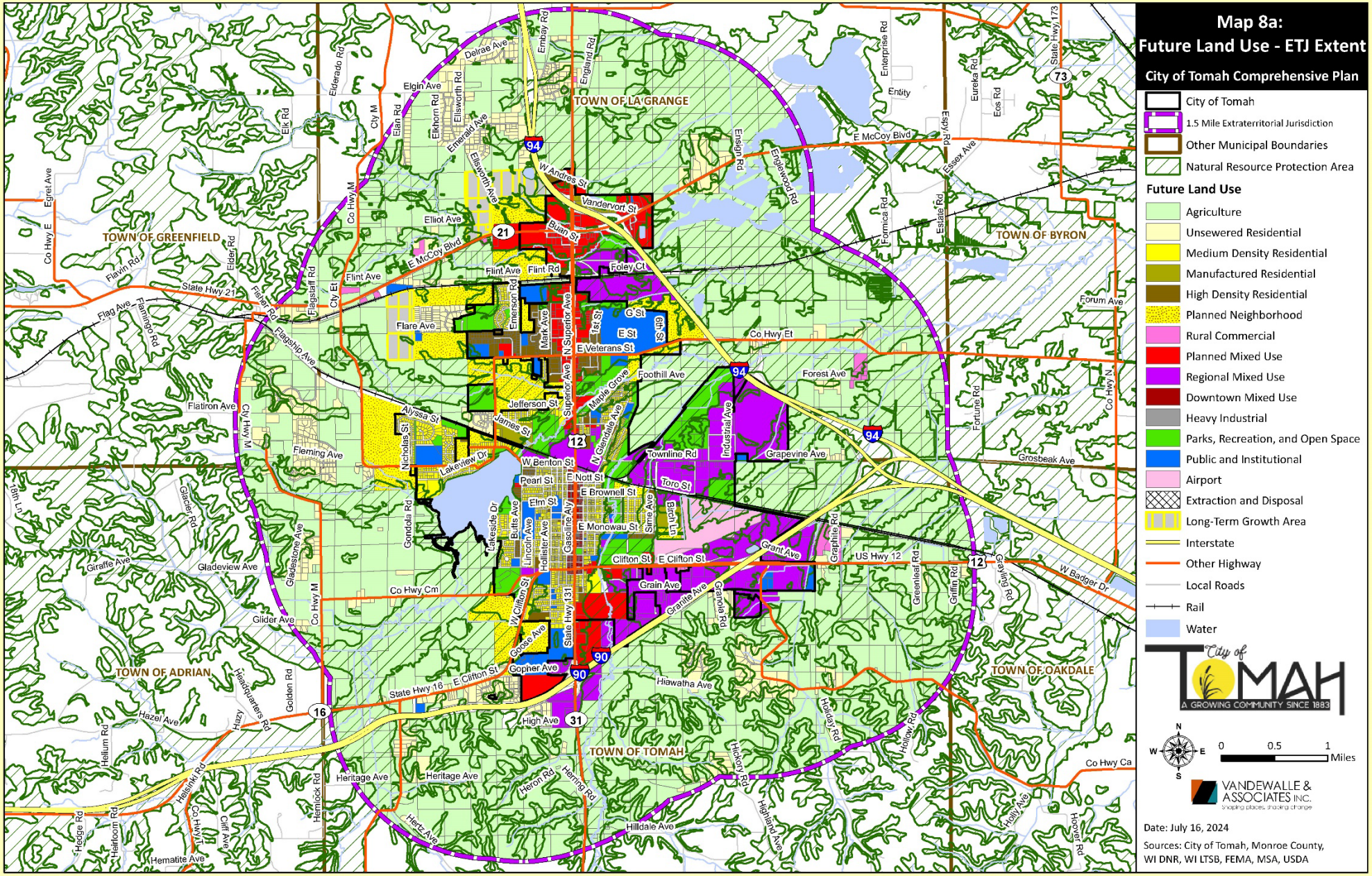
Housing and Transportation
The proposed development will contribute to addressing the City's housing needs as described in the 2022 City of Tomah Housing Assessment. The property divisions are consistent with traditional neighborhood development and rights-of-ways are constructed with appropriate connections to surrounding areas that support multi-modal transportation connectivity.

Natural Resources
The land does not include important natural features such as wetlands, floodplains, steep slopes, scenic vistas, or significant woodlands, which will be adversely affected by the proposed development. The proposed building envelope is not located within the setback of Shoreland and Floodplain zones (raised above regional flood line). The proposed development will not result in undue water, air, light, or noise pollution. Petitioner may indicate approaches that will preserve or enhance the most important and sensitive natural features of the proposed site.

Emergency Vehicle Access
The lay of the land will allow for construction of appropriate roads and/or driveways that are suitable for travel or access by emergency vehicles.

Ability to Provide Services
Provision of public facilities and services will not place an unreasonable financial burden on the City. Petitioners may demonstrate to the City that the current level of services in the City, or region, including but not limited to school capacity, transportation system capacity, emergency services capacity (police, fire, EMS), parks and recreation, library services, and potentially water and/or sewer services, are adequate to serve the proposed use. Petitioners may also demonstrate how they will assist the City with any shortcomings in public services or facilities.

Public Need
There is a clear public need for the proposed change, or unanticipated circumstances have resulted in a need for the change. The proposed development is likely to have a positive fiscal impact on the City. The City may require that the property owner, or their agent, fund the preparation of a fiscal impact analysis by an independent professional.


Map 8a:
Future Land Use - ETJ Extent
City of Tomah Comprehensive Plan
City of Tomah
1.5 Mile Extraterritorial Jurisdiction
Other Municipal Boundaries
Natural Resource Protection Area
Future Land Use
Agriculture
Unsewered Residential
Medium Density Residential
Manufactured Residential
High Density Residential
Planned Neighborhood
Rural Commercial
Planned Mixed Use
Regional Mixed Use
Downtown Mixed Use
Heavy Industrial
Parks, Recreation, and Open Space
Public and Institutional
Airport
Extraction and Disposal
Long-Term Growth Area
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VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change
Date: July 16, 2024
Sources: City of Tomah, Monroe County, WI DNR, WI LTSB, FEMA, MSA, USDA
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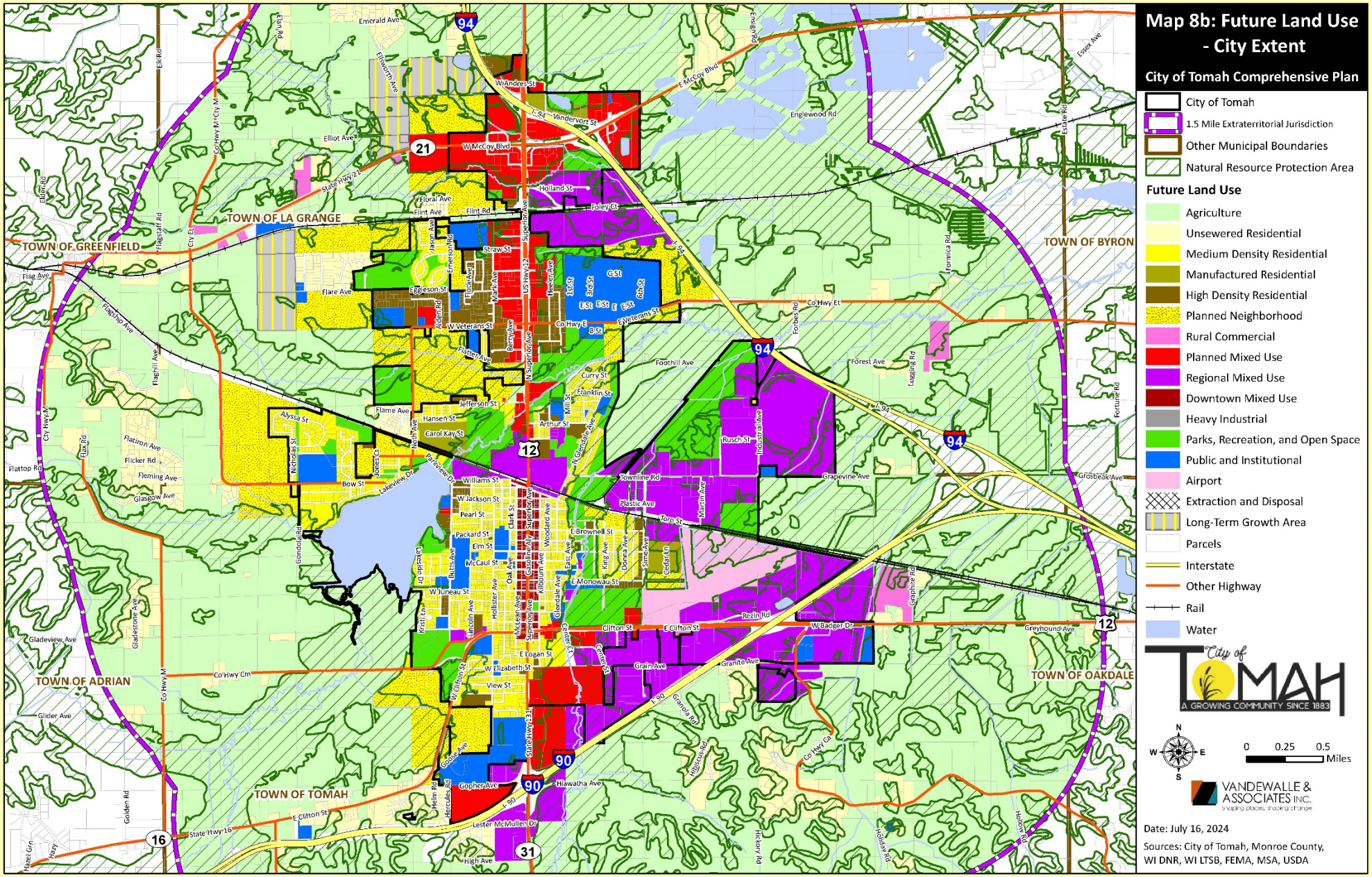
TOWN OF GREENFIELD
TOWN OF BYRON
TOWN OF ADRIAN
TOWN OF OAKDALE
TOWN OF TOMAH


Map 8b: Future Land Use - City Extent
City of Tomah Comprehensive Plan
City of Tomah
1.5 Mile Extraterritorial Jurisdiction
Other Municipal Boundaries
Natural Resource Protection Area
Future Land Use
Agriculture
Unsewered Residential
Medium Density Residential
Manufactured Residential
High Density Residential
Planned Neighborhood
Rural Commercial
Planned Mixed Use
Regional Mixed Use
Downtown Mixed Use
Heavy Industrial
Parks, Recreation, and Open Space
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Airport
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TOWN OF GREENFIELD
TOWN OF LA GRANGE
TOWN OF BYRON
TOWN OF ADRIAN
TOWN OF TOMAH
TOWN OF OAKDALE

INTERPRETING BOUNDARIES

Where uncertainty exists as to the boundaries of districts shown on the Future Land Use Map, the following rules will apply.

1. Boundaries indicated as approximately following the centerlines of streets, highways, or alleys will be construed to follow such centerlines.
2. Boundaries indicated as approximately following platted lot lines or U.S. Public Land Survey lines will be construed as following such lot lines.
3. Boundaries indicated as approximately following municipal boundaries will be construed as following such boundaries.
4. Boundaries indicated as following railroad lines will be construed to be midway between the main tracks.
5. Boundaries indicated as following shorelines and floodplains, will be construed to follow such shorelines and floodplains, and in the event of change in the shorelines and floodplains, it will be construed as moving the mapped boundary.
6. Boundaries indicated as following the centerlines of streams, rivers, canals, or other bodies of water will be construed to follow such centerlines.
7. Boundaries indicated as parallel to extension of features indicated in the preceding above will be so construed. The scale of the map will determine distances not specifically indicated on the map.

FUTURE LAND USE CATEGORIES

The future land use categories identify areas of similar use, character, and density. These classifications are not zoning districts - they do not legally set performance criteria for land uses (i.e., setbacks, height restrictions, density, etc.); however, they do identify those City of Tomah Zoning Ordinance districts that currently fit within each future land use category. The illustrations and strategies listed within each category are provided to help landowners and City officials make design decisions during the development process consistent with the intent of the land use category. These strategies may be used to help determine whether to approve a rezoning, which zoning district to apply, and what conditions to set, if any. Some categories also feature design recommendations.

The identification of future land use categories and associated uses does not obligate the City to approve any and all development petitions consistent with the future land use category. Other factors will have to be considered, such as the quality of the proposed development, its potential effect on adjacent properties, and ability to provide services to the site, and the phasing of development before an application is approved.

The seventeen categories designated on the Future Land Use Map are:

Future Land Use Categories		
AG – Agricultural	PN – Planned Neighborhood	PBI – Public and Institutional
UR – Unsewered Residential	DMU - Downtown Mixed Use	AI- Airport
RC - Rural Commercial	PMU – Planned Mixed Use	POS - Parks, Recreation & Open Space
MDR - Medium Density Residential	RMU – Regional Mixed Use	EC – Environmental Corridors Overlay
HDR - High Density Residential	HI – Heavy Industrial	LTG – Long-Term Growth Area
MR – Manufactured Residential	EX – Extraction and Disposal	

DETAILED FUTURE LAND USE STRATEGIES

Each land use strategy is described in further detail. Additionally, this section describes the suitable zoning districts for each land use, detailed land use strategies, and additional design considerations. Figures referenced in this section are found at the end of this chapter.

Agricultural
Description: The Agricultural (AG) category is intended to preserve land and rural character in areas deemed unlikely or infeasible for urban development over the planning period. Typical uses in these areas include open space, farming, farmsteads, agricultural businesses, forestry, quarries, and limited rural residential on well and septic systems. Development is expected to be less than one dwelling unit per 35 acres.
Suitable Zoning Districts: Areas identified as Rural Lands within the Town of LaGrange and Town of Tomah are regulated by the Monroe County Zoning Code. Any areas identified as Agricultural which become annexed to the City of Tomah may be temporarily zoned to either the City's Agricultural (A-1) or Conservancy (C-1) district.
Land Use Strategies: 1. Development shall be located to minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points to state highways should be avoided, when possible, particularly those intended on serving only one property. 2. The preferred gross residential density is one (1) dwelling unit per thirty-five (35) acres (.0285 units/ acre), or more, of contiguous land under single ownership, rounded to the nearest whole number. The preferred minimum lot size is two acres. 3. The development of residential subdivisions is prohibited in areas designated as Agricultural. Proposals for residential subdivisions shall require an amendment to the Future Land Use Map to an alternative land use classifications.

Unsewered Residential
Description: The Unsewered Residential (UR) category includes existing non-farm residential development and rural subdivisions on well and septic systems. The primary intent of UR areas is to allow for some rural non-farm residential development particularly in areas where urban development is unlikely to occur and in areas with non-productive agricultural soils or agricultural uses. Rural residential subdivisions are strongly encouraged to utilize conservation or cluster design strategies (refer to Figure 3.3).
Suitable Zoning Districts: Areas identified as Unsewered Residential within the Town of LaGrange and Town of Tomah are regulated by the Monroe County Zoning Code. Any areas identified as Unsewered Residential which become annexed to the City of Tomah shall be zoned to one of the City's residential zoning districts.
Land Use Strategies: 1. Development shall minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points to state highways should be avoided, when possible, particularly those intended on serving only one property. 2. The preferred gross residential density is one (1) dwelling unit per five (5) acres (0.2 units/acre), or less, of contiguous land under single ownership, rounded to the nearest whole number. The preferred minimum lot size is two acres. Densities may exceed one dwelling unit per five acres of land if a developer proposes a conservation subdivision or cluster development if urban services are extended to the development or a community wastewater system is proposed. After exceptions have been granted, gross density shall not exceed one (1) dwelling unit per two (2) acres of contiguous land under single ownership, rounded to the nearest whole number. 3. No businesses shall be permitted except for approved home businesses.

Rural Commercial

Description: The Rural Commercial (RC) category includes business and limited industrial uses on well and septic systems. The primary intent of Rural Commercial areas is to allow for some rural non-farm commercial uses particularly in areas where urban development is unlikely to occur, in areas with non-productive agricultural soils or agricultural uses, and along major transportation corridors. In these areas the best uses will typically be those that are rural in nature (e.g., veterinarian clinic, agricultural businesses, blacksmith, nurseries, greenhouses, etc.).

Suitable Zoning Districts: Areas identified as Rural Commercial within the Town of LaGrange and Town of Tomah are regulated by the Monroe County Zoning Code. Any areas identified as Rural Commercial which become annexed to the City of Tomah shall be zoned to one of the City's business or industrial zoning districts.

Land Use Strategies:

1. Development shall minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points to state highways should be avoided, when possible, particularly those intended on serving only one property.
2. Where businesses are proposed adjacent to existing or planned residential developments care should be taken to reduce potential land use conflicts using the design strategies.
3. The preferred minimum lot size is two acres.

Medium Density Residential

Description: The Medium Density Residential (MDR) areas are intended for housing with densities that range from approximately two to five units per acre. Neighborhood areas classified as MDR will typically be predominately single-family detached units with the potential for some duplex/twinhome, four plex, and other lower density attached housing developments.

Suitable Zoning Districts: Areas identified as Medium Density Residential are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within MDR areas include: Single-Family Residential (R-1), One- and Two-Family Residential (R-2), Multifamily Residential (R-3), Zero Lot Line Residential (R-6), and Institutional (I).

Land Use Strategies:

1. Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.
2. Though medium density housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:
    a. Parks and recreational facilities
    b. Small municipal and institutional facilities (e.g., learning center, library, fire station, etc.)
    c. Community centers
    d. Places of worship
    e. Day care centers
    f. Small pockets of High Density Residential
    g. Small commercial uses that serve neighborhood needs.

3. The City encourages residential projects (new construction and remodeling) to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood.

4. Consider amendments to the City's Zoning Ordinance to incorporate the considerations as listed below, in addition to reducing minimum lot size and dimensional setbacks, allowing greater building coverage, accommodating alley-loaded residential formats, removing minimum lot area standards for two-family and multi-family, allowing accessory dwelling units or in-family suites, reducing minimum parking requirements, and allowing multi-family configurations with zero lot lines (townhomes, condos, etc.).

Additional Considerations:

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the home, with layers of increasingly private space in between.

Consider the following techniques (see Figures 3.2 and 3.4):

A. The front door should face the street and there should be a clear route to the door from the street or sidewalk.
B. There should be windows on the street façade.
C. Building setbacks will vary according to building type and lot size, but should generally not exceed 30 feet.
D. Incorporate a covered front porch, or at least a raised stoop, preferably covered.
E. Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.

Relationship among buildings: Buildings within a neighborhood should be both cohesive and varied.

Consider the following techniques:

A. Homes along a street should utilize similar setbacks to establish a consistent "street wall."
B. Home sizes may vary along a street but should utilize design techniques such as similar roof line heights and deeper setbacks for portions of wider houses to minimize apparent size variations.
C. The mix of architectural themes or styles should generally be consistent within a neighborhood, but repeated use of identical floor plans or colors is strongly discouraged, especially for adjacent buildings.

Garages: Consider garage location and scale to avoid a "garage-scape" street appearance.

Landscaping: Provide generous landscaping, with an emphasis on native plant species, especially along street frontages.

Lighting: Exterior lights should be full-cut- off fixtures that are directed to the ground to minimize glare, light trespass, and light pollution. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).

High Density Residential

Description: The High Density Residential (HDR) areas are intended for housing with densities that exceed approximately five units per acre. Uses in this category include single-family detached, duplexes/twinhomes, four plex, townhouses, row houses, apartment buildings, and senior housing.

Suitable Zoning Districts: Areas identified as High Density Residential are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within HDR areas include: One- and Two-Family Residential (R- 2), Multi-Family Residential (R-3), Zero Lot Line Residential (R-6), and Institutional (I).

Land Use Strategies:

1. Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.
2. Though high-density housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:
   a. Parks and recreational facilities
   b. Small municipal and institutional facilities (e.g., learning center, library, fire station, etc.)
   c. Community centers
   d. Places of worship
   e. Day care centers
   f. Small pockets of Medium Density Residential
   g. Small commercial uses that serve neighborhood needs.
3. The City encourages residential projects (new construction and remodeling) to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood. The additional considerations below apply mostly to multi- family formats - for higher density single-family developments, see the MDR design strategies.
4. Consider amendments to the City's Zoning Ordinance to incorporate the considerations as listed below, in addition to reducing minimum lot size and dimensional setbacks, allowing greater building coverage, accommodating alley-loaded residential formats, removing minimum lot area standards for

two-family and multi-family, allowing accessory dwelling units or in-family suites, reducing minimum parking requirements, and allowing multi-family configurations with zero lot lines (townhomes, condos, etc.).

Additional Considerations:

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the building, with layers of increasingly private space in between.

Consider the following techniques (see Figures 3.2 and 3.5):

A. The front door should face the street and there should be a clear route to the door from the street or sidewalk.
B. There should be windows on the street façade.
C. Building setbacks will vary according to building type and lot size but should generally not exceed 30 feet.
D. Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.

Relationship among buildings: Buildings within a neighborhood, or within a single development, should be both cohesive and varied.

Consider the following techniques:

A) When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/or variation in the depth of setback along the building facade.
B) The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floor plan, facade design, and color choice to avoid monotony.

Garages: Street-facing garage doors should be avoided whenever possible. When necessary, street-facing garages should be set back at least 10 feet behind the front façade of the building.

Landscaping: Provide generous landscaping, with an emphasis on native plant species, especially along street frontages. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare, light trespass, and light pollution. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).

Common Open Space: Provide gardens, grass areas, and playgrounds to serve the needs of residents.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, and outdoor storage, should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Manufactured Residential

Description: Professionally managed arrangements of manufactured homes and associated amenities.

Suitable Zoning Districts: Areas identified as Manufactured Residential are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within MR areas include: Manufactured Home Residential (R-4) and Mobile Home (R-5).

Land Use Strategies:

1. Leverage infill and redevelopment opportunities in these areas to promote a mix of residential densities that reflect the character of the neighborhood.
2. Promote rehabilitation and maintenance efforts of the neighborhood.
3. Encourage housing designs which are attractive and emphasize the house in relation to the internal road (front porches, stoops, etc.).
4. Require Manufactured Home Residential developments to be professionally managed and provide adequate recreational open space within the neighborhood.

Planned Neighborhood

Description: The Planned Neighborhood (PN) area is intended to provide a carefully planned mix of single dwelling unit detached or attached, two-dwelling, multi-dwelling, small scale business, community facilities, and parks, recreation, and conservancy uses consistent with Traditional Neighborhood Design principles and forms of development.

Suitable Zoning Districts: Areas identified as Planned Neighborhood are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within PN areas include Single-Family Residential (R-1), One- and Two-Family Residential (R-2), Multifamily Residential (R-3), Zero Lot Line Residential (R-6), Institutional (I), and Business (B).

Land Use Strategies:

1. Planned Neighborhoods should feature a variety of lot sizes and housing styles according to the Housing policies in Chapter 2. These areas should include a carefully planned mixture of single-family residential, two-family, and multi-family developments. This allows higher density development to be dispersed throughout the community instead of being concentrated in any one area. A small amount of neighborhood business uses or mixed uses may be appropriate; however, incremental commercial strip development is discouraged, as the downtown and interstate corridors should remain the focal point of retail services in the community. Planned Neighborhoods should include opportunities for residents to gather through the development of public open spaces or parks. Sidewalks, bicycle routes, and trails should be an integral part of the design of new neighborhoods and the connection to the rest of the community.
2. The City will encourage and support the creation of neighborhood plans for growth areas and for existing neighborhoods experiencing redevelopment pressure, to proactively determine how varied housing types and uses can be appropriately integrated into the neighborhood, and to establish a unique identity for each neighborhood.

Additional Considerations:

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the home, with layers of increasingly private space in between.

Consider the following techniques (see Figure 3.1):

A. The front door should face the street and there should be a clear route to the door from the street or sidewalk.
B. There should be windows on the street façade.
C. Building setbacks will vary according to building type and lot size, but should generally not exceed 30 feet.
D. Incorporate a covered front porch, or at least a raised stoop, preferably covered.
E. Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.

Relationship among buildings: Buildings within a neighborhood should be both cohesive and varied.

Consider the following techniques:

A. Homes along a street should utilize similar setbacks to establish a consistent "street wall."
B. Home sizes may vary along a street, but should utilize design techniques such as similar roof line heights and deeper setbacks for portions of wider houses to minimize apparent size variations.
C. The mix of architectural themes or styles should generally be consistent within a neighborhood, but repeated use of identical floor plans or colors is strongly discouraged, especially for adjacent buildings

Garages: Consider garage location and scale to avoid a "garage-scape" street appearance.

Landscaping: Provide generous landscaping, with an emphasis on native plant species, especially along street frontages.

Lighting: Exterior lights should be full-cut- off fixtures that are directed to the ground to minimize glare, light trespass and light pollution (see side bar). Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).

Figure 3.1: Planned Neighborhoods Design Strategies

PLANNED NEIGHBORHOODS

Planned Neighborhoods provide attractive places to live, play and take care of day-to-day service needs.

Planned Neighborhoods support diverse housing choice and options, including single family homes (detached or attached), two family homes, townhomes, and small-, middle-, and larger-scale multi-family. They also include small-scale businesses, community facilities, parks, recreation, and conservancy uses consistent with Traditional Neighborhood Design principles and forms of development, including mixed use. Planned Neighborhoods provide attractive, desirable, and sustainable places to live, play, work, and meet day-to-day service needs.

- Mix of housing types and densities
- Mix of lot sizes: small lot (6,000 sf), mid-size (8,000 sf), and large lot (10,000 sf)
- Diverse ages & incomes
- Homes within a comfortable walk of parks and services
- Opportunity to center around plazas, parks, public spaces
- Streets connected internally and to larger community
- Neighborhood-wide multi-use path system with interconnected sidewalks, bike lanes, and routes
- Natural areas protected and made central to development
- Integration of neighborhood focal points such as schools, churches or shopping

A Single Family Homes

B Townhomes

C Two-Family

D Multi-Family – Apartments & Condos

E Neighborhood Mixed-Use

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Figure 3.2: Traditional Neighborhood Design Strategies

TRADITIONAL NEIGHBORHOOD

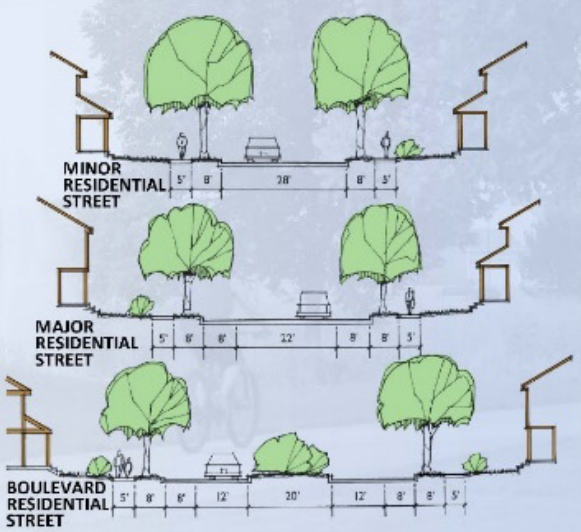
Traditional Neighborhood design aims to enhance quality of life and community character through integrated multi-modal transportation options, diverse housing types, parks, schools, services, and jobs within walking distance of one another, preserving environmental systems, and reducing long-term demand for fiscal resources.

This can be accomplished by implementing the following guiding:

- Establishing community gathering places
- Providing housing variety
- Advancing equity and inclusion
- Blending land uses
- Promoting walkability
- Promoting connectivity
- Calming traffic
- Creating attractive and active streetscapes
- Highlighting natural areas
- Incorporating public health and sustainability

Streetscape

Single Family Parcel



Street Cross-Sections

Multi-Family Parcel

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Downtown Mixed Use

Description: The Downtown Mixed-Use (DMU) area is intended to provide a unique mix of commercial, residential, public, and related uses in a pedestrian-friendly environment. It is expected that the downtown area will continue to include a mix of retail and service commercial, office, institutional, higher density residential, public uses, and park and recreation uses. Uses in the DMU area are expected to be integrated both vertically and horizontally.

Suitable Zoning Districts: Areas identified as Downtown Mixed Use are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within DMU areas include: Business (B), Multi-Family Residential (R-3), Zero Lot Line Residential (R-6), and Institutional (I). In addition, those properties between McLean Ave and the alley running parallel to Superior Ave., and between Kilbourn Ave. and the alley running parallel to Superior Ave., may be zoned for One- and Two-Family Residential (R-2).

Land Use Strategies:

1. Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.
2. The City encourages all new development, or exterior site and building renovations, in the downtown area to maintain the urban fabric and character. New buildings should fit their context by including the additional considerations below.
3. Future projects in the Downtown Mixed Use land use category should be consistent in advancing the goals and recommendations of the City of Tomah Downtown Master Plan.

Additional Considerations:

Design Context and Architectural Character: New buildings should fit their context. Consider the following techniques:

A) The surrounding context, especially adjacent buildings, should always be documented and considered before design begins. City reviewers should require photos of this context during the review process.
B) Buildings should incorporate architectural elements that provide visual interest and human scale, such as differentiation of the ground floor level, awnings, or canopies over entrances, etc.
C) It is not necessary to replicate historic architectural styles with new buildings, but there should be some consistency of the scale and rhythm of design features, such as windows and floor heights, which help fit a new building within a block of older buildings.
D) Building materials should be consistent with other nearby buildings. Brick and stone are strongly encouraged in most parts of downtown, but other quality, long-lasting materials may be appropriate in some places.
E) Building design and signage should incorporate small accents that celebrate the City's history (e.g., Gasoline Alley), culture, and industries (e.g., Cranberry Country).

Building Height: Multi-story buildings are strongly encouraged on all downtown sites.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the building. Consider the following techniques (see Figure 3.6):

A) In most cases there should be no setback from the sidewalk, though occasional partial setbacks to create usable space, as for an outdoor seating area, are acceptable. Shallow setbacks may be permissible for properties that do not face Superior Ave.
B) The front door should face the primary street.
C) There should be clear vision windows on the street facade. Retail and service spaces should have large, clear windows that provide good visual connection between the building interior and the sidewalk.

Garages: Street-facing garages doors should be avoided whenever possible.

Parking: Front yard parking is not permitted. Side yard parking should be separated from the sidewalk by a low fence or landscape buffer to partially obscure views of parking while retaining visual connections to maintain personal safety. (Refer to Figure 3.6)

Landscaping: In places where the building is not built at the front property line, hardscape improvements and native plants should be used to provide visual interest and a comfortable pedestrian environment.

Lighting: Exterior lights should be full-cut- off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to residential uses. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).

Signs: Signs should be pedestrian-scaled. Desired sign types include building-mounted, window, projecting, monument, and awning. Signs should not be excessive in height or square footage.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.
Stormwater: Green roofs, permeable pavement and other stormwater management technologies should be utilized as feasible to filter pollutants and infiltrate or delay runoff.

Planned Mixed Use

Description: Planned Mixed Use (PMU) areas are intended for a well-planned mix of commercial, office, institutional, and multi-family uses that serve neighborhood, community, and regional markets. Examples include large retail and service businesses, multi-family apartments, offices, clinics and health care facilities, hotels, restaurants and entertainment businesses, storage, mixed-use residential and commercial structures, and automobile sales and services. The type and size of use will be determined by location and market forces. Additionally, it is expected for high-density residential and institutional uses to be located in this area.

Suitable Zoning Districts: Areas identified as Planned Mixed Use are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within these areas include: Business (B), Office Business (B-1), Highway Business (B-2), Multi-Family Residential (R-3), and Institutional (I).

Land Use Strategies:

1. Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.
2. Commercial areas should generally be served by a contiguous sidewalk network and safe bike routes.
3. The City encourages and supports investment in older commercial uses and sites in existing neighborhoods. Older commercial sites with depilated buildings should be targeted for redevelopment into new commercial or residential uses through the use of all economic development tools at the City's disposal.
4. The City encourages for all commercial projects the use of design strategies that will maintain property values over time. This section offers different strategies for highway settings and neighborhood settings in some categories.
5. Consider amendments to the City's Zoning Ordinance to incorporate the considerations as listed below, in addition to a percentage-based approach to mixed-use buildings instead of all residential above the ground floor, reducing minimum lot sizes and setbacks, increasing lot coverage standards, reducing minimum parking requirements, allowing shared parking situations by-right, minimum bicycle parking standards, and modernizing land use categories.

Additional Considerations (see Figures 3.7 and 3.8):

- Relationship to the Street: The building should be designed such that the primary building facade is oriented towards the street (toward the larger street on corner lots) and should have a public entrance.
- Architectural Character: The building should be designed using architectural elements that provide visual interest and a human scale that relates to the surrounding neighborhood context.
- Building Materials: The building should be constructed of high-quality, long-lasting finish materials, especially along prominent facades with frequent customer traffic.
- Building Projections: Canopies, awnings, and/or gable-roof projections should be provided along facades that give access to the building.
- Signs: Signs should not be larger or taller than necessary based on the context of the site, and within the limits established by the zoning ordinance.
- Highway commercial: desired sign types include building-mounted, monument.
- Neighborhood commercial: desired sign types include building-mounted, window, projecting, monument, and awning.
- Parking: Front yard parking should be limited; side yard, rear yard, or below building alternatives are preferred. Shared parking and access between properties is encouraged to minimize curb cuts and make more efficient use of land and paved surfaces. Landscaping and trees should be incorporated into all surface parking areas to improve aesthetic and environmental performance. Vegetative buffers should be provided between pedestrian circulation routes and vehicular parking/circulation. Access drive lanes should be separated from parking stalls to reduce congestion.

- Landscaping: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be places along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.
- Lighting: Exterior lights should be full-cut off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).
- Stormwater: Rain gardens, bio-retention basins, permeable pavement, and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.
- Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Regional Mixed Use

Description: Regional Mixed Use (RMU) areas are intended for indoor commercial, offices, showrooms, warehousing, storage, and light industrial uses with associated office functions. RMU developments are usually designed in a unified manner and feature both public and private landscaping, and common directory signage and/or entry features.

Suitable Zoning Districts: Areas identified as RMU are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within RMU areas include: Office Business (B-1), Highway Business (B-2), Limited Industrial (M-1), General Industrial (M-2), and Highway Industrial (M-3), and Institutional (I).

Land Use Strategies:

1. Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.
2. RMU areas should generally be served by a contiguous sidewalk network and safe bike routes.
3. The City encourages the use of design strategies that will maintain property values over time in RMU areas.
4. Consider amendments to the City's Zoning Ordinance to incorporate the considerations as listed below, in addition to reducing minimum lot sizes and setbacks, increasing lot coverage standards, reducing minimum parking requirements, allowing shared parking situations by-right, minimum bicycle parking standards, and modernizing land use categories.

Additional Considerations (see Figures 3.7 and 3.9):

- Relationship to the Street: Buildings should be designed such that the primary building facade and entrance are oriented towards the street (toward the larger street on corner lots).
- Architectural Character: Buildings should be designed using architectural elements that provide visual interest. A consistent design theme or style among different sites is not necessary.
- Building Materials: Buildings should be constructed of high-quality, long-lasting finish materials.
- Building Entrances: Building entrances should utilize architectural features that make them easy to find and which provide some measure of protection from the elements immediately in front of the door.
- Signs: Signs should not be larger or taller than necessary based on the context of the site, and within the limits established by the zoning ordinance. Common directory signs at entrances and a common style or format for all sites are encouraged.
- Parking: Parking should be in the side yard or rear yard wherever feasible. Front yard parking should be limited to one double-loaded aisle. Shared parking among neighboring sites is encouraged to make more efficient use of land and paved surfaces. Vegetative buffers should be provided in parking lots between pedestrian circulation routes and vehicular parking/ circulation. The use of on-street parking is encouraged. Access drive lanes should have adequate throat depths to allow for proper vehicle stacking.
- Landscaping: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be places along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

- Lighting: Exterior lights should be full-cut- off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to any nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).
- Stormwater: Rain gardens, bio-retention basins, permeable pavement, and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.
- Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Heavy Industrial

Description: Heavy Industrial (HI) areas are intended for heavy and outdoor industrial uses such as heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses. Industrial areas are typically larger, individual sites not part of a larger business park.

Suitable Zoning Districts: Areas identified as Industrial are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within HI areas include: Limited Industrial (M-1), General Industrial (M-2), and Highway Industrial (M-3).

Land Use Strategies:

1. Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.
2. Industrial areas should be located near regional transportation routes. Industrial areas should generally be served by safe bike routes.
3. The City encourages and supports investment in older industrial uses and sites in existing neighborhoods. Older industrial sites with dilapidated buildings should be targeted for redevelopment into new industrial or commercial uses through the use of all economic development tools at the City's disposal.
4. Consider amendments to the City's Zoning Ordinance to ensure all industrial projects integrate design strategies that will maintain property values over time. Many of the design strategies previously illustrated for Downtown, Planned Mixed Use, and Regional Mixed-Use areas are not applicable for Heavy Industrials areas; however, the City encourages adherence to the lighting and service area design strategies illustrated in Figure 3.9 and the signage and stormwater management strategies. In addition, loading docks should be screened from public view along the front of the building through landscaping or building design.
5. Consider amendments to the City's Zoning Ordinance to incorporate reducing minimum parking requirements, allowing shared parking situations by-right, minimum bicycle parking standards, and modernizing land use categories.
6. Consider the establishment of a new Zoning District to accommodate and provide zoning regulations for heavy industrial uses to give the City the needed regulatory power outside of the Conditional Use Permit process.

Extraction and Disposal

Description: Extraction and Disposal areas (ED) are intended for the most intensive industrial, outdoor storage, disposal, quarries, gravel pits, clay extraction, peat extraction, and related uses, often associated with high intensity operations, traffic, and potential impacts to surrounding land uses.

Suitable Zoning Districts: Areas identified as Extraction and Disposal are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within ED areas includes the General Industrial (M-2) District.

Land Use Strategies:

1. Consider the establishment of a new Zoning District to accommodate and provide zoning regulations for extraction, disposal, and similar high-intensity land uses to give the City the needed regulatory power outside of the Conditional Use Permit process.

Public & Institutional

Description: Public & Institutional (PBI) areas are intended for churches, schools, cemeteries, art and cultural facilities, local government facilities and other parcels that are owned by a public or quasi-public entity. Park and recreational uses are sometimes a secondary use on these sites.

Suitable Zoning Districts:

Areas identified as Public and Institutional are regulated by the City of Tomah Zoning Code. These uses are permitted in most all zoning districts as a conditional use. Generally acceptable zoning districts within PBI areas also includes the Institutional (I) District.

Land Use Strategies:

1. Decommissioned public properties, such as schools or churches, be reused or redeveloped in ways compatible with the surrounding neighborhood.

Additional Considerations: Many public and institutional uses are located in or next to residential areas. The following strategies are intended to mitigate negative impacts on surrounding uses.

- Traffic and Parking: Parking and driveway access should be designed to minimize the impacts of vehicle headlights, congestion, and aesthetic appearance on the surrounding neighborhood. Parking lots should be buffered from adjacent residential uses by a landscaping buffer that blocks headlights and the view of parked cars.
- Landscaping: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be places along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.
- Lighting: Exterior lights should be full-cut off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g., church steeples).
- Stormwater: Rain gardens, bio-retention basins, permeable pavement, and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.
- Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Airport

Description: Airport areas (AI) are intended for lands that are designated as current or future locations for airports, hangers, and associated airport activities and operations.

Suitable Zoning Districts: Areas identified as Airports are regulated by the City of Tomah Zoning Code. Generally acceptable zoning districts within AI areas includes the Limited Industrial (M-1) and General Industrial (M-2) Districts

Land Use Strategies:

1. Consider the establishment of a new Zoning District to accommodate and provide zoning regulations for airport land uses to give the City the needed regulatory power outside of the Conditional Use Permit process.

Parks, Recreation, and Open Space

Description: Parks, Recreation, and Open Space (POS) areas are intended for active and passive recreation uses or preservation of natural areas.

Suitable Zoning Districts: Areas identified as Park and Open Space are regulated by the City of Tomah Zoning Code. These uses are permitted in most all zoning districts as a conditional use. Generally acceptable zoning districts within POS areas also includes the Institutional (I) District or the Conservancy (C-1) District.

Land Use Strategies:

1. Areas identified as POS should be preserved for passive and active recreational uses. Some stormwater management or other utility/institutional uses (e.g., water towers, recreational-based building/facilities) may be located within these areas.
2. The Comprehensive Outdoor Recreation Plan (CORP)will be used as the guide to future investment and development within this land use category. See the City's CORP for detailed recommendations within each park and open space site.

Environmental Corridor Overlay

Description: The Environmental Corridor (EC) overlay classification identifies sensitive lands that may be subject to development restrictions enforced by County, State, or Federal agencies. Mapped EC areas include all land that meets one or more of the following conditions:

- Water bodies and wetlands mapped as part of the WIDNR Wetland Inventory, or
- 100-Year Floodplains based on FEMA maps, or
- Areas with steep slopes greater than 20%

The primary intent of these areas is to retain sensitive natural areas in either public or private ownership for the benefit of maintaining fish and wildlife habitat; to prevent and control water pollution; to prevent erosion and sedimentation; to prevent property damage caused by flooding; to preserve areas of natural beauty; and to provide areas for outdoor recreation. A majority of the EC represents areas that are vital to the region's ecosystem and are key ingredients of the rural character and image of the Tomah community, and thus development in areas designated EC shall be limited.

Suitable Zoning Districts: NRP lands may be zoned as described by the underlying land use classification, but are subject to development restrictions defined by other City, County, State, or Federal rules and regulations.

Land Use Strategies:

1. This classification is intended to function as an overlay district, such that the underlying future land use classification remains in place, but the overlay classification indicates the possibility of additional restrictions on development.
2. Landowners are advised that land within EC areas may be restricted from building development, site grading, or vegetation clearing under the City, County, State, or Federal regulations. The City maintains that some sites may be suitable for development with proper site planning. Where building development is permissible additional building setbacks and buffer yards beyond the minimum requirements are encouraged.
3. Recreational uses, agricultural and silviculture operations are usually permitted in accordance with county, state, and federal laws. Best Management Practices are highly encouraged in these areas.

Long-Term Growth Area
Description: Land where the City may grow beyond the 20-year planning period, for which it is premature for the City to designate any particular type of future land use. Prior to the development within any part of the Long-Term Growth Area, the City will amend this Comprehensive Plan to recommend specific future land uses (beyond agriculture) and identify how the specific land use pattern would be served by transportation, utility, and other public services.
Suitable Zoning Districts: Areas identified as Long-Term Growth Areas within the Town of LaGrange and Town of Tomah are regulated by the Monroe County Zoning Code. Any areas identified as Lont-Term Growth Area which become annexed to the City of Tomah shall be zoned in accordance with the newly designated Future Land Use.
Land-Use Strategies: 1. Policies and recommendations on permissible uses for the Long-Term Growth Areas shall be the same as those listed for the Agricultural future land use category unless and until the City's Comprehensive Plan is amended. 2. The City will use its extraterritorial land division review authority to ensure that any development proposed in these areas aligns with the long-term extension of the City's growth pattern. 3. Prior to allowing more intensive forms of development within the Long-Term Growth Area, the City will, through the Comprehensive Plan amendment process, identify specific future land uses (other than agriculture) and how the specific land use pattern would be served by transportation, utility, and other public services.

SPECIAL PLANNING AREAS

Special Planning Areas (SPA) includes locations identified for either redevelopment or new development where additional sub-area planning should be considered in order to facilitate the vision and goals for these areas. Sub-area planning may take the form of detailed neighborhood land use plans, zoning code modifications, or economic development initiatives.

Canadian Pacific Railroad Property (CPP)

In 2010, the City of Tomah created a sub-area plan for portions of properties owned by Canadian Pacific Railroad. The property is a highly-visible, 60-acre parcel near the center of the community and just north of Downtown. This vacant property has been targeted for redevelopment by the city for many years. The sub-area plan recommended developing the site into an Intermodal Hub and Regional Welcome Center to help drive customer activity into Tomah's downtown businesses district and to help improve the aesthetics of the property as viewed from Superior Avenue. At the time the plan was created the State was considering plans to develop high-speed passenger rail from Minneapolis to Chicago (Midwest High Speed Rail System). Developing a new platform and station was in integral part of the planning process, including connections for bus transit and bicycle trails, on-site restaurants, and space for a visitors center. Since the sub-area plan was completed funding for the Midwest High Speed Rail project in Wisconsin has not been approved and the management from Canadian Pacific have indicated to City Officials a desire to contain to maintain the property for freight movement. The Intermodal Hub and Regional Welcome Center may become a viable idea again in the future, and if this becomes the case, the recommendations of this sub-area plan should be revisited and considered for approval as a component of this comprehensive plan.

Downtown

In 2017, the City of Tomah adopted a Downtown Master Plan covering the majority of the area designated with the Downtown Mixed Use land use category. This plan includes visioning, branding, and marketing strategies, public use and infrastructure recommendations, land use and redevelopment opportunities, and a detailed action plan. These various recommendations and strategies have been integrated into this plan and Tomah is actively working to implement the Downtown Plan.

Housing

In 2022, the City of Tomah adopted a Housing Assessment which detailed the issues, opportunities, and gaps within the City's housing market. While this assessment doesn't reflect a special planning area, it does provide recommendations for addressing the community's housing needs that dovetail with the land use strategies listed above. Increasing the community's housing affordability and availability will continue to be a high priority initiative over the planning period.

DESIGN STRATEGIES

The following design strategies, referenced in the detailed future land use section above, demonstrate the preferred layouts and designs for new development throughout the City.

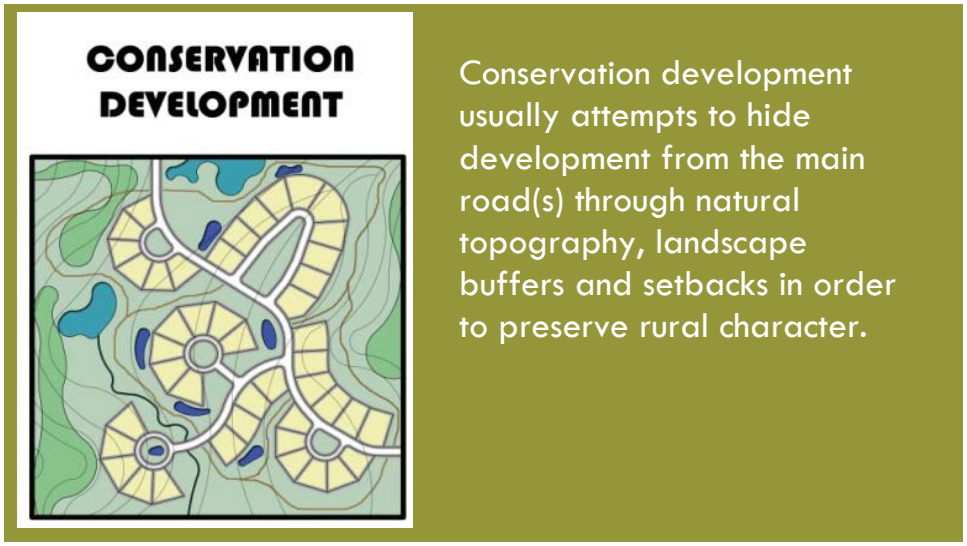


Figure 3.3: Conservation Design Strategies

Discouraged Layout

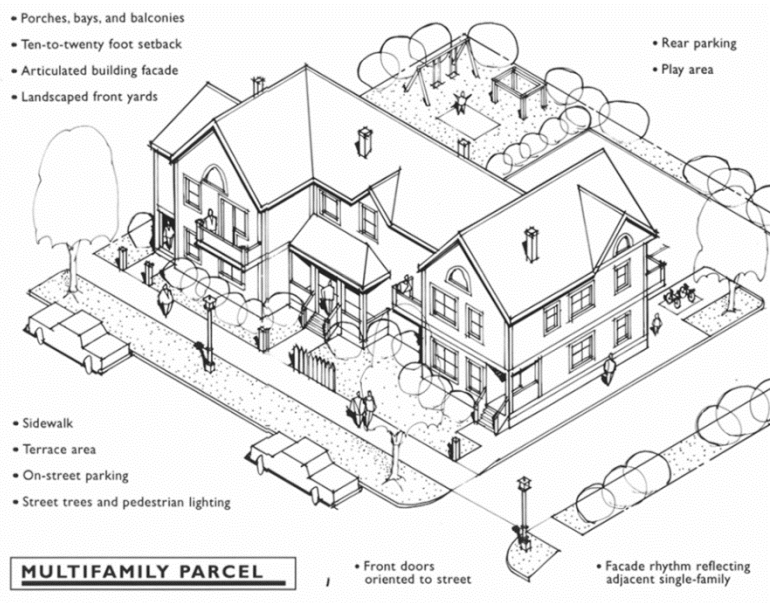
Desirable Layout #1

Desirable Layout #2

Figure 3.4: Single-Family Design Strategies

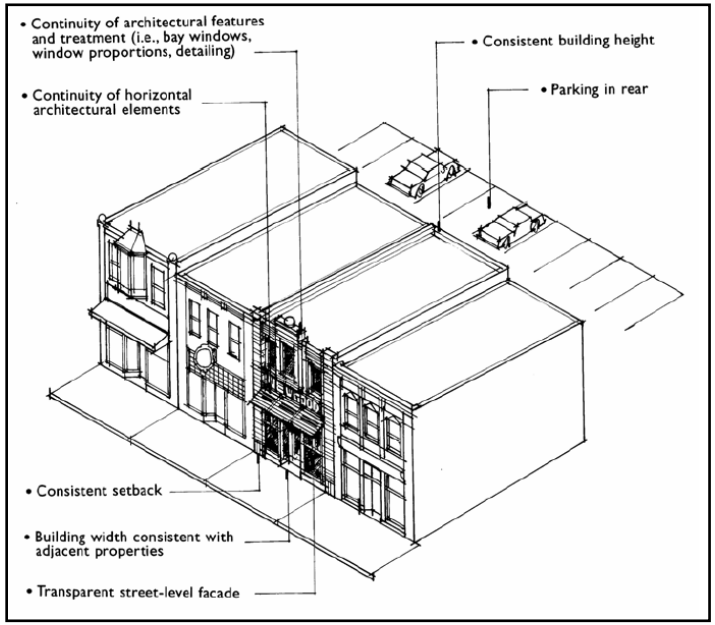
- The front door should face the street and there should be a clear route to the door from the street or sidewalk.
- There should be windows on the street façade.
- Building setbacks will vary according to building type and lot size, but should generally not exceed 30 feet.
- Incorporate a covered front porch, or at least a raised stoop, preferably covered.
- Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.

Figure 3.5: Multifamily-Family Design Strategies



- The front door should face the street and there should be a clear route to the door from the street or sidewalk.
- There should be windows on the street façade.
- Building setbacks will vary according to building type and lot size but should generally not exceed 30 feet.
- Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.

Figure 3.6: Downtown Design Strategies



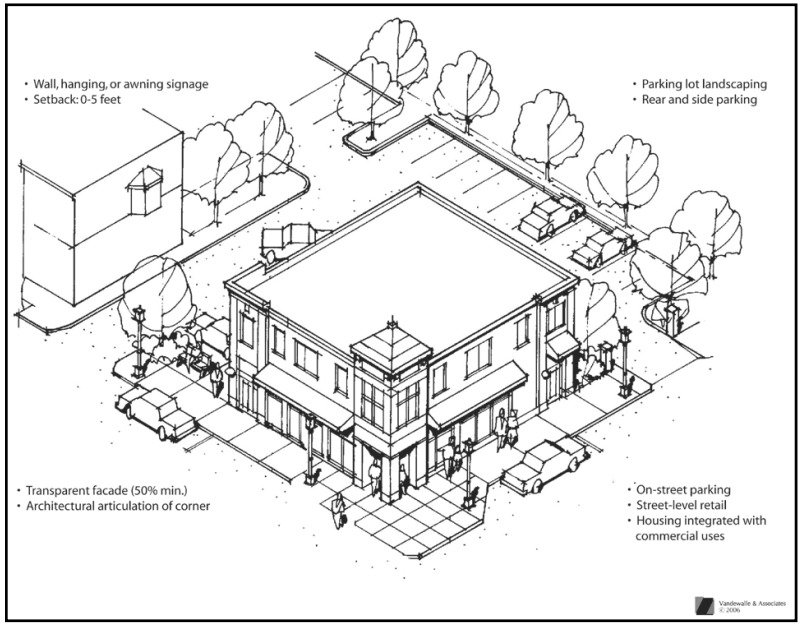
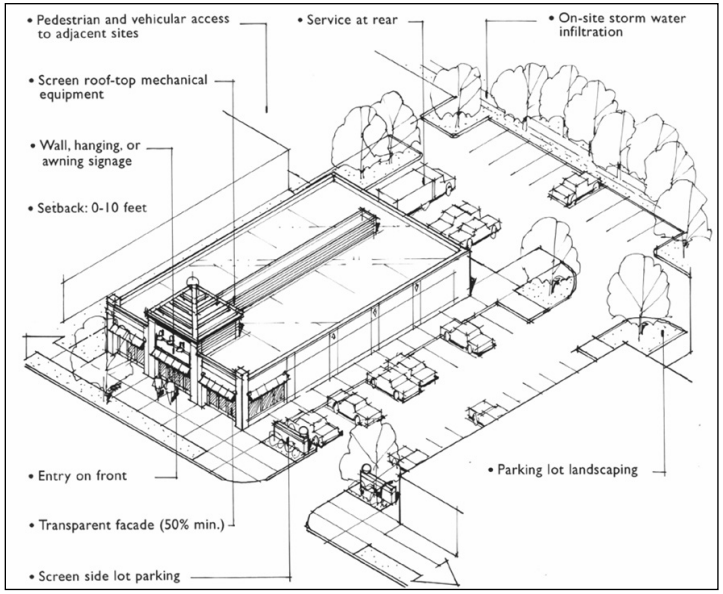


Figure 3.7: Commercial Design Strategies



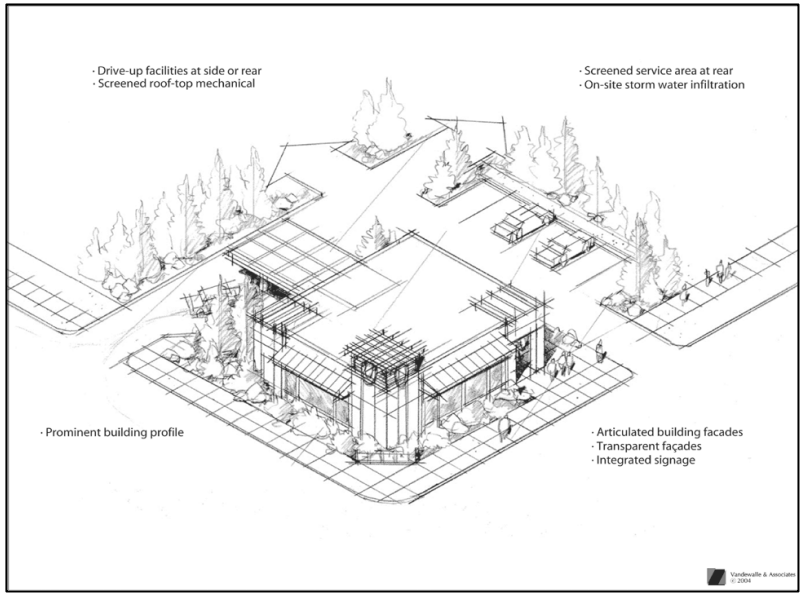


Figure 3.8: Mixed-Use Center Design Strategies

MIXED-USE CENTERS

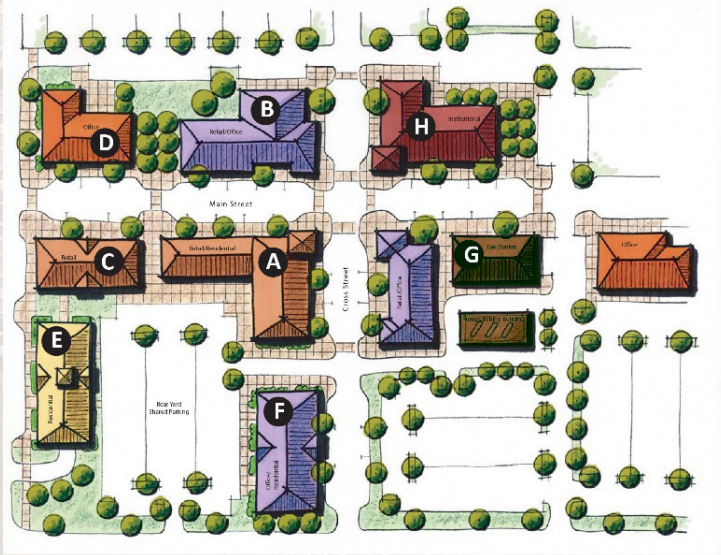
VANDEWALLE & ASSOCIATES, INC.

Mixed-Use Centers are designed to create vibrant, pedestrian environments in which people can live, work, shop and obtain daily services.

Buildings with different uses, sometimes even on different floors, are arranged within walking distance to each other and are connected via sidewalks. Obtaining moderate to higher densities and paying close attention to design and quality are critical aspects of mixed use centers.

Characteristics of Mixed Use Centers include:

- Walking relationship between uses
- Street activity from morning through evening
- Multi-story buildings, generally with more active uses on first floor
- Minimal front setbacks
- Buildings and sites designed for pedestrians not automobiles
- Parking located on streets, to rear of buildings, and/or in structures
- Transit service potential
- Building entrances oriented to street



A Retail/Residential Above

B Retail/Office Flex Space

C Retail

D Office

E Multi-Family Residential

F Office/Residential Above

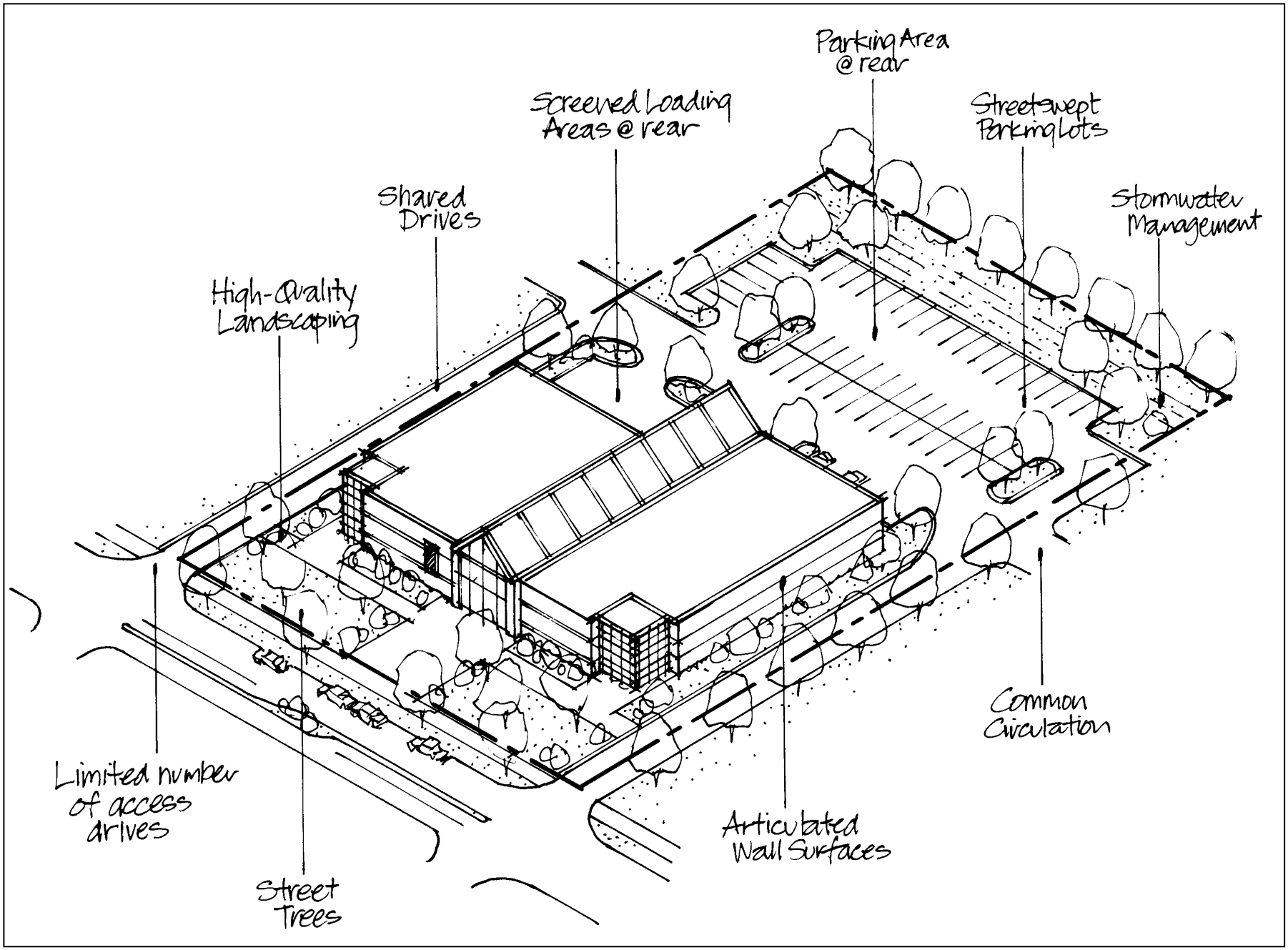
G Gas Station – 2nd Floor Office – Fuel Pumps in Back

H Institutional

Typical Mixed-Use Center Land Uses:

- Multi-family and attached housing
- Offices
- Clinics
- Restaurants, including outdoor dining
- Coffee shop
- Deli/market
- Grocery store
- Urban gathering spaces (e.g. farmer's market)
- Dry cleaner
- Day care
- Drug store

Figure 3.9: Industrial Design Strategies



4. IMPLEMENTATION

CHAPTER 4: IMPLEMENTATION

This chapter describes the process for adopting and amending the plan, tools and procedures by which the plan will be implemented, and a set of actions to be pursued in the next 10 years to help the City realize the vision, goals, and objectives in this plan.

GUIDING DAILY DECISIONS

Responsibility for implementing this plan lies primarily with City Council, City Planning Commission, and City Staff.

City Council

The City Council sets priorities, controls budgets and tax rates, and often has the final say on key aspects of public and private development projects. The value and legitimacy of this plan is directly related to the degree to which Council members are aware of the plan and expect City actions to be consistent with this plan. Each council member should have a copy of this plan and should be familiar with the major goals and objectives described herein. The City Council should expect and require that staff recommendations and actions both reference and remain consistent with this plan.

City Plan Commission

Land use and development recommendations are a core component of this plan, and the Planning Commission has a major role in guiding those decisions. Plan Commission members must each have a copy of this plan and must be familiar with its content, especially Chapter 3: Future Land Use. It is generally the responsibility of the Plan Commission to determine whether proposed projects are consistent with this plan, and to make decisions and recommendations that are consistent with this plan. In cases where actions that are inconsistent with this plan are deemed to be in the best interest of the City, the Plan Commission should initiate efforts to amend the plan to better reflect City interests. This will help to reinforce the legitimacy of the plan as an important tool in City functions.

Other City Committees & Agencies

In some cases, particular initiatives and action items listed in this plan may be more appropriately carried out by another City committee such as the Long-Range Planning Committee or Park & Recreation Commission, or in cooperation with other units of government, business organizations, or non-profit agencies. In such cases, this plan should serve as a foundation for city related decision making. City staff and officials should take an active lead role in sharing this plan with other organizations, communicating the intent of relevant objectives and strategies.

City Staff

Key City staff have a significant influence on the selection and completion of all kinds of capital and operational projects. It is imperative that individuals in key roles know about, support, and actively work to implement the various strategies and actions in this plan. Specifically, the Senior Executive Staff Team and Department Heads should consult and reference the comprehensive plan during goal-setting and budgeting processes, during planning for major public projects, and in the review of private development projects.

These key staff members are expected to know and track the various goals, objectives, strategies, and actions laid out in this plan, and to reference that content as appropriate in communications with residents and elected and appointed officials. All other department directors should also be aware of the plan and the connections between the plan and City projects. The purpose of this extra effort is to strengthen staff recommendations and reinforce the plan as a relevant tool integral to City functions.

GUIDING ANNUAL DECISIONS

To provide lasting value and influence, this plan must be used and referenced regularly, especially during annual goal-setting, budgeting, and capital planning processes. To inform these annual processes, the Senior Executive Staff Team will prepare, with input from other departments, a concise Comprehensive Plan Annual Report with the following information:

- Action items in progress or completed during the prior 12 months (celebrate success!)
- Staff recommendations for action items to pursue during the next 12 months.
- Staff recommendations for any amendments to the adopted plan

The Comprehensive Plan Annual Report/Working Action Plan should be maintained on an annual basis, starting with the actions in the section and evolving over time. Completed actions should be celebrated and removed, while those actions not yet carried out should be given new deadlines (if appropriate) and assigned to specific individuals, boards, or committees for completion per the new schedule and City Council directive. If the updated action plan is consistent with the goals, objectives, and policies of the comprehensive plan, updating the action plan should not require an amendment to the plan and can be approved simply by City Council resolution.

IMPLEMENTATION TOOLS

Many of the strategies identified in this plan presume the use of existing City ordinances and programs. The City's key implementation tools include:

Operational Tools

- Annual Budget Process
- Capital Improvement Program

Regulatory Tools

- Land Use Regulations (including zoning, land division, subdivision, landscaping, and signage regulations)
- Architectural & Site Design Regulations
- Historic Preservation Ordinances
- Building and Housing Codes (including sanitary, mechanical, and electrical codes)
- Erosion and Stormwater Ordinances
- Official Maps

Funding Tools

- Tax Incremental Financing (TIF) Districts
- Grant Programs
- General Fund Revenues
- Fees & Special Assessments
- Fundraising

PLAN ADOPTION, AMENDMENT, & UPDATE PROCEDURES

The procedures for comprehensive plan adoption or amendment are established by Wisconsin's Comprehensive Planning Law (66.1001, Stats.). This comprehensive plan and any future amendments must be adopted by the City Council in the form of an adoption ordinance approved by a majority vote. Two important steps must occur before the City Council adopts or amends the plan: the Plan Commission must recommend adoption and the City Council must hold an official public hearing.

Plan Commission Recommendation

The Plan Commission must recommend adoption or an amendment by passing a resolution that very briefly summarizes the plan and its various components. The resolution should also reference the reasons for creating plans and the public involvement process used during the planning process. The resolution must pass by a majority vote of the Plan Commission, and the approved resolution should be included in the adopted plan document.

Public Hearing

Prior to adopting this plan, or any subsequent plan amendment, the City Council must hold at least one public hearing to discuss the plan or amendment. At least 30 days prior to the hearing a Class 1 notice must be published that contains, at minimum, the following:

- The date, time, and location of the hearing,
- A summary of the proposed plan or plan amendment,
- The local government staff who may be contacted for additional information,
- Where to inspect and how to obtain a copy of the proposed plan or amendment before the hearing.

The notice should also provide a method for submitting written comments, and those comments should be read or summarized at the public hearing.

Draft Distribution and Public Hearing Notifications

The City is required to provide direct notice of the public hearing to all of the following:

- An operator who has obtained, or made an application for, a permit that is described under s. 295.12(3)(d).
- A person who has registered a marketable nonmetallic mineral deposit under s. 295.20.
- Any other property owner or leaseholder who has an interest in property pursuant to which the person may extract nonmetallic mineral resources if the property owner or leaseholder requests in writing that the local government unit provide the property owner or leaseholder notice of the hearing.
- Any individuals who request, in writing, notification of the proposed comprehensive plan ordinance or public hearing. Each such individual must be sent a notice of the public hearing and a copy of the ordinance at least 30 days prior to the public hearing. The City may charge a fee equal to the cost of providing such notice and copy.

Finally, the City should send the notice and a copy of the proposed plan, or plan amendment, to the Plan Distribution List (see below). These draft distributions are not required by statute prior to adoption, but are strongly recommended as a matter of courtesy and good planning practice. The City should coordinate directly with the public library to make a hard copy of the proposed plan, or plan amendment, available for viewing by any interested party.

Plan Adoption
This plan and any future amendments become official City policy when the City Council passes, by a majority vote of all elected members, an adoption ordinance.

Adopted Plan Distribution
Following final adoption of this plan, and again following any amendments to the plan, a copy of the plan or amendment must be sent to each of the following:

1. Every governmental body that is located in whole or in part within the boundaries of the City, including any school district, sanitary district, or other special district.
2. The clerk of every town, city, village, and county that borders the City.
3. The regional planning commission in which the City is located.
4. The public library that serves the area in which the City is located.
5. The Comprehensive Planning Program at the Department of Administration.

Plan Amendment vs. Plan Update
From time to time the City may be faced with an opportunity, such as a development proposal, which does not fit the plan but is widely viewed to be appropriate for the City. Should the City wish to approve such an opportunity, it must first amend the plan so that the decision is consistent with the plan. Such amendments should be carefully considered and should not become the standard response to proposals that do not fit the plan. Frequent amendments to meet individual development proposals threaten the integrity of the plan and the planning process and should be avoided.

Any change to the plan text or maps constitutes an amendment to the plan and must follow the adoption/amendment process described in this section. Amendments may be proposed by either the City Council, Plan Commission, Long Range Planning Committee, City Staff, or city property owners. Amendments may be made at any time using this process. A common and recommended approach is to establish a consistent annual schedule for consideration of amendments. This process can begin with a joint meeting of the Plan Commission and Long-Range Planning Committee (January), followed by Plan Commission recommendation (February), then the 30-day public notice procedures leading to a public hearing and vote on adoption by the City Council (March or April).

Wisconsin's comprehensive planning statute (66.1001) requires that this plan be updated at least once every 10 years. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and ensure that the plan remains relevant to current conditions and decisions. The availability of new data and/or a series of significant changes in the community may justify an update after less than 10 years. Frequent requests for amendments to the plan should signal the need for a comprehensive update.

PLAN CONSISTENCY

Once formally adopted, the plan becomes a tool for communicating the City's land use policy and for coordinating legislative decisions. Per the requirements of Wisconsin's Comprehensive Planning Law, if a local government unit enacts or amends any of the following ordinances, the ordinance must be consistent with that local governmental unit's comprehensive plan:

1. Official maps
2. Local subdivision regulations
3. General zoning ordinances
4. Shoreland/wetland zoning ordinances

An action will be deemed consistent if:

1. It furthers, or at least does not interfere with, the goals, objectives, and policies of this plan,
2. It is compatible with the proposed future land uses and densities/intensities contained in this plan,
3. It carries out, as applicable, any specific proposals for community facilities, including transportation facilities, other specific public actions, or actions proposed by nonprofit and for-profit organizations that are contained in the plan.

The State of Wisconsin planning legislation requires that the implementation element describe how each of the nine-elements will be integrated and made consistent with the other elements of the plan. Prior to adoption of the plan, the City reviewed, updated, and completed all elements of this plan together, and no inconsistencies were found.

Inconsistencies with Town of Tomah or Town of La Grange Comprehensive Plans

No known inconsistencies were identified during the planning process. In addition, the future land use categories and policies for the City's extraterritorial area are similar to those terms and policies adopted by both the Town of Town and Town of La Grange. The policies of this plan encourage continued cooperation with the neighboring towns to jointly plan boundary areas and coordinate their long-term growth plans with the City's Comprehensive Plan.

Inconsistencies with the Monroe County Comprehensive Plan

No known inconsistencies were identified during the planning process. As required by state statute 66.1001, the City's updated comprehensive plan will be provided to Monroe County so that the County may update its comprehensive plan to reflect the City's new plan.

SEVERABILITY

If any provision of this Comprehensive Plan will be found to be invalid or unconstitutional, or if the application of this Comprehensive Plan to any person or circumstances is found to be invalid or unconstitutional, such invalidity or unconstitutionality will not affect the other provisions or applications of this Comprehensive Plan, which can be given effect without the invalid or unconstitutional provision or application. If any requirement or limitation attached to an authorization given under this Comprehensive Plan is found invalid, it shall be presumed that the authorization would not have been granted without the requirement or limitation and, therefore, said authorization shall also be invalid.

ACTION PLAN

Based on public, City staff, and committee input, the following action plan was developed. The following page provides additional information regarding implementation of each action item, including incremental steps which should be pursued in order to complete each item.

Priorities

Decisions regarding the timing, budgeting, and coordination of each action item within the next 10 years will be reviewed annually with the City Council as part of the municipal budget setting process and the Comprehensive Plan Annual Report.

Project Implementation

All action items are perceived to have a deadline of 10 years. In order to assist in the progression of each project intermediate tasks have been identified.

Responsible Parties

Most of these actions require leadership and effort by multiple people and organizations. Each action item indicates those parties considered necessary to implementation, with the understanding that the City Council generally has ultimate budgeting and approval authority.

Funding Sources

Most of these actions come at some cost. It is presumed that most could be supported by tax revenue from the City's general fund. Where other sources of potential funding may exist, such as grant programs, these are noted.

Measuring Success

Success in implementing the following action items will vary. In some cases, success is evaluated based on whether an action item is completed or if substantive steps have been taken to advance said action item.

ACTION ITEMS

Action Item: Build a multi-purpose indoor recreational facility
Description: This type of project received substantial support throughout the public input process. The development of a multi-purpose indoor recreational facility could include an indoor swimming pool, fitness areas, track, court space, and community room space. The City of Tomah recognizes that the development of this type of facility would not only fill an existing community void and improve overall community health, but also could be a regional asset that would bring additional non-residents to the City who may then visit other local businesses. In addition, a "YMCA-type" facility may also attract new families to the community.
Project Implementation: The City will continue to implement the recommendations of the Comprehensive Outdoor Recreation Plan related to this topic and build collaborative relationships with potential operating entities, identifying and analyzing potential sites, and complete a feasibility study which includes: • Identify facility space and programming needs. • Identify and evaluate alternative building sites. • Develop conceptual site plans for each alternative site. • Develop initial cost estimates for building construction. • Identify potential funding sources and partners.
Responsible Parties: City Staff and City Council
Funding Sources: Funding for a public indoor recreational facility will likely come from a combination of City funds, grants, partnerships, and fundraising. A funding strategy should be developed to assist in the implementation of this action item.

Action Item: Develop a City of Tomah Bicycle and Pedestrian Plan and/or update the City's Comprehensive Outdoor Recreation Plan.
Description: Increasing multi-modal transportation is a key opportunity to provide more walking and biking opportunities throughout Tomah. One of the best ways to accomplish this is through the development of a Bicycle and Pedestrian Plan or incorporating those opportunities withing a full update to the City's Comprehensive Outdoor Recreation Plan. These plans help identify and prioritize upgrades to existing facilities and new facilities that can create a cohesive and complete network of infrastructure throughout Tomah. Once adopted, they serve as the guide for implementation and infrastructure upgrades that can be added to the City's annual Capital Improvement Plan each year.
Project Implementation: The City will complete a Bicycle and Pedestrian Plan and/or update its 5-Year Comprehensive Outdoor Recreation Plan (CORP) to provide recommendations, strategies, and mapping of existing and proposed community and regional bike and pedestrian routes.
Responsible Parties: Parks and Recreation Director, Parks and Recreation Commission
Funding Sources: Once adopted, these plans will make the City of Tomah grant-eligible in the implementation of various bicycle, pedestrian, and recreational projects. The Wisconsin Department of Natural Resources Knowles-Nelson Stewardship Grant Program and the Recreational Trails Grant Program are the two most viable grant sources. In order to be eligible for funding, projects must be identified in a CORP.

Action Item: Create a unified economic development approach.
Description: In an effort to attract and retain businesses in various areas of Tomah and increase the City's local tax base, a unified economic development approach is needed.
Project Implementation: There are numerous tasks which are necessary in order to achieve this community improvement project. However, during the planning process two important issues emerged which should be addressed in order to position the City for success. A. Assemble Additional Land for Business Expansion. Tomah is strategically located at the crossroads of two interstate roads, and the additional freight railroads and an airport make Tomah an attractive place for manufacturing, warehousing, and office uses that typically bring with them higher wage jobs with health and retirement benefits. However, the Tomah area also has abundant streams, wetlands, floodplain, and steep slope areas which present challenges to assembling land and providing cost efficient infrastructure to create additional areas for business development. The Future Land Use Map identifies areas for future industrial and business park uses, which are strategically located around the City's existing transportation facilities. This plan, at the time of adoption, does not advocate for additional utility extensions east or south of I-94 and I-90, where it has not already occurred, to develop additional areas for business development. Therefore, the focus over the next 10 years should be on developing existing vacant parcels or redeveloping existing parcels for new business use. This plan recommends working with the area property owners to acquire, develop, or in some cases annex, areas identified on the Future Land Use Map for commercial, industrial, and business park development. If other opportunities arise for additional business uses in areas not identified for such use on the Future Land Use Map the City will evaluate the need to amend the map according to the policies and procedures in this plan. B. Organize Public and Private Resources to Foster Economic Development. During the planning process, it was determined that the utilization of consultants was the most effective method of advancing community-wide economic development efforts. This includes: a. One contact person to direct all economic development inquiries. b. Partnership building with local, regional, and state groups. c. Marketing efforts utilizing existing City channels, such as the City website. d. Actively maintaining a database of available proprieties and buildings and working with businesses and developers to connect those entities with various local opportunities. e. Creating a development handbook to outline development procedures and identify ways to streamline said processes. f. Continue to monitor grant funding opportunities and other public/private funding sources that may be available. g. Manage and monitor Tax Increment Financing Districts to identify opportunities and focus prioritization. h. Consider the creation of a City-wide economic development strategy to focus community efforts on highest priority projects and objectives. This strategy would be updated annually. i. Continue advancing childcare affordability and accessibility initiatives working with local stakeholders in the community. Consider partnering with these entities to support new childcare opportunities that help to resolve existing workforce issues and monitor/track the local situation over time.
Responsible Parties: Senior Executive Team, Long Range Planning Committee, City Council
Funding Sources: The City's general fund, Economic Development Fund, and Tax Incremental Financing will be a central component of furthering these economic development objectives and projects. Collaboration with other local, regional, county, and state organizations will also be included within these efforts and may be able to support additional funding for particular projects.

Action Item: Improve the appearance of private property in the City, create a "Clean Tomah" initiative.
Description: There is growing concern about the appearance and upkeep of the housing stock in the City. Dilapidated housing and storage of junk in yards erodes the quality of the City's neighborhoods which can have secondary consequences such as decreasing property values, increased crime, and urban sprawl as more people look for housing outside of the central city. The City has added a Code Enforcement Officer to address these lingering issues.
Project Implementation: Implementation of this community improvement project should focus on three pillars: housing assistance programs, code education/enforcement, and absentee landlord programs. The City offers housing programs for repair and rehabilitation, home buyer down payment, and rental vouchers through Couleecap. Information about these programs is well organized and documented on the City's web site and this plan recommends continuation of these programs. In addition, the City may establish an annual award program to recognize outstanding building rehabilitation projects or landscape improvements. The annual award would celebrate the efforts made by residents to improve their properties and raise awareness of various housing programs, improvement initiatives, and property maintenance requirements. The City will review its Municipal Code to identify whether any ordinance modifications should be made to regulate the maintenance of housing and property and will issue code violations, as necessary. The City will investigate landlord accountability programs used in other communities and implement those that are appropriate to Tomah's needs.
Responsible Parties: Building & Zoning Inspector, Couleecap, Code Enforcement Officer
Funding Sources: The Wisconsin Community Development Block Grant (CDBG) program, administered by the Wisconsin Department of Administration, Division of Housing (DOH), provides grants to general purpose units of local government for housing programs which principally benefit low and moderate income (LMI) households. Funding for annual housing and property awards could come from a percentage of building or zoning permit fees.

Action Item: Revitalize Downtown and Superior Avenue as a pedestrian friendly, aesthetically pleasing, robust mixed-use community destination.
Description: The downtown is the heart and soul of the community. During the planning process concerns were raised regarding the lack of a unified theme, building, and signage standards, and streetscaping features in the downtown. To address these concerns, the City of Tomah adopted the Downtown Master Plan in 2017. However, as part of this planning process, downtown revitalization was highly prioritized as an initiative over the planning period. Emphasis on this action item will be a community objective in the near term as it impacts many of the other action items within this plan.
Project Implementation: The City will continue to implement the Downtown Master Plan over the planning period to stimulate revitalization efforts in the downtown area and along Superior Avenue. Several projects have been implemented or are ongoing, including streetscaping, wayfinding signage, and detailed design guidelines. However, other action items are still a work in progress as of the writing of this plan. At a minimum, it is recommended that the City of Tomah support the implementation of this plan, continue to evaluate progress, and complete a full update of the Downtown Master Plan over the planning period as implementation advances.
Responsible Parties: Senior Executive Team, Plan Commission, & Chamber of Commerce
Funding Sources: The Wisconsin Economic Development Corporation provides grants to offset the cost of creating downtown master plans.

Action Item: Enhance the aesthetics along major City streets and community gateways.
Description: US 12, WIS 131, WIS 21, WIS 16, CTH ET, and CTH CM are the main transportation routes in and out of the City. As such these corridors offer the first and last impression of the community. The design and appearance of these community gateways has a lasting impact on visitors, either positively or negatively. Well landscaped and signed entry ways communicate that Tomah is an inviting place to live, work, shop, play and stay.
Project Implementation: As part of the implementation of the Downtown Master Plan, or as a stand-alone project, the City will continue to evaluate the existing condition and appearance of the community's gateways and identify strategies to improve the entrances to the community through the use of enhanced landscaping, gateway features, public art, private and community signage. The evaluation may identify the need to coordinate improvements to both public and private property. It may also include Zoning Ordinance amendments to improve standards along community gateways (more information can be found below).
Responsible Parties: Senior Executive Team, Long-Range Planning Commission, Public Works and Utilities Commission

Action Item: Become the safest small-town city in Wisconsin.
Description: There is continuing concern about increases in crime, drug, and alcohol abuse within the community. While some of these concerns may simply be perceived, rather than actual, no city wants to develop a reputation as an unsafe community.
Project Implementation: There is no single action the City can take to accomplish this community improvement project. Becoming the safest small-town city in Wisconsin is an on-going effort that requires collaboration between law enforcement, schools, social service agencies, civic organizations, businesses, and area residents. This plan suggests establishing a set of social indicators that the City can use to monitor the rise and fall of crime, drug and alcohol abuse within the community. In addition, the City can designate 5-10 sister cities to compare annual indicators in order to track to what degree Tomah is achieving its goal of becoming the safest small town in Wisconsin.
Responsible Parties: Police Department Staff

Action Item: Update and amend the City Zoning and Subdivision Ordinances to implement the recommendations of this plan, the 2022 Housing Assessment, and the 2017 Downtown Master Plan.
Description: The City's ordinances require consistent evaluation over time to continue to evolve and adapt to changing situations. In lieu of a full Zoning Ordinance rewrite, there are several identified amendments below that could be implemented over the planning period.
Project Implementation: The following recommended ordinance changes and amendments include: . • Reduce existing residential zoning district lot sizes and setbacks, and increase building coverage standards. • Remove multi-family zoning district's minimum lot size standards by unit and utilize a flat minimum lot size. • Allow zero lot line multi-family development by-right and adapt bulk dimensional standards to provide that option. • Allow accessory dwelling units (ADU) and/or in-family suites in single-family zoning districts with defined standards. • Provide flexibility for residential infill development by allowing variable front setbacks by averaging existing development setbacks. • Promote front porches and deemphasize front-loaded garages by reducing setbacks for porches, creating maximum front façade percentages for garages, and minimum front-loaded garage setbacks. • Create a mixed-use (commercial and residential) land use that is permitted by-right in all commercial zoning districts that is percentage based, rather than requiring residential only above the ground floor. • Promote infill and redevelopment by reducing business zoning districts lot sizes and setbacks, and increasing height. • Reduce minimum parking requirements for all land uses, consider establishing maximum parking requirements, require minimum bicycle parking standards, and allow shared parking situations by-right. • Consolidate land uses into overarching land use types (personal and professional services vs. clinics, banks, offices, etc.). • Modernize land uses to include solar, electric vehicle charging, short-term rentals, community gardens, etc. • Increase user-friendliness by creating overarching land use tables by zoning district. • Create a defined list of Accessory Land Uses with defined standards and bulk dimensions. • Allow more than one building per lot with defined standards and address nonconforming sites, structures, and lots to promote infill and redevelopment. • Reduce the number of Conditional Uses in each zoning district and consider additional zoning districts to address Wisconsin Act 67 requirements. • Develop and modernize new design and landscaping standards by land use. • Rewrite the City's Sign Ordinance to become compliant with the U.S. Supreme Court Reed v. Gilbert decision (content neutrality).
Responsible Parties: Building and Zoning Inspector and Plan Commission

Action Item: Create and adopt an Official Map.
Description: An Official Map allows communities to plan for long-term transportation, utilities, infrastructure, and community facility needs through identification of future needs both within the City's existing boundary and beyond it within the City's Extraterritorial Jurisdiction. This is one of the most powerful tools municipalities have to protect areas from premature development that would impede orderly, cost effective, and logical expansions of infrastructure and community facilities.
Project Implementation: Following the completion of this plan, the City should develop and adopt an Official Map which is reflective of the recommendations of this plan. Additionally, as other plans are completed and/or updated (Downtown Master Plan, CORP, Bicycle and Pedestrian Plan, other corridor plans, etc.), the Official Map should also reflect those recommendations.
Responsible Parties: Building and Zoning Inspector and Plan Commission

Action Item: Continue to implement the City of Tomah Housing Assessment and update the assessment over the planning period.
Description: In 2022, the City of Tomah adopted a Housing Assessment which outlined issues, opportunities, and gaps within the local housing market and established strategies and approaches to reversing trends and building on opportunities.
Project Implementation: Many other areas of this plan, including other action items listed above, are reflective of the Housing Assessment's recommendations. The City will continue advancing ongoing initiatives and prioritizing new initiatives over the planning period. However, it is recommended that this report be updated every 5 years to have an actuate picture of data trends and provide the ability to evaluate and update its recommendations.
Responsible Parties: Senior Executive Team and Long Range Planning Commission

Action Item: Take a leadership role in advancing community-wide sustainability.
Description: Sustainability includes social, economic, fiscal, and environmental components, which are integrated into many different components of this plan. However, leadership in collectively moving a community towards greater sustainability often falls to the municipality.
Project Implementation: While sustainability is broad and addressed in many other areas of this plan, there are some specific projects the City can advance in taking a more defined leadership role on this topic. These include: • Developing new topic-specific sustainability plans or studies such as an electric vehicle charging station siting analysis, energy audits, waste reduction studies, shared service agreements, etc. • Adapting City policies to reflect stormwater management, urban forestry, green infrastructure, native plantings, multimodal transportation, alternative energy, and other best practices. • Creation of new City programs such as incentivizing new sustainability features in development, transitioning municipal vehicle fleets and buildings to alternative energy sources, creating more community gardens, establishing a local sustainability award, training and education of local elected officials and municipal staff, etc.
Responsible Parties: Senior Executive Team and City Council

Action Item: Update this plan at least once every 10 years.
Description: Wisconsin's comprehensive planning statute (66.1001) requires that this plan be updated at least once every 10 years. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and ensure that the plan remains relevant to current conditions and decisions. The availability of new data and/or a series of significant changes in the community may justify an update after less than 10 years.
Project Implementation: This plan will be updated by 2034.
Responsible Parties: Long Range Planning Committee and Plan Commission

ORDINANCE 2024-07-11-D

ORDINANCE TO ADOPT THE
2024 CITY OF TOMAH COMPREHENSIVE PLAN

CITY COUNCIL OF THE CITY OF TOMAH, WISCONSIN

The City Council of the City of Tomah, Wisconsin, does ordain as follows:

SECTION ONE: Pursuant to sections 61.35 and 62.23(2) and (3) of Wisconsin Statutes, the City of Tomah is authorized to prepare and adopt a comprehensive plan as defined in sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

SECTION TWO: The City of Tomah adopted its comprehensive plan in 2013 entitled "City of Tomah Comprehensive Plan," and as part of the adoption of a comprehensive plan, the City Council adopted has since followed written procedures designed to foster public participation in every stage of the preparation of a comprehensive plan as required by §66.1001(4)(a) of the Wisconsin Statutes.

SECTION THREE: The City of Tomah has, in compliance with the requirements of section 66.1001(4)(d) of the Wisconsin Statutes, provided opportunities for public involvement per its adopted public participation plan.

SECTION FOUR: The Plan Commission of the City of Tomah, by a majority vote of the entire Commission recorded in its official minutes, has adopted a resolution recommending to the City Council the adoption of the City of Tomah 2024 Comprehensive plan on July 10, 2024.

SECTION FIVE: On July 16, 2024, the City Council held a public hearing on the proposed 2024 Comprehensive Plan and considered the public comments made and the recommendations of the Plan Commission and staff.

SECTION SIX: The City Council of Tomah, Wisconsin, does ordain that the proposed 2024 Comprehensive Plan is hereby adopted pursuant to section 66.1001(4)(c) of Wisconsin Statutes.

SECTION SEVEN: All ordinances in conflict with the foregoing are hereby repealed.

SECTION EIGHT: This ordinance shall take effect upon passage and publication.
Adopted this 16th day of July, 2024.

CITY OF TOMAH

Paul Dwyer

Paul Dwyer, Mayor

ATTEST:

Rebecca Weyer

Rebecca Weyer, City Clerk

Read: 07/16/24
Passed: 07/16/2024
Published 07/25/2024