

CHAPTER 3

PHYSICAL ASSESSMENT

33 Commercial Districts
40 Industrial Park

A key purpose of this plan is to provide guidance for property owners, developers, and Village officials and staff on the preferred location and design of redevelopment projects in Lyndon Station - in particular the commercial districts and the business park. Such guidelines should be grounded in an understanding of the districts as they exist in 2014. This section offers an assessment of the current status of the districts, including an identification of assets to protect and shortcomings to overcome.

3.1 COMMERCIAL DISTRICTS

There are two distinct commercial districts in the Village of Lyndon Station. The interstate area includes parcels within close proximity of the interstate with existing or potential access from County Highway HH. The downtown is primary bound by properties along US 12 to the south and west, Washington Street to the east, and Honeyaire Street to the north. The districts are in the same vicinity of one another, but have completely different character. This section offers an assessment of the commercial districts, including review of the development limitations, land use mix, and property conditions and values.

Figure 3.1: Village of Lyndon Station Commercial Districts



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Development Limitations

Developable land is limited by several natural features, including floodplains, steep slopes (i.e. slopes greater than 20%), and wetlands. Figure 3.3 (on the next page) illustrate these development limitations within the Village's commercial areas.

Floodplain

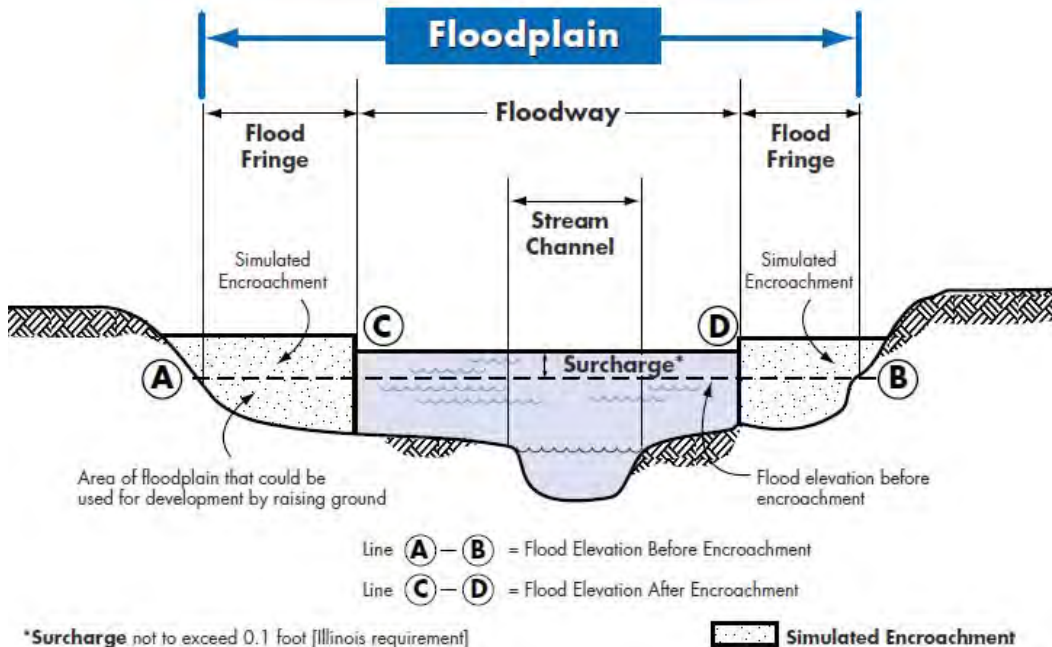
The floodplain is made of two zones: floodway and flood fringe. As shown in Figure 3.2, the floodway is the body of water itself and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Intensive development will not be allowed in this area. The flood fringe serves as a temporary storage area for flood waters during a flood. Additional development within this zone can impact flood heights in the region. For these reasons, development within the floodplain has strict restrictions and requires flood insurance.

Based on FEMA mapping, a portion of Village is within the floodplain surrounding Lyndon Creek, which runs northeast through the community.

This will impact development potential along the east side of County Highway HH on both sides of the interstate. However, the floodplain in this area is mapped as "Zone A", which means the area lacks a mapped base flood elevation. Therefore, the area is less defined, and may (or may not) be as large as shown in the FEMA map. A Hydrology and Hydraulics (H&H) study could be completed to decipher the flood elevation and provide a detailed analysis of the actual floodplain area. The potential benefits include the ability to better plan, zone and potentially build in areas currently shown as floodplain within the Village.

Since there may be potential for development near the mapped floodplain, it will be important to also consider being in the National Flood Insurance Program (NFIP). Currently the Village is not a member. NFIP membership enables homeowners, business owners, and renters to purchase federally backed flood insurance. Without flood insurance, properties with mapped floodplain would be hard-pressed to get a loan to make improvements or build on the land.

Figure 3.2: Floodplain Terminology



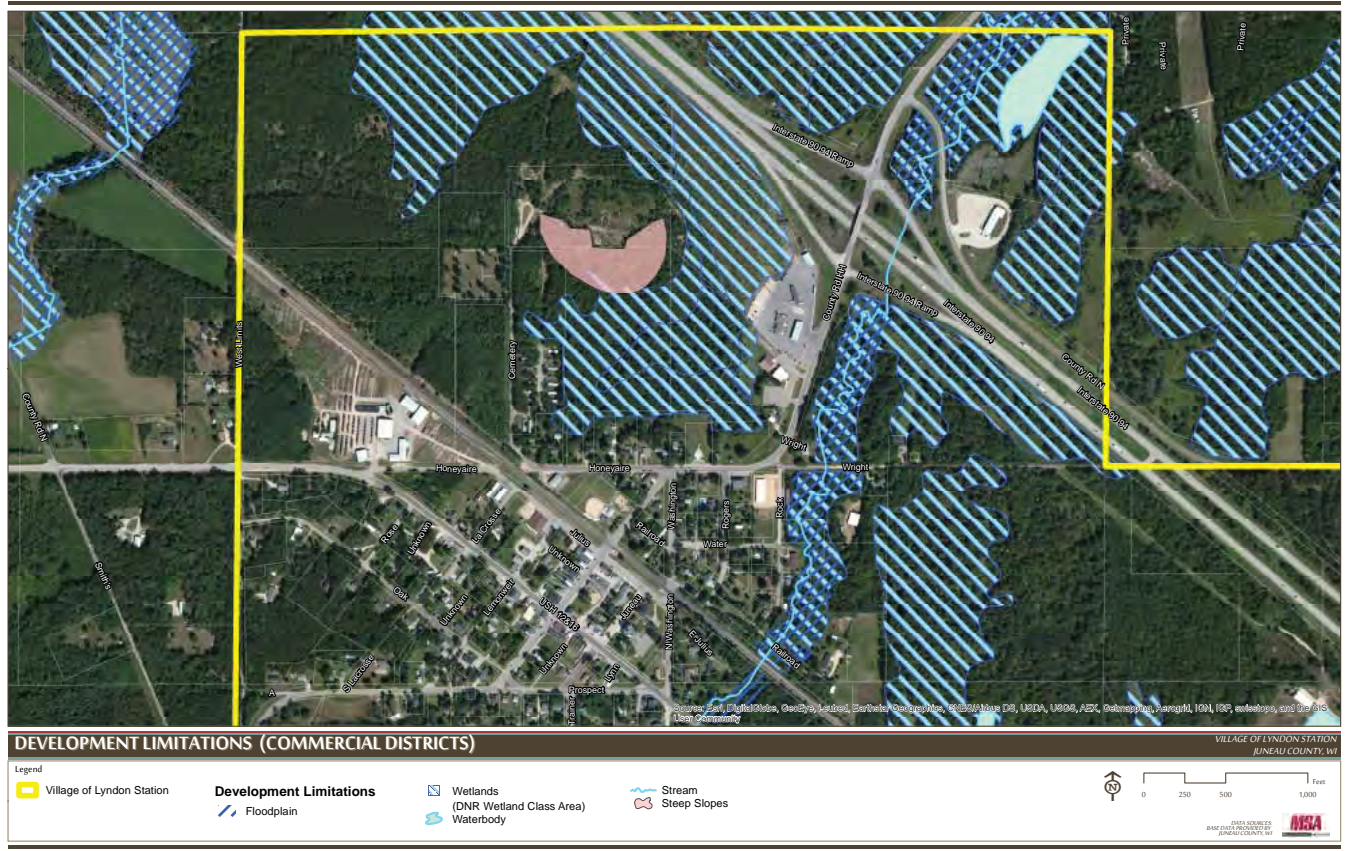
Wetlands

Wetlands are low-lying areas that are generally not conducive for intensive development due to erosive character, high compressibility and instability, low bearing capacity and high shrink-swell potential of wetland soils. Therefore, governmental regulations limit development in areas with wetland-type soils. Figure 3.2 (below), shows where there are wetland-type soils in the Village based on DNR aerial photographic delineations. This covers a substantial area around the interstate and will be a major limiting factor in the development of that region. However, a more detailed wetland field delineation could be completed to verify/denote where wetland ecosystems exist. This could present new areas for development.

Steep Slopes

It is a general rule that slopes over twenty percent prove to be too difficult and costly to build on. Additionally, development on such soils can lead to erosion issues. Therefore, development in these areas should be limited. Only a small area northwest of the commercial districts are impacted by steep slopes. Thus, this is not a concern for redevelopment of the districts.

Figure 3.3: Development Limitations Map



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Land Use

Figure 3.4 (below) shows the existing land uses within both the interstate and downtown commercial districts. In some instances, properties are shown with a colored hatch to represent a “secondary” use, which is either subsidiary to the primary use or occupies less space than the primary use.

Overall the commercial districts are imbalanced. In the interstate district, (undeveloped) open land covers the majority of the area, while in the downtown district residential is most prevalent. In total, only 20% of the properties in the downtown are commercial, while 42% are residential properties. Of the commercial uses, the majority are bar establishments followed by service and retail establishments. However, of the service/retail establishments only three provide convenience goods (i.e. Miller’s General Store, Lyndon Hardware, and Lyndon Station BP gas station). Nonetheless,

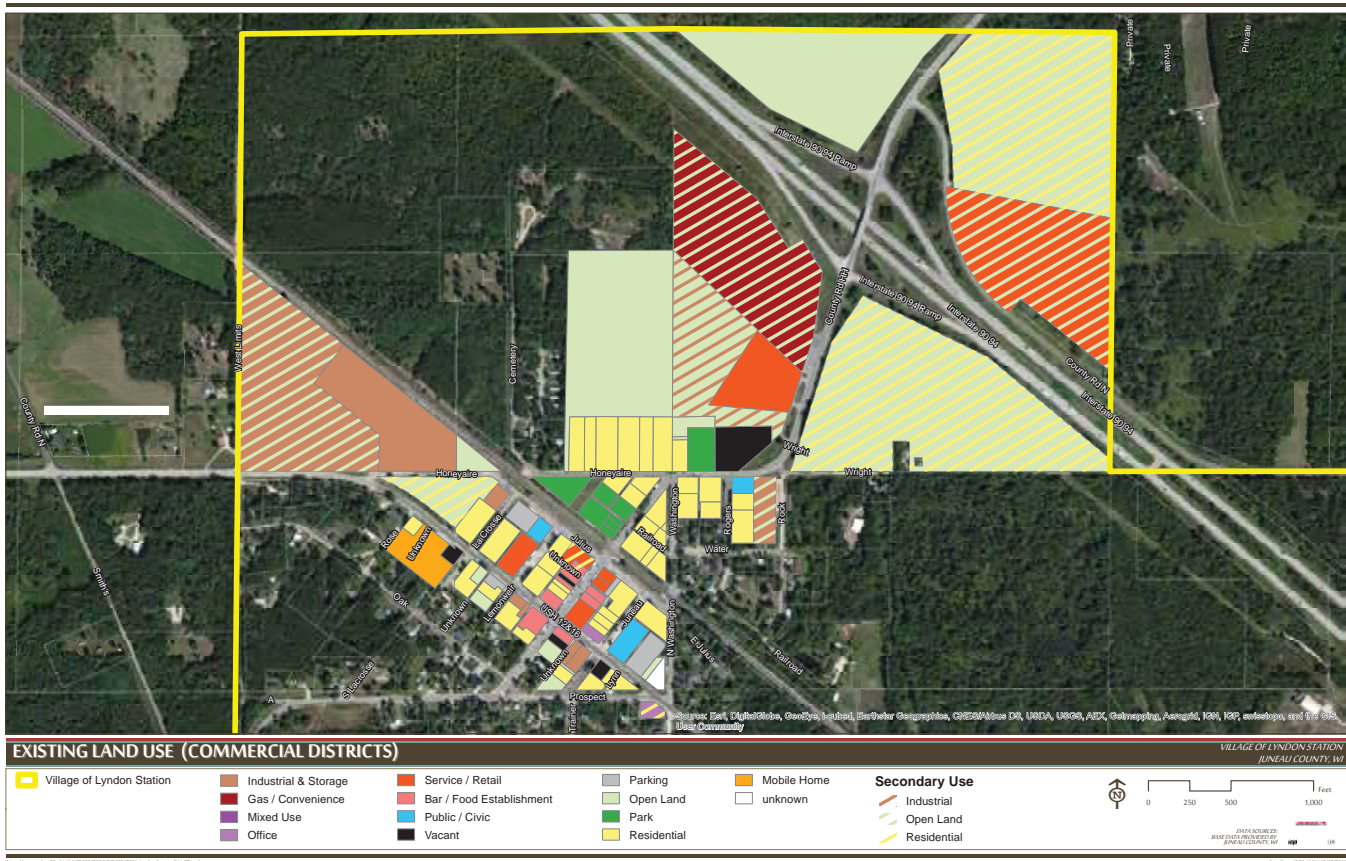
Table 3.1: Existing Land Use Summary, Downtown

	Parcels		Area	
	#	%	#	%
Industrial / Storage	5	6.6%	0.941	4.2%
Office	2	2.6%	0.463	2.1%
Service & Retail	5	6.6%	1.817	8.2%
Bar & Food	8	10.5%	1.340	6.0%
Public / Civic	2	2.6%	0.143	0.6%
Vacant	4	5.3%	0.623	2.8%
Parking	4	5.3%	0.379	1.7%
Open Land	7	9.2%	3.771	16.9%
Park	7	9.2%	2.077	9.3%
Residential	31	40.8%	8.791	39.5%
Mobile Home	1	1.3%	1.930	8.7%
Total	76		22.28	

* This summary excludes one unknown parcel (0.3 acres)

most of the current uses contribute positively to the vibrance of Lyndon Station. However, there are a few sites that impede this vibrance, such as the vacant lots/buildings and storage unit facilities. The public and civic site/uses (e.g. park spaces, municipal

Figure 3.4: Existing Land Use Map



building, and church) add to the character of Lyndon Station.

Buildings & Parcels

Individual parcels/buildings can have a lasting impression on a person’s perception of an area, either positively or negatively. For instance, a building could be so well-designed, unique, or historically significant that it is the first thing someone thinks of when someone mentions Lyndon Station. Contrarily, a poorly designed or dead public space, a rundown/falling apart building, or a large vacant parcel can leave a negative impression.

Building Conditions

Figure 3.5 illustrates the building conditions within the commercial areas. These evaluations were assessed in October 2014, and are based on the exterior appearance of

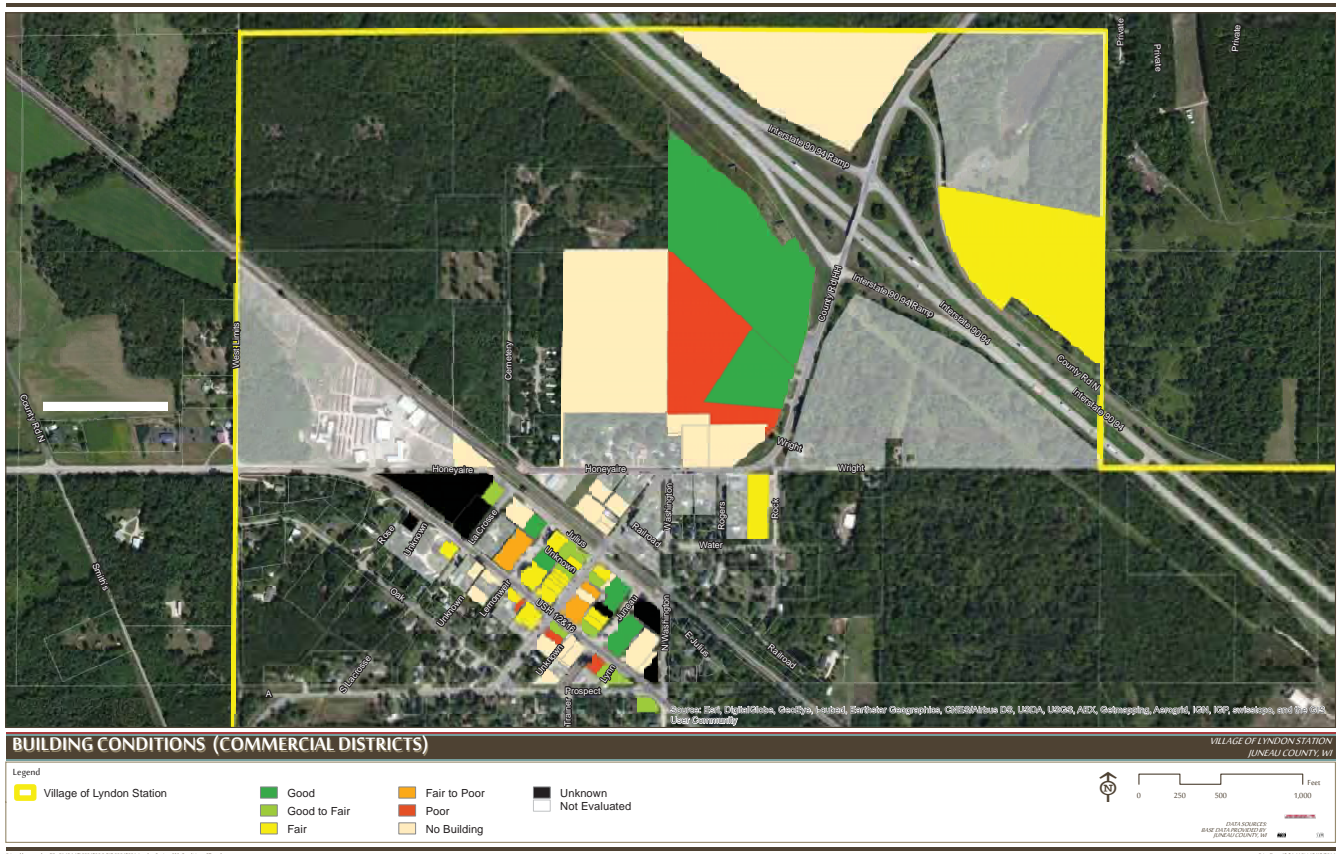
Table 3.2: Building Conditions Summary*

	Parcels		Area	
	#	%	#	%
Good	6	9.5%	20.18	22.6%
Good to Fair	9	14.3%	1.91	2.1%
Fair	16	25.4%	18.76	21.0%
Fair to Poor	3	4.8%	1.29	1.4%
Poor	4	6.3%	8.61	9.7%
No Building	25	39.7%	38.39	43.1%
Total	63		89.14	

* This summary excludes residential buildings which account for an additional 38 parcels (approximately 89.0 acres) and 6 parcels (approximately 4.4 acres) for which data was unavailable.

each building viewed from the street. In general, the majority of the properties were in good to fair condition, while there are few properties that have dilapidated buildings that can detract from the character of the downtown (see Table 3.5 for more information).

Figure 3.5: Building Conditions Map



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Property Values

Land and improvement (building) values are assessed annually and provide an objective evaluation of the state of private property in the Village. Based on the 2013 assessed values (*excluding tax exempt parcels*), Lyndon Station's total property value is \$7.18 million with land value at \$865,000 and improvement value at \$6.31 million.

Figure 3.6 illustrates the relationship between the value of improvements and the value of the land for each downtown parcel. A low number is an indication of opportunity for redevelopment - it means that the parcel is not contributing strongly to the tax base and the cost to remove/replace existing improvements is relatively low.

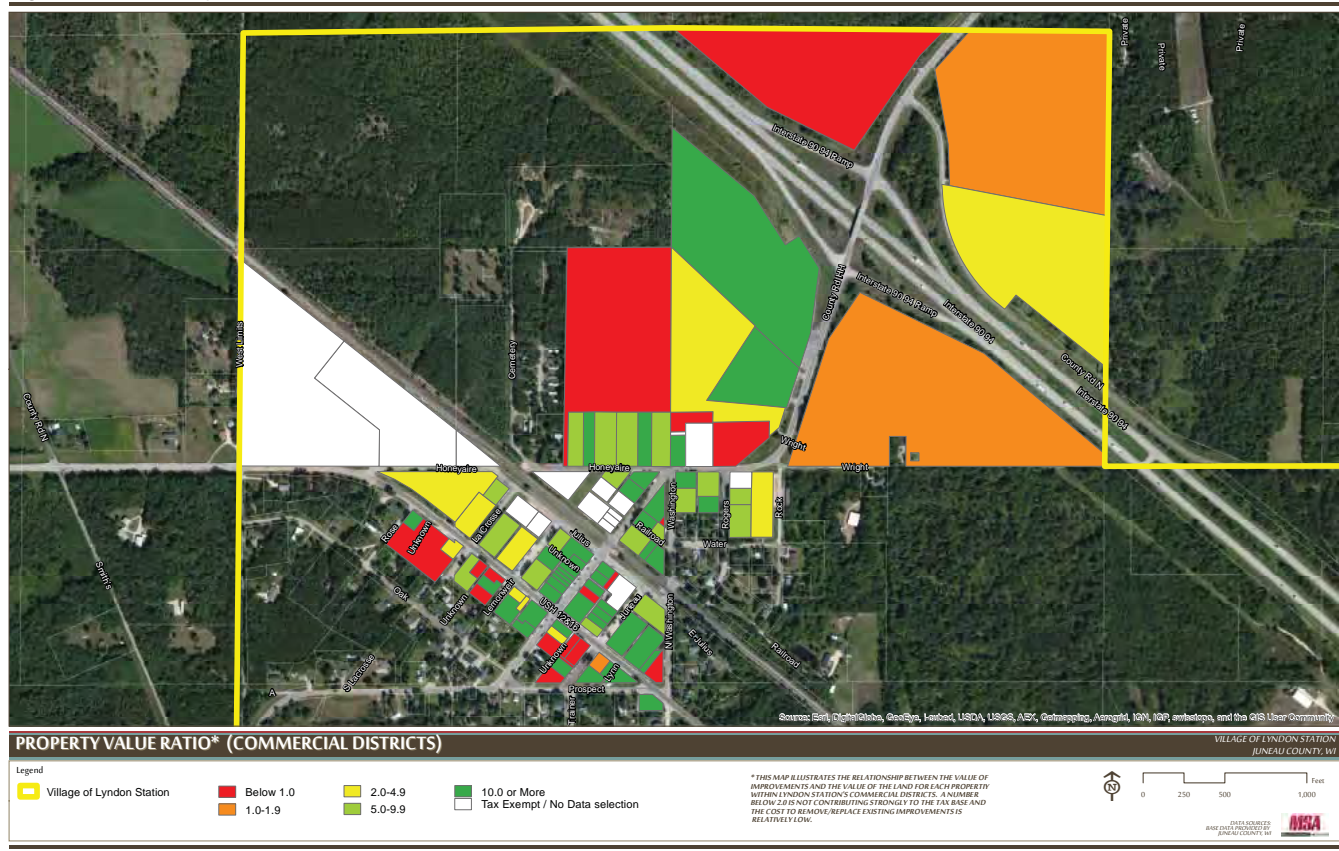
Table 3.7: Property Value Ratio Summary

	Parcels		Area	
	#	%	#	%
1.0 or Less	2	1.9%	2.08	1.1%
1.1 - 2.0	3	2.8%	51.22	28.1%
2.1 - 4.0	8	7.5%	28.59	15.7%
4.1 - 10.0	20	18.7%	9.50	5.2%
More than 10.0	43	40.2%	29.09	15.9%
No Data / Tax Exempt	31	29.0%	62.10	34.0%
Total	107		182.58	

There are two factors that are evident:

1. The majority (60%) of the properties are providing significant value to the Village (i.e. 4.1 or more).
2. There are also many properties throughout the commercial districts that are currently vacant, providing little to no taxable value to the Village. The larger of these are located near the interstate area.

Figure 3.6: Property Value Ratio Map



Reinvestment Opportunities

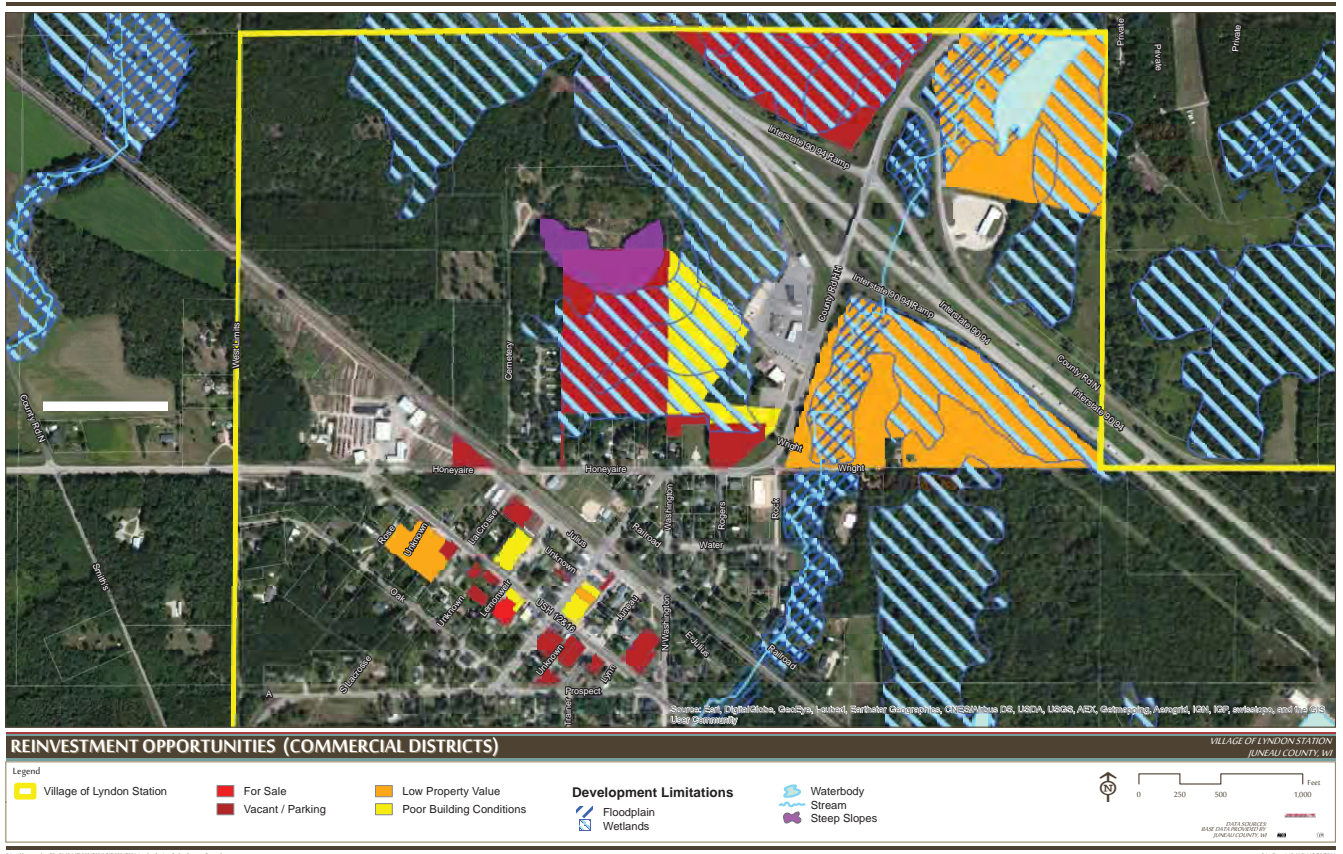
Parcels that are strong candidates for reinvestment are either vacant or are for sale, have low improvement value (relative to land value), have buildings that are in poor condition, or have uses that are ill-suited for a downtown environment. Figure 3.7 and 3.8 illustrates reinvestment opportunities within the downtown.

- ▶ **Red** parcels are the **most viable** for reinvestment/redevelopment, as they do not have structures or they are currently for sale.
- ▶ **Orange** parcels are **viable** for reinvestment/redevelopment due to low values, but they are not for sale and they are not vacant.
- ▶ **Yellow** parcels are **less viable** for redevelopment due to stronger values, but are candidates for reinvestment to improve poor exterior conditions.

Figure 3.8: Reinvestment Opportunities Map, Downtown



Figure 3.7: Reinvestment Opportunities Map



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3.2 INDUSTRIAL PARK

The Village's existing 225-acre industrial park is located in the southeast corner of the Village along Industrial Avenue with access from US 12. The park includes three businesses (i.e. Endeavor Hardwoods, Inc. and Stans Industrial Woodwork Inc. and Scully Real Estate LLC) and the Village Sanitary Treatment Plant. There are several undeveloped parcels, including a recently acquired 62-acre undeveloped parcel in the southeast corner of the Industrial Park. There are a few limitations to the existing park (i.e. wetlands, transportation access, and infrastructure), which are described below.

Wetlands

As explained in Section 3.1 on page 35, wetlands are low-lying areas that are generally not conducive for intensive development due

to erosive character, high compressibility and instability, low bearing capacity and high shrink-swell potential of wetland soils. Based on DNR aerial photographic delineations, a good portion of the land surrounding the existing Industrial Park are shown to have wetlands or having wetland-type soils. As shown in Figure 3.10 (on the next page), this includes the recently purchased 62-acre parcel by the Village. In order to understand precisely where the wetland ecosystems exist on this parcel, a detailed wetland field delineation was completed by MSA during this planning process. Figure 3.11 (on the next page), shows roughly ten wetland ecosystems covering a significantly smaller portion of the site. The Village has the full wetland delineation report on file, and it is recommended that this report be submitted to the US Army Corps of Engineers and Wisconsin DNR for concurrence prior to making additional steps to develop this parcel.

Figure 3.9: Village of Lyndon Station Business Park



Figure 3.10: Industrial Park Expansion, Mapped Wetlands



Figure 3.11: Industrial Park Expansion, Wetland Delineation Map



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Print Date: 9/17/2014

Transportation Access

Even though the Industrial Park has good visibility from Interstate 94, access to this major transportation corridor is limited. In order to reach the industrial park, users must take CTH HH through the downtown and access the Industrial Park via US 12. Additionally, access is limited to one access point. If and when the Industrial Park is expanded consideration should be given to providing additional access, as well as potentially improving access to Interstate 94.

Infrastructure

The Industrial Park does have sanitary sewer and water service; however, the telecommunications is limited, especially for high-speed internet service. Currently Lyndon Station businesses have two internet options available: DSL service via copper phone lines operated by Frontier Communications or service via copper cable from Charter Communications. These services are limiting due to the physical properties of copper wire, which cannot carry significant simultaneous data as fiber-optic networks can provide. Recently, the Village has entered into talks with Camp Douglas-based Lemonweir Valley Telcom to extend fiber-optic cable to the Village businesses from its nearest point a few miles outside the Village. In order for the telecommunications company to make this infrastructure improvement, they would need long-term contracts with business owners that amount to enough to generate revenues large enough to make the investment worthwhile. Currently there is no definite plans to extend fiber optic cable to the Industrial Park. This improvement can have large impact to the type of businesses that would build in the existing or expanded Village Industrial Park.