

Village of Cambridge

SMART GROWTH 2025

Comprehensive Plan

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Preface

The foundation of any community or region is rooted in its people, its economic base, and its foresight for the future. The citizens of Cambridge, in their decision to update the existing Long Range Plan, have acknowledged that no region remains static over time. Concern over growing urban development pressure from Madison and internal growth of county municipalities has prompted reassessment of the planning process of Cambridge.

The Comprehensive Plan is a key element in formulating the approach that a community will take in addressing the issues of land use, public policies toward development, and infrastructure requirements. The purpose of the Comprehensive Plan is to provide a framework for the governing body to ensure that a course, focused on a common goal, is maintained.

One definition of planning is that it is the conscious selection of policy choices. The preparation of a comprehensive plan is a commitment to the future of the community.

To achieve this the plan should be:

1. **Comprehensive.** The plan must address all areas of the community as well as all activities associated with regulating development.
2. **Flexible.** The plan must be structured to summarize policies and proposals and allow for flexibility to facilitate the ever changing needs of the area.
3. **Provident.** The initial requirements of the plan are to achieve solutions to short term issues, whereas, the ultimate goal of the plan is to provide a perspective of future development and predict possible problems as far as 20 years into the future.

With these general guidelines as a basis, specific issues must be addressed by analyzing the growth patterns and physical features of the community. While a variety of factors influence where and when development takes place, several basic categories can be analyzed to assess the impact of past and future growth. The categories this plan addresses are:

Housing; Economic Development; Land Use; Public Facilities; Transportation; Agricultural, Natural, and Cultural Resources; Intergovernmental Cooperation, and Implementation.

Because growth pressures from Madison are being felt in Dane County, much of the attention of this plan is in terms of impact rather than statistical forecast. The reason for this approach stems from the way in which forecasts or projections are made. Generally, projections are based on past trends or knowledge of certain specific factors which will influence growth.

In terms of Cambridge, past trends would not be able to predict increases in population and development associated with growth pressures from the metropolitan area. In addition, there is no clear factor that shows how much growth will occur in the near future. The influence and degree of impact

associated with rapid growth in Dane County will be a result of factors generated outside the immediate boundaries of the County and Cambridge. While the cost of building homes or commercial structures in Madison and other areas of Dane County increases, Cambridge will begin to be looked on as an affordable option. When costs associated with travel time to the metropolitan area offset the price of housing, Cambridge will be looked on as a base from which to commute. As the area to the west increases in intensity as an employment center for the region, Cambridge will be viewed as an area desirable for residential housing. Some of this scenario is beginning to be realized and will likely continue to be a component in Cambridge's future development. The exact time when growth occurs is not the key issue. The key issue is the acknowledgement that Cambridge is in a region where growth is occurring, foresight is provided to anticipate the problems associated with growth, and the appropriate policies and planning process are in place to address growth when it occurs. This Comprehensive Plan confronts these issues and provides a basis for the policies which will shape the community in the future.

STATEWIDE COMPREHENSIVE PLANNING

In furtherance of comprehensive planning, the State of Wisconsin leaped to the forefront of states with the enactment of so-called “Smart Growth” planning legislation.

ACT 9 reflects the principles of Smart Growth, a topic high on the agenda of public concern and debate as the nation enters the 21st century. Although Smart Growth has been defined in somewhat different terms by various sources, the basic concept is:

That growth which conserves natural resources and open space, enhances economic vitality, coordinates development with infrastructure in a cost-effective manner, provides transportation options (including walking and bicycling), and enhances the livability of communities.

1999 WISCONSIN ACT 9

This Act, relating to comprehensive planning, was passed by the legislature in 1999 and signed into law on May 10, 2000. It defines the contents of a comprehensive plan, heretofore referred to in Wisconsin Statutes as the Master Plan. The new definition is much broader and definitive than the former. The Act goes on the state, “Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use shall be consistent with that local governmental unit’s comprehensive plan, e.g.:

- Municipal incorporation procedures under s. 66.012, 66.013, or 66.014.
- Annexation procedures under s. 66.021, 66.024, or 66.025.
- Cooperative boundary agreements entered into under s. 66.023.
- Consolidation of territory under s. 66.02.
- Detachment of territory under s. 66.022.
- Municipal boundary agreements fixed by judgment under ss. 66.027.
- Official mapping established or amended under s. 62.23 (6)
- Local subdivision regulation under s. 236.45 or 236.46
- Extraterritorial plat review within a city’s or village’s extraterritorial plat approval jurisdiction, as is defined in s. 236.02 (5)
- County zoning ordinances enacted or amended under s. 59.69
- City or village ordinances enacted or amended under s. 62.23 (7)
- Town zoning ordinances enacted or amended under s. 60.61 or 60.62
- An improvement of a transportation facility that is undertaken under s. 84.185
- Agricultural preservation plans that are prepared or revised under subch IV of Chapter 91
- Impact fee ordinances that are enacted or amended under s. 66.55
- Land acquisition for recreational lands and parks under s. 23.09 (20)
- Zoning of shorelands or wetlands in shorelands under s. 59.692, 61.351, or 62.231
- Construction site erosion controls and stormwater management zoning under s. 69.693, 61.354, or 62.234
- Any other ordinance, plan, or regulation of a local governmental unit that relates to land use

Furthermore, the procedure required by Act 9 for adopting a comprehensive plan is more complex than that previously required for adopting a master plan.

Introduction

THE COMPREHENSIVE PLAN

The future course of development for Cambridge is contained in this Comprehensive Plan. This long-range guide brings together many planning elements, coordinating them to maintain an environment that is attractive, efficient, and pleasing to the area residents. Each element sets desired development direction consistent with the goals and policies that have been established to maintain and enhance quality of the community desired by citizens and officials.

The Comprehensive Plan is general in nature, allowing for flexibility. It is comprehensive because it considers many elements and their inherent relationship with each other. The plan is properly balanced and blended, giving emphasis to those characteristics desired.

The plan has evolved through a careful, deliberate process of data collection, analysis of potential alternatives, and goal formation—each stage being a step toward refining the Comprehensive Plan. During the course of this process, each point of view has been carefully reviewed and incorporated into the final plan.

The plan will provide a service to the community if the guidelines promulgated by the plan are followed. The guidelines are important to the elected and appointed officials as they evaluate the developmental elements during the course of administering the plan. Understanding by private interest groups (such as developers) will assure conformance with plan objectives.

The Comprehensive Plan is a guide. It can accommodate the uses that have been selected to continue, and enhance the quality environment for which the area has come to be known. Each of the proposed uses has been measured to produce a well ordered, functioning community, attractive and satisfying to its citizens. The plan is not a zoning plan, yet it does show desired uses for certain sectors of the community that, in some instances, may be interpreted as zoning proposals. The plan is a guide to be used by officials in initiating changes in zoning to achieve desired land use and as a basis for evaluation requests from individuals.

Prior to the development of the proposed Comprehensive Plan, an understanding of existing conditions are provided. Existing conditions are analyzed to form the base from which the planning decisions for the future will begin. From this base, proposals can be introduced to adequately address the future needs of the community in terms of infrastructure improvements, land use, and development policies.

Comprehensive means consideration of the interaction between man's use of land and the natural characteristics of the community. It also means consideration of the interaction between the various levels of government and the private sector. By acting wisely in the present, the community can avoid having to correct costly mistakes in the future.

CITIZEN PARTICIPATION PLAN: A VISIONING PROCESS

The Smart Growth law requires each plan to include a comprehensive citizen participation plan. A good participation process should offer citizens a range of participation options to have meaningful input into the process. Effective public input is critical for plan implementation; the more broad-based and enduring community support that is gained, the easier it will be to implement the plan.

The public participation approach used a visioning process to develop the comprehensive plan. Visioning is a process in which the community builds consensus on a description of their preferred future—the set of conditions they want to see in the future. Residents work together to define key issues and to develop shared goals, objectives, and strategies to realize these goals. The community developed a vision for the future and a series of goals, objectives, and strategies to guide the future of the area. The visioning process began with issues identification that took place during a joint community meeting with the Towns of Christiana and Oakland, and the Village of Rockdale. This preliminary step of issue identification narrowed the range of discussion to those issues most important to the community, which created greater likelihood of consensus—especially since there was broad community participation.

Below is the vision statement of the joint community. The vision statement represents the fundamental expression of purpose, and is the point of reference for all decision-making. It establishes the broad ideal from which the goals and objectives outline on the following pages derive.

Community Vision Statement

In 2025, Cambridge is:

- *An economically stable community with a small town aura and historic downtown Main Street.*
- *A community with quiet and well-cared for neighborhoods, enabling citizens to interact with each other.*
- *A community with a quality school system.*
- *A well planned community with a willingness to grow in a slow, controlled fashion.*
- *A community whose focus for the future is to maintain its uniqueness and character.*

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Issues and Opportunities

INTRODUCTION

Planning goals and objectives represent the expression of the community’s vision and statement of intent. The following goals and objectives statements guide the comprehensive plan decision making process. These goals and objectives serve as a guide in preparing the various elements of the Comprehensive Plan. They are an outcome of the community participation phase of the planning process.

What Are Goals and Objectives?

Goals are generally defined as the ultimate aim towards which an effort is directed. The goals outlined below are broad to provide a general framework for which Cambridge can strive to achieve. Objectives, on the other hand, are defined as an action directed to achieve the stated goal.

Some of the objectives are developed to achieve the goals are non-physical in nature. They are included here as they directly relate to the community’s well being, though the actual follow-up to the objective will be accomplished under various programs.

OVERALL GOAL

There are several goals of the Comprehensive Plan and they serve as the primary basis for adopting the plan. Decisions made with regard to development should be based on achieving the following goal:

Goal:

Orderly, attractive community growth which:

- *Maintains and enhances the identity and historical character of the Cambridge community.*
- *Achieves a well balanced land use pattern.*
- *Enhances compatibility of land uses.*
- *Balances growth at the community’s periphery.*

Objectives:

- Establish/define edge characteristics at each community edge such as low density, open space oriented residential development.
- Respect natural features; integrate into development.
- Utilize open space within new developments to establish/reinforce community edges.
- Preserve natural, cultural, and historic amenities.
- Protect residential areas from incompatible land uses through transitional land uses and/or buffering.
- Direct development incrementally out from the core, thereby conserving land and development costs and reducing “leap-frog” sprawl.

Issues and Opportunities

As input was received from elected/appointed officials, staff, and citizens of the Villages (Cambridge, Rockdale) and Towns (Christiana, Oakland) various issues came to the forefront. Through the citizen participation process, these points were distilled to four issues. With each issue, an opportunity to address the point was identified.

Issue 1

How can Cambridge preserve a small town, rural atmosphere, enhance a sense of community, and still grow?

Opportunity—The Comprehensive Plan is the official document to provide guidance with respect to decision about the physical development of the community. In cooperation among the Towns, Villages, and County, the plan will seek to preserve and accentuate the difference between the Village’s urban growth boundaries and the unserved rural and semi-rural Town areas. The Village should develop in a compact and efficient manner, while the surrounding Town lands should be open, agricultural, and developed at lower densities and do so with assistance of the County.

Issue 2

How can the Villages and the Towns work more closely to resolve land use issues?

Opportunity—Under the new state comprehensive planning statutes, the Villages and Towns are strongly encouraged to cooperate and coordinate with respect to land use related issues. The comprehensive planning effort by both entities provides a timely structure to identify and address common concerns.

Issue 3

How can the Village of Cambridge grow its commercial/industrial tax base?

Opportunity—The plan provides the opportunity to identify appropriate lands for industrial and commercial activity based on transportation, infrastructure and organizational structure.

Issue 4

What measures must the Village of Cambridge take to control land use and growth within the planning area?

Opportunity—The Village and Towns should work cooperatively regarding long-term growth boundary agreements, services provision, and joint land use planning.

The contents of this plan detail the means to address these items.

SURVEY RESULTS

Overall, nearly 2,400 community surveys were sent to residents of Cambridge, Christiana, Oakland and Rockdale. A copy of the survey is included in the Appendix to provide an understanding of what was asked of residents. Nearly 500 surveys were returned for a 20 percent return rate. Over 50 percent of respondents felt that the current growth rate in Cambridge is acceptable. Just over 20 percent feel it is too slow and the same number felt growth is occurring too fast. Most would like to see growth allowed, but not necessarily encouraged. In general growth should be channeled to the north and to the west in Cambridge and commercial growth in particular focused on the downtown and the north. Over 65 percent of respondents felt that retail activity should be focused on the downtown and 60 percent felt that businesses in the downtown should be expanded. The types of businesses people would like to see encouraged in downtown Cambridge include general retail, tourist retail and food services.

The majority of respondents or about 53 percent did not see parking as a problem in downtown Cambridge. Results were mixed on the question of whether congestion is a problem downtown. About 45 percent felt congestion or traffic circulation is problematic and 48 percent felt it is not.

Most felt that more places for youth are necessary in Cambridge.

Just over 50 percent of respondents felt that the current mix of businesses in Cambridge is inadequate and nearly 54 percent felt that there are not sufficient job opportunities in Cambridge. Some of the strengths noted by residents of the region include the unique variety of shops downtown, friendly shop owners, good location and quaint appearance of Main Street. Nearly 80 percent felt that beautification of the downtown is important.

About 43 percent of respondents felt more youth programs are necessary. Funding for such programs should come from both private and public sources in the form of grants and donations. About half of the respondents had no opinion on senior programs offered in the community. Of those that have an opinion, 55 percent felt the Village could use more programs for seniors. Over 60 percent of Cambridge residents felt the library is adequate, and overall, 50 percent felt it is adequate. Nearly 70 percent of Cambridge residents felt the current mix of housing is adequate, and overall, about 60 percent felt it is adequate. In terms of offering more affordable housing opportunities, 44 percent felt this is necessary and 38 percent felt it is not important.

Please see Appendix A for further detail on survey results.

EXISTING CONDITIONS

This element provides an overview of the important demographic trends and background information necessary to create a complete understanding of the Village of Cambridge. Section 66.1001 (Comprehensive Planning) of the Wisconsin Statutes requires this element to include a statement of overall goals, objectives, policies and programs for the 20-year planning period, as well as household and employment forecasts that are used to guide the development of this plan, and demographic trends, age distribution, education levels, income levels and employment characteristics that exist within the governmental unit. Specific goals, objectives, and policies are included in each of the elements.

Population Trends & Forecasts

The Village of Cambridge has experienced steady increases in its population over the past 30 years. Growth has exceeded 14 percent in each of these decades; the 1980s experienced the highest growth rate of nearly 23 percent. Figures 1.1 and 1.2 reflect the population growth trends and projections for the entire Village of Cambridge.

The population within the Village of Cambridge Urban Service Area (USA) has also steadily increased over the past 20 years. According to the U.S. Census, the population increased to over 1,000 residents in the year 2000. Figure 1.1 illustrates the population growth of the Village’s USA since 1980, and projected population growth through 2025. According to the Dane County Regional Planning Commission (RPC), Cambridge’s Urban Service Area population is projected to continue to grow through 2025, but at a slower rate.

Figure 1.1 **POPULATION TRENDS AND PROJECTIONS**

	Year	Population	Percent Change	
Village of Cambridge	1970	689	—	
	1980	844	22.5%	
	1990	963	14.1%	
	2000	1,101	14.3%	
	<i>Projected Growth:</i>	2002	1,144	3.9%
	2010	1,247	9.0%	
	2020	1,386	11.1%	
	2030	1,525	10.0%	
Urban Service Area	2000	1,010	—	
	<i>Projected Growth:</i>	2002	1,054	4.4%
		2010	1,185	12.4%
		2020	1,253	5.7%
		2025	1,329	6.1%

SOURCE: Dane County Regional Trends, 2001, Dane County Regional Planning Commission

Figure 1.2 shows the official population projections provided by the State Department of Administration (DOA). State projections show slightly less population growth in the Village than predicted by the Dane County RPC.

Figure 1.2 STATE DEPARTMENT OF ADMINISTRATION POPULATION PROJECTIONS

	Year	Population	Percent Change
Village of Cambridge	2000	1,010	—
	2005	1,094	8.31%
	2010	1,162	6.22%

SOURCE: State of Wisconsin, Department of Administration, 2003

Demographic Trends

Age and Gender

Figure 1.3 illustrates the age distribution of Village residents by age group according to the U.S. Bureau of the Census. The most significant increase in population between 1990 and 2000 occurred among individuals between the ages of 45 and 54. This age group increased by 6.1 percent. In addition, the population of individuals over 65 in the Village increased between 1990 and 2000, at a rate of just over 4 percent. The 25-34 year old age group, however, experienced the largest decrease in population. This group declined by 3.8 percent. It should also be noted that school age children, ages 5 to 19, increased by less than 1 percent.

Figure 1.3 POPULATION BY AGE • 2000

	1990	% of Total	2000	% of Total	% Change 1990-2000
Under 5 years	76	8.1%	67	6.0%	-2.1%
5 to 9 years	73	7.8%	80	7.1%	-0.6%
10 to 14 years	54	5.7%	90	8.0%	2.3%
15 to 19 years	61	6.5%	56	5.0%	-1.5%
20 to 24 years	52	5.5%	33	2.9%	-2.6%
25 to 34 years	163	17.3%	152	13.6%	-3.8%
35 to 44 years	161	17.1%	192	17.1%	—
45 to 54 years	66	7.0%	147	13.1%	6.1%
55 to 64 years	71	7.6%	64	5.7%	-1.9%
65 to 74 years	93	9.9%	108	9.6%	-0.3%
75 to 84 years	50	5.3%	90	8.0%	2.7%
85 years and over	20	2.1%	43	3.8%	1.7%
Total	940	100.0%	1,122	100.0%	—

Source: U.S. Bureau of the Census, 2000

Race

In 2000, 98.1 percent of the population in the Village of Cambridge was white and not of Hispanic origin, compared with 99.3 percent in 1990. People of Hispanic or Latino origin were the largest cohort of the .7 percent of the non white population in 1990. The racial profile of the Village has remained fairly constant.

Household Trends and Forecasts

Over half (57 percent) of the homes in Cambridge have been built in the last 30 years. Housing built in the 1970s represents 21 percent of the Village’s total housing stock. To date, the only decade to surpass the 1970s rate occurred in the 1990s when over 22 percent of Cambridge’s current housing stock was constructed. Cambridge also has a comparatively large percentage of older homes with 23 percent of the housing stock predating 1939. Figure 1.5 itemizes the housing stock in Cambridge according to the year the structure was built.

Figure 1.5 **HOUSING STOCK • 2000**

Year Structure Built	Number	Percent of Total
1999 to March 2000	8	2%
1995 to 1998	46	10%
1990 to 1994	53	11%
1980 to 1989	67	14%
1970 to 1979	103	21%
1960 to 1969	44	9%
1940 to 1959	53	11%
1939 or earlier	111	23%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

The majority of Cambridge residents, 68.1 percent, have moved into their homes since 1990. Over half (50.5 percent) have moved in since 1995. Figure 1.6 shows the number of householders by the year they moved into their home.

Figure 1.6 **YEAR HOUSEHOLDER MOVED INTO UNIT • 2000**

Year Structure Built	Number	Percent of Total
1999 to March 2000	85	18%
1995 to 1998	151	32%
1990 to 1994	82	18%
1980 to 1989	70	15%
1970 to 1979	50	11%
1969 or earlier	29	6%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Figure 1.7 illustrates Dane County RPC’s housing growth projections through the year 2030.

Figure 1.7 **PROJECTED VILLAGE HOUSING GROWTH**

Year	Population	Population per Housing Unit	Housing Unit Totals	Percent Change
1980	963	2.78	346	—
1990	1,101	2.83	389	12.31%
2000	1,144	2.36	485	24.60%
2010	1,247	2.33	535	10.41%
2020	1,386	2.29	605	13.09%
2030	1,525	2.26	675	11.49%

Source: Dane County Regional Planning Commission

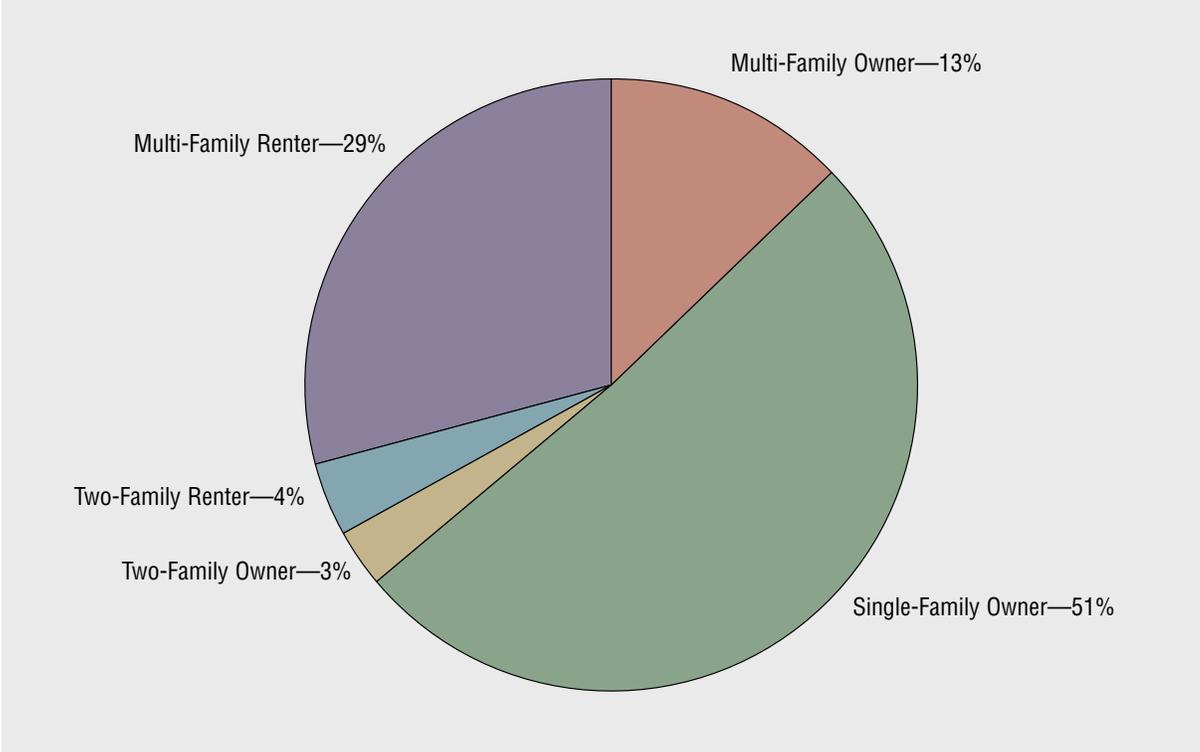
Additionally, the Dane County RPC provides the following long range housing projections for the communities of Dane County:

2010: The children of the baby boomers will be entering the housing market. Population is projected to increase by only 9 percent from the year 2000. Households, likewise, are projected to increase but at a much slower rate than in prior decades. The developing suburbs are less likely to have rapid growth and may be facing issues similar to those of Madison during earlier decades. Rehabilitation of older housing is expected to be an increasing concern.

2020: The baby boomers will be between the ages of 55 and 74 in 2020. Population is projected to increase by 10% from 2010. Households are also projected to increase but at a slower rate than the 1990s. Rehabilitation of older housing is expected to be a continued concern, since over half of all housing will be more than 40 years old.

Based on the population and housing projections, given the resultant housing needs by age of householder and tenure, the market demand for new housing in Dane County is projected to be as follows:

Figure 1.8 ESTIMATED BREAKDOWN OF HOUSING TYPES FOR DANE COUNTY



SOURCE: Dane County Regional Planning Commission

Figure 1.9 illustrates that 70 percent of Cambridge housing units are owner occupied, and nearly 30 percent are renter occupied. This is roughly consistent with Dane County’s projected market for housing (shown above) which suggests market demand of 33 percent for rental units, and 67 percent for owner-occupied units.

Figure 1.9 CAMBRIDGE HOUSING TENURE CHARACTERISTICS • 2000

Year Structure Built	Number	Percent of Total
Occupied Housing Units	470	100.0%
Owner Occupied Housing Units	332	70.6%
Renter Occupied Housing Units	138	29.4%

Source: U.S. Bureau of the Census, 2000

Figure 1.10 lists the housing units in Cambridge by type. Currently in Cambridge, about 70 percent of the housing units are single family homes, 12 percent are in two family structures (including single-family attached), 16 percent are in multi-family structures, and the remainder are mobile homes. The projections for Dane County indicate that demand will shift away from single family homes which will only account for 51 percent of new housing, and two family structures (7 percent of new housing), towards multi-family (42 percent of new housing). Accordingly, while Cambridge’s rural character may continue to favor more single family housing than Dane County as a whole, the nearly 30 percent difference between Cambridge’s multi-family housing stock and the Dane County projections does suggest a potential shortage of multi-family housing units in the Village relative to Dane County RPC’s forecast.

Figure 1.10 **CAMBRIDGE HOUSING UNITS BY TYPE • 2000**

Year Structure Built	Number	Percent of Total
Single Family	348	71.8%
Two Family	58	11.9%
Multi-Family	77	15.9%
Mobile Home	1	.4%

Source: U.S. Bureau of the Census, 2000 in Dane County Regional Trends, 2001, Dane County Regional Planning Commission

1.5 Employment Characteristics and Forecasts

The Comprehensive Planning Law requires this element to address employment forecasts in the governmental unit over the 20-year planning period.

Cambridge’s residents are primarily employed in Dane or Jefferson County. The State of Wisconsin’s Department of Workforce Development’s “Occupations with Largest Growth 1998-2008” provides insight into the regional employment forecast for the Marquette, Sauk, Colombia, Dodge, Dane and Jefferson County region.

The following forecasts and statistics are divided into two broad categories: occupation and industries. It is common that several occupation groups are related closely to certain industries. For example, the U.S. Bureau of the Census uses the following description to describe the differences: Operators of transportation equipment, farm operators and workers, and healthcare providers account for major portions of their respective industries of transportation, agriculture, and health care. Industry categories, however, include people in other occupations. For example, people employed in agriculture include truck drivers and bookkeepers; people employed in the transportation industry include mechanics, freight handlers, and payroll clerks; and people employed in the health care industry include occupations such as security guard and secretary.

Figure 1.11 lists the top 6 occupations experiencing the largest growth in the region.

Figure 1.11 **OCCUPATIONS WITH LARGEST GROWTH • 1998–2008**
Marquette, Sauk, Columbia, Dodge, Dane, and Jefferson County Region

Occupational Title	1998–2008 Growth	Percent Change
General Managers and Top Execs	1,800	18%
Systems Analysts	1,680	87%
Office Clerks, General	1,540	14%
Computer Support Specialists	1,320	91%
Cashiers	1,270	15%
Retail Salespersons	1,270	12%

Source: State of Wisconsin, Department of Workforce Development

Over half of the Cambridge workforce is employed within the occupations predicted for growth. Management, professional and related occupations account for 34 percent of the local workforce. Sales and office occupations account for 33.6 percent of the local workforce.

Figure 1.12 lists the projected growth statewide for all occupations.

Figure 1.12 STATEWIDE EMPLOYMENT PROJECTIONS BY OCCUPATION • 2000–2010

Occupation	2000	2010	Change	% Change
Total, All Occupations	3,011,380	3,301,160	289,780	9.6%
Management Occupations	153,240	169,800	16,560	10.8%
Business/Financial Operations	87,950	98,200	10,250	11.7%
Computer & Mathematical Occupations	46,710	66,850	20,140	43.1%
Architecture/Engineering Occupations	50,520	51,880	1,360	2.7%
Life, Physical, and Social Science	28,970	32,370	3,400	11.7%
Community/Social Services	42,090	52,410	10,320	24.5%
Legal Occupations	15,790	17,990	2,200	13.9%
Ed, Training, & Library	177,460	203,850	26,390	14.9%
Arts/Design/Entertainment/Sports/Media	47,490	54,340	6,850	14.4%
Healthcare Practitioners & Technical	135,900	165,500	29,600	21.8%
Healthcare Support Occupations	78,890	98,940	20,050	25.4%
Protective Service Occupations	49,660	58,020	8,360	16.8%
Food Preparation & Serving Occupations	218,820	244,850	26,030	11.9%
Build & Grounds Cleaning/Maintenance	102,350	117,780	15,430	15.1%
Personal Care and Service Occupations	76,700	95,190	18,490	24.1%
Sales and Related Occupations	304,430	329,880	25,450	8.4%
Office/Administrative Support Occupation	476,230	495,230	19,000	4.0%
Farming/Fishing/Forestry	5,990	6,460	470	7.8%
Construction/Extraction Occupations	146,680	159,960	13,280	9.1%
Installation/Maint/Repair Occupations	117,130	124,780	7,650	6.5%
Production Occupations	415,890	407,430	(8,460)	-2.0%
Transportation/Material Moving Occupations	232,480	249,470	16,990	7.3%

SOURCE: State of Wisconsin, Department of Workforce Development

Figure 1.13 shows the relative breakdown of occupations in Cambridge, Dane County and Jefferson County. The Village statistics generally fall between those of each County. However, Cambridge has a slightly higher percentage of its workforce engaged in “Sales and Office” occupations, and a slightly lower percentage engaged in “Production, transportation, and material moving” occupations relative to the surrounding region.

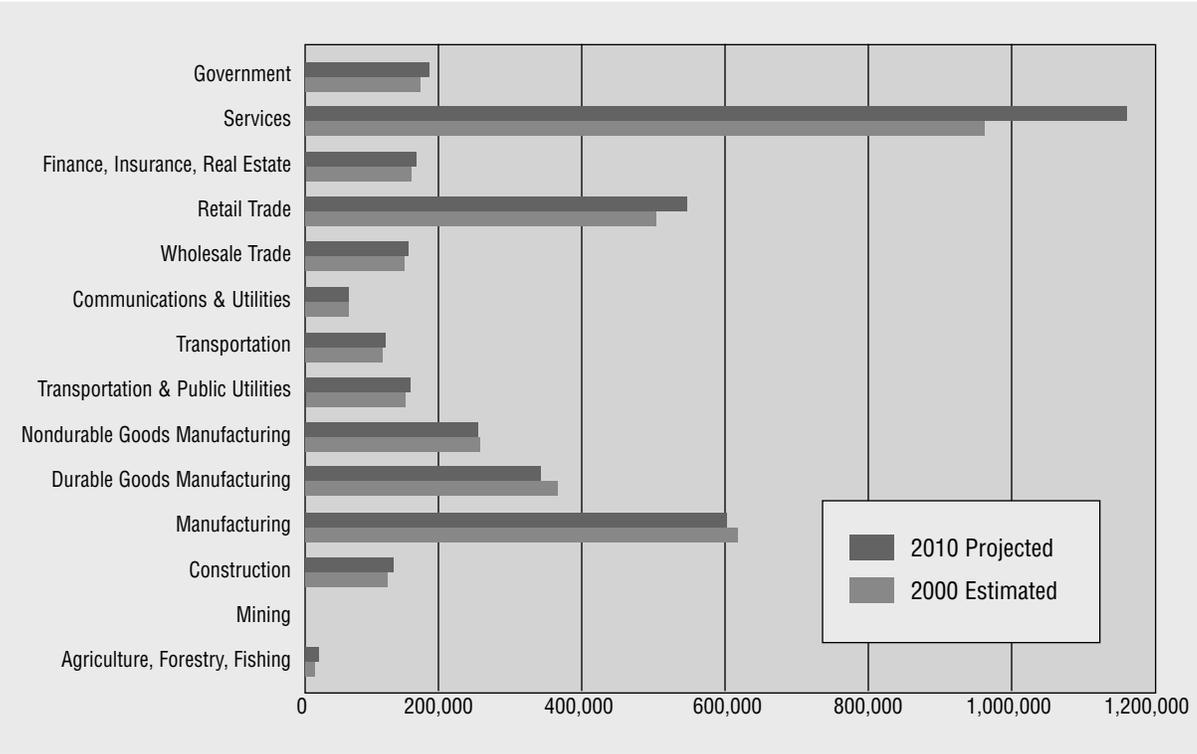
Figure 1.13 LOCAL OCCUPATION STATISTICS • 2000

Occupation	Cambridge		Dane County		Jefferson County	
	No.	%	No.	%	No.	%
Management, professional and related	199	34.1%	107,347	43.6%	10,394	26.1%
Service	80	13.7%	31,362	12.7%	5,564	14.0%
Sales and Office	196	33.6%	65,285	26.5%	9,313	23.4%
Farming, fishing, forestry	0	0%	891	0.4%	386	1.0%
Construction, extraction, maintenance	51	8.7%	16,409	6.7%	3,668	9.2%
Production, transportation, material moving	57	9.8%	24,770	10.1%	10,507	26.4%
Total	583	100.0%	246,064	100.0%	39,832	100.0%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

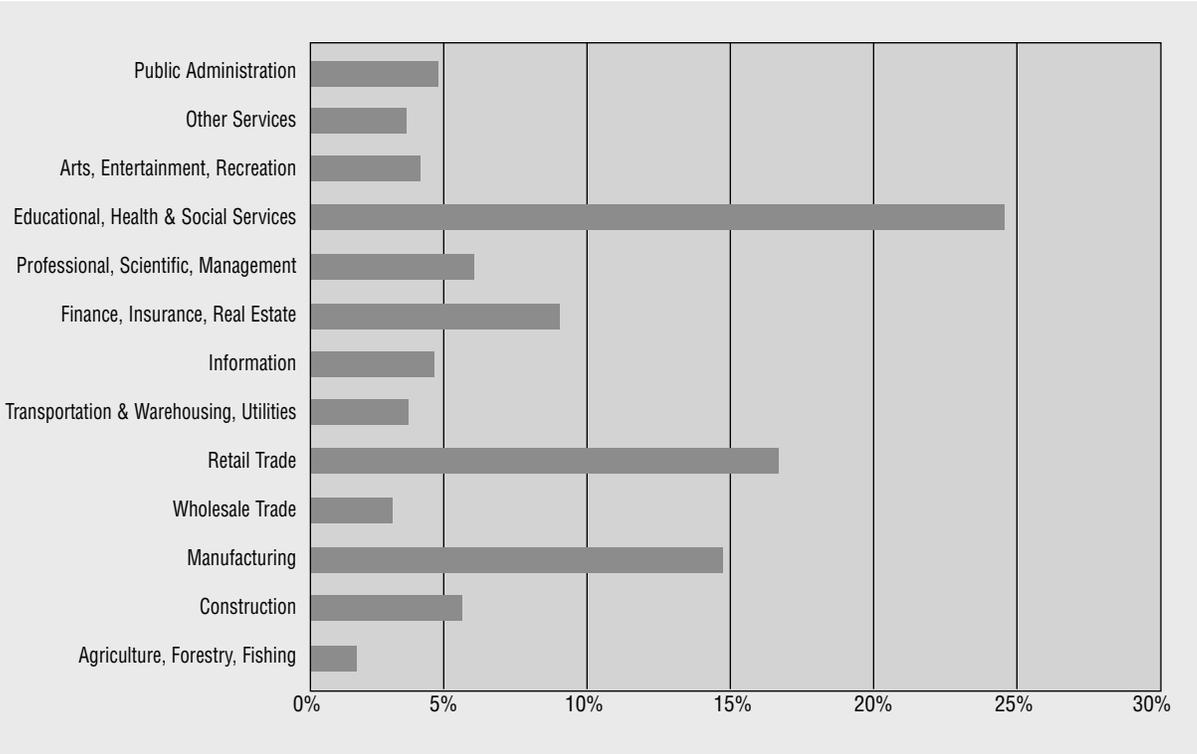
Figure 1.14 depicts statewide employment projected trends by industry. Figure 1.15 shows local occupation by industry in the 2000. While the categories are not strictly comparable, it is easy to see that the industries with the highest anticipated growth over the next ten years are those in which the majority of Cambridge residents are employed.

Figure 1.14 STATEWIDE EMPLOYMENT PROJECTIONS BY INDUSTRY • 2000–2010



Source: State of Wisconsin, Department of Workforce Development

Figure 1.15 LOCAL OCCUPATION BY INDUSTRY • 2000



Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Education Levels

Figure 1.16 shows education levels in Cambridge compared to Dane and Jefferson Counties. Levels of educational attainment in the Village are similar to the two counties in which it is located. Cambridge residents rank slightly lower in overall educational attainment than Dane County but slightly higher than Jefferson County. From 1990 to 2000, the number of Cambridge residents with Associate, Bachelor’s and Graduate or professional degrees increased significantly, surpassing similar increases in both Dane and Jefferson Counties.

Figure 1.16 **EDUCATIONAL ATTAINMENT**

	Cambridge	Percent of Total	Dane County	Percent of Total	Jefferson County	Percent of Total
Less than 9th Grade	28	4%	7,932	3%	2,971	6%
9th to 12th Grade, no diploma	57	7%	13,245	5%	4,538	9%
High school graduate (includes equivalency)	245	31%	60,220	22%	18,892	39%
Some college, no degree	157	20%	54,830	20%	10,444	21%
Associate degree	80	10%	24,048	9%	3,691	8%
Bachelor’s degree	161	20%	66,944	25%	6,014	12%
Graduate or Professional degree	68	9%	42,779	16%	2,507	5%
Total	796	100%	269,998	100%	49,057	100%

SOURCE: U.S. Bureau of the Census, 2000

Income Levels

Figure 1.17 shows median household income, median family income and per capita income in the Village of Cambridge compared to Dane County, Jefferson County and the State of Wisconsin. Median Household Income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. For median family income, the incomes of all members 15 years old (and over) related to the householder are summed and treated as a single amount. Finally, per capita income is the mean (average) income computed for every man, woman, and child in a particular group. It is the total income of an area divided by total population.

The Village has a slightly higher median household income than both counties and the State of Wisconsin.

However, the Village’s per capita income is slightly lower than Dane County and the State of Wisconsin, and slightly higher than the Jefferson County’s.

The Village’s median family income is higher than that of Jefferson County and the State of Wisconsin as a whole, but lower than Dane County’s median family income.

Figure 1.17 LOCAL INCOME STATISTICS • 2000

	Median household income in 1999	Median family income in 1999	Per Capita income in 1999
Village of Cambridge	\$52,039	\$57,895	\$21,271
Dane County	\$49,223	\$62,964	\$24,985
Jefferson County	\$46,901	\$53,953	\$21,236
State of Wisconsin	\$43,791	\$52,911	\$22,599

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

2

Housing

INTRODUCTION



Americans began the 20th century bound to choosing their homes around the source of a square meal. They ended the century free to choose homes like breakfast cereal.

With ever-thinning ties to factories and farms, Americans have an unprecedented freedom of choice on where to live, work, and play. They have exercised those freedoms nationwide in ways broadly reflected by the 2000 Census.

When discussing the rate at which an area is growing, it is not only important to consider the speed at which growth is occurring but also the location within a given geographic region where growth is taking place. The location of growth provides insight as to future development, as well as indicating the factors which precipitated the initial growth.

The impact of many “local” development activities are felt beyond the local borders, sooner or later. For example, cars from a new subdivision or shopping area do not stop at any one jurisdictional border; school districts have a hard time planning for the influx of students coming from the new residential developments approved by the multiple towns, cities, and villages that make up the district.

Impacts add up. One house or one shop or one convenience store might have slight impacts, but each undeniably demands services, generates travel, creates economic activity, and adds to the tax base. The impacts of these small decisions persist through time and, over time, combine with one another to change a community.

Probably no single area of concern in community development will receive greater attention in the near future than the ramification of housing. Of the land devoted to urban development, no single land use involves greater acreage than residential land use.

Three primary considerations will affect housing supply:

- Protection of existing housing stock.
- Design of new residential areas to foster the quality growth and development of the community. New residential development should be encouraged in areas which can be served conveniently and economically by municipal facilities and utilities.
- Ability to provide services (police, fire, school, sanitary sewer, water, etc.) without burdening current systems.

The concern for housing has traditionally been a concern with the provision of basic shelter. The complexity of housing today often obscures this traditional issue. It is hard to define what constitutes basic shelter today. To those purchasing a house, that purchase represents an array of services and amenities. To some, housing is an investment that can be either long-term or short-term. From the point of view of the public sector, housing creates a demand for the provision of a particular set of public services, while it also is an important source of revenue. Housing is both a private commodity and a public good.

Future residents of Cambridge will require a mixture of housing types to meet individual requirements of preference, age, family size, and income (Figures 2.2 and 2.3). This will be necessary in order that each family and individual may find suitable housing at a location convenient to jobs, recreation, and commercial facilities.

It is important for a community to provide adequate and safe housing for all its residents, with an emphasis placed on the creation of functional and socially open neighborhoods. As stages of life, health, family, marital status, and financial circumstances change, so do housing needs. A person should be able to live and work in the same community and not be forced to look outside the community for housing.

Local government has the power to regulate individual parcels of land and to levy taxes on those parcels. In return for these revenues, local government provides services for the users of the land. Local governments are constantly faced with determining what services are in demand, and given local budget constraints, what services are preferred. Both the provision of services and the regulation of land come under the general heading of public welfare and safety.

Different land uses generate demands for different services. The issue here is housing. While population and density may determine the aggregate level of demand, the configuration and location of dwelling units may determine how, where, and at what cost services may be delivered. Sewer, water, schools, streets, traffic and noise regulation, and police and fire protection are among the services that typically must be provided to residential areas. Because local governments can also regulate land-use, they have a means by which they may intervene, and to some extent, pattern the effective demand and costs for these services. Housing is a major land use category in most communities and typically, in most small villages. It is a major source of revenues. This is why housing is an important element in comprehensive plans.

GOALS AND OBJECTIVES

Goal (1)

- *It is recognized that the character and the quiet atmosphere of Cambridge's residential neighborhoods are among the community's greatest assets. As such, the Village should seek to maintain the quality of the existing housing stock and supplement it in appropriate locations with safe, well-constructed housing of a density, scale, and character that complements the present residential neighborhoods.*

Objectives

- Encourage the maintenance and rehabilitation of existing housing stock.
- Increase the variety in housing stock, so that types and prices of housing can satisfy the needs and preferences of a wide variety of residents, while maintaining the single-family detached dwelling as the basic form of housing.
- Ensure that only developments which are thoughtfully designed with respect to traffic generation, congestion, and patterns will be allowed.
- Allow only developments that are adequately designed with respect to the topographical and drainage conditions of the proposed area.

Policy

- Identify Smart Growth areas to provide housing where adequate public services are already available.

Goal (2)

- *Upgraded and expanding housing opportunities which:*
 - *Preserve and enhance existing neighborhoods.*
 - *Provide a variety of housing alternatives for all ages, family sizes, life styles, and income distinctions.*
 - *Develop new residential areas as neighborhoods which are connected to existing neighborhoods.*
 - *Maintain compatibility with environmental conditions.*

Objectives

- Consider alternative residential forms at the periphery of the planning area to create edges to community.
- Provide open space within new residential developments to preserve areas of visual and/or environmental quality.
- Provide open space within new residential developments to transition between developed areas and rural areas.
- Respond to senior housing demands or other segments of the housing market which are under served.

Policies

- Consider alternate residential forms such as cluster development to preserve open space.
- Connect neighborhoods visually and physically by roads, walkways and open space.

Figure 2.1 **IMPACT OF HOUSING**

	TYPE OF HOUSING UNIT		
	Single Family	Two Family	Multifamily
Population per Household <i>Source: U.S. Bureau of the Census</i>	2.60	2.30	2.00
Net Population per Acre <i>Source: U.S. Bureau of the Census and DCRPC</i>	9.9	16.1	28.0
K-12 Students per Household <i>Source: U.S. Bureau of the Census</i>	0.670	0.300	0.180
K-12 Students per Acre <i>Source: U.S. Bureau of the Census and DCRPC</i>	2.55	2.1	2.52
Average Daily Vehicle Trips Generated per Unit <i>Source: Institute of Transportation Engineers</i>	9.6	7.0	6.6
Average Daily Vehicle Trips Generated per Acre <i>Source: ITE and DCRPC</i>	36.5	49.0	92.4
Media Housing Value: 2000 <i>Source: SCW MLS and DCRPC</i>	\$154,000	\$92,000	\$70,000
Median Housing Value per Acre: 2000 <i>Source: ITE and DCRPC</i>	\$585,200	\$644,000	\$980,000
Urban Housing Density (units per acre) <i>Source: Dane County RPC Land Use Inventory</i>	3.8	7.0	14.0
Average Residential Impact on Schools:			
Avg. School District Tax Rate: 1999-2000 <i>Source: Wis. Dept. of Revenue</i>	\$0.01133	\$0.01133	\$0.01133
School Property Tax Revenue per Acre <i>Source: Wis. DOR, SCW MLS, and DCRPC</i>	\$6,630	\$7,297	\$11,103
School Property Tax Cost (students x \$5,090) <i>Source: Wis. Dept of Revenue</i>	\$12,959	\$10,689	\$12,827
Short of Property Taxes for School Costs <i>Source: Wis. DOR, SCW MLS, and DCRPC</i>	\$6,329	\$3,392	\$1,723

The objectives and policies related to housing are oriented toward achieving the housing goal:

OVERALL HOUSING GOAL	
<i>Provide a quality living environment for all age and economic groups through the orderly future residential development in harmony and balance with other uses in those areas where desirable municipal amenities can be provided economically and through strengthening of existing residential areas.</i>	

EXISTING CONDITIONS

The housing background report was prepared pursuant to Section 66.1001 (Comprehensive Planning) of the Wisconsin Statutes. Section 66.1001 requires the Housing Element to include a compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit.

This section assesses the age, structural, value and occupancy characteristics of the Village of Cambridge’s housing stock. The law also requires the element to identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs. It further requires that communities create policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit’s housing stock.

Figure 2.2 **DANE COUNTY HOUSING DEMANDS • FORECAST BY TENURE**

	2000	2020 (forecast)
Owner-Occupied Housing Units	102,255	130,980
Renter-Occupied Housing Units	72,229	86,773

Source: U.S. Bureau of the Census, Wisconsin DOA, and Dane County Regional Planning Commission

Figure 2.3 **DANE COUNTY HOUSING TO WAGE AFFORDABILITY INDEX**

	1990	2000	Percent Change 1990–2000
Median Home Cost	\$78,848	\$147,964	+88%
Principal (80% of Cost)	\$63,078	\$118,371	+88%
Monthly Cost	\$559.62	\$872.60	+46%
Average Wage	\$21,751	\$32,233	+41%
Affordability Index	81.0	76.9	-5%

Source: U.S. Bureau of the Census and Wisconsin Department of Work Force Development

Housing Stock Characteristics

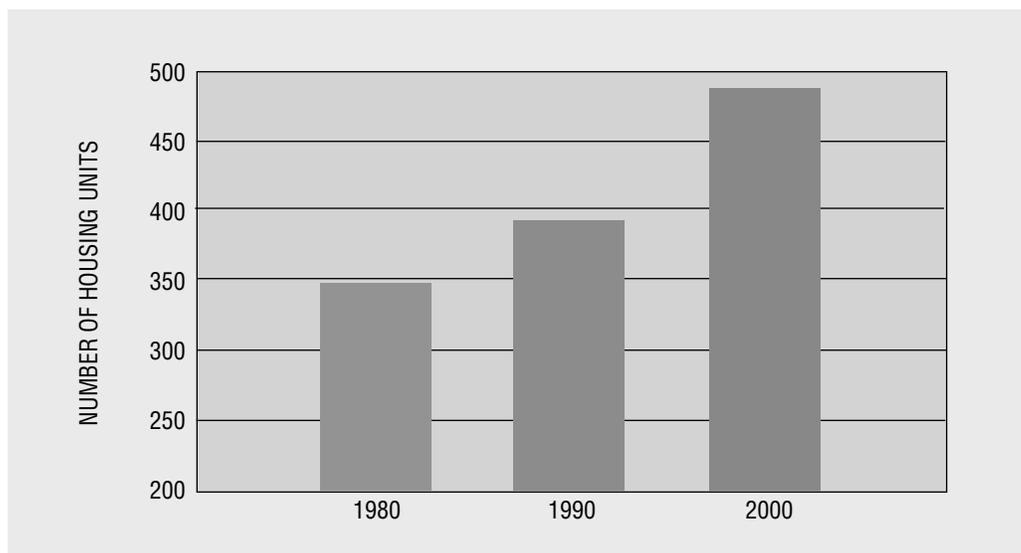
In 2000, 485 housing units existed in the Village of Cambridge, up from the 389 units in 1990, and 346 units in 1980 based on Dane County Regional Plan Commission (RPC) data for this period (Figure 2.4).

Of the Village’s total housing units, 59.4 percent of the units are detached, single-family. Figure 2.5 shows the distribution of units per structure as a percentage of the Village’s total housing structures.

Figure 2.6 illustrates that Cambridge’s housing stock is largely comprised of units built within the last 30 years (57 percent of total units), based on U.S. Census 2000 data. The Village has a significant number of older homes as well, as 23 percent of the housing stock dates from 1939 or earlier.

Figure 2.7 shows that the median sale price of a home in the Village of Cambridge is lower, on average, than the median sale price of a home in Dane County.

Figure 2.4 **TOTAL HOUSING UNITS IN CAMBRIDGE • 1980–2000**



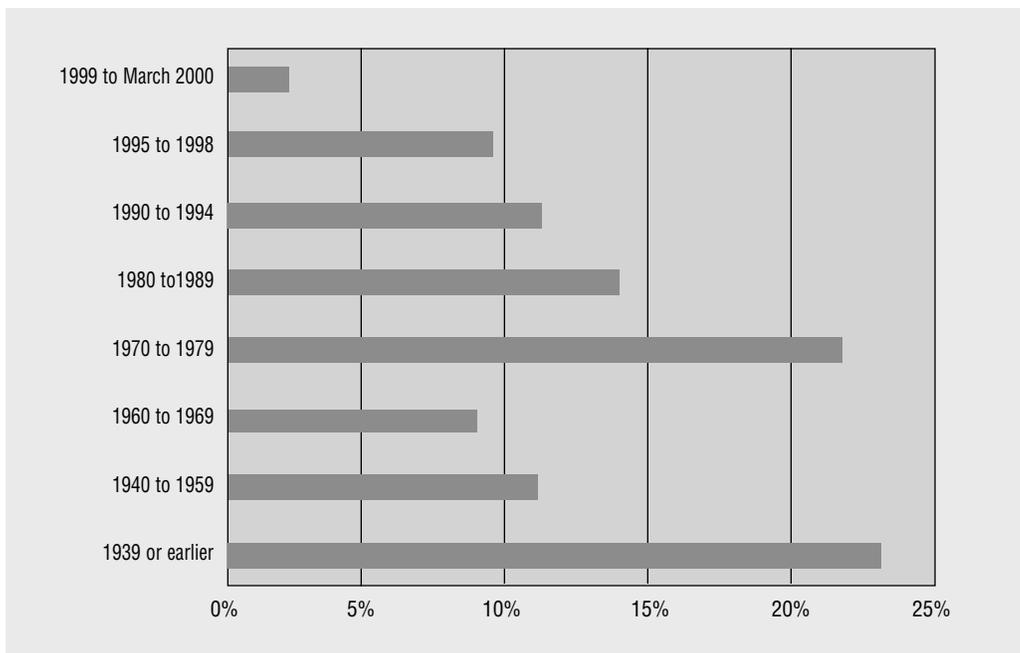
Source: Dane County Regional Trends, 2001

Figure 2.5 HOUSING UNITS BY STRUCTURE TYPE • VILLAGE OF CAMBRIDGE • 2000

Units per Structure	Number of Units	Percent
1-unit, detached (“Single Family Detached”)	288	59.4%
1-unit, attached	60	12.4%
2-units	58	12.0%
3 or more units	79	16.3%
Total	485	100.0%

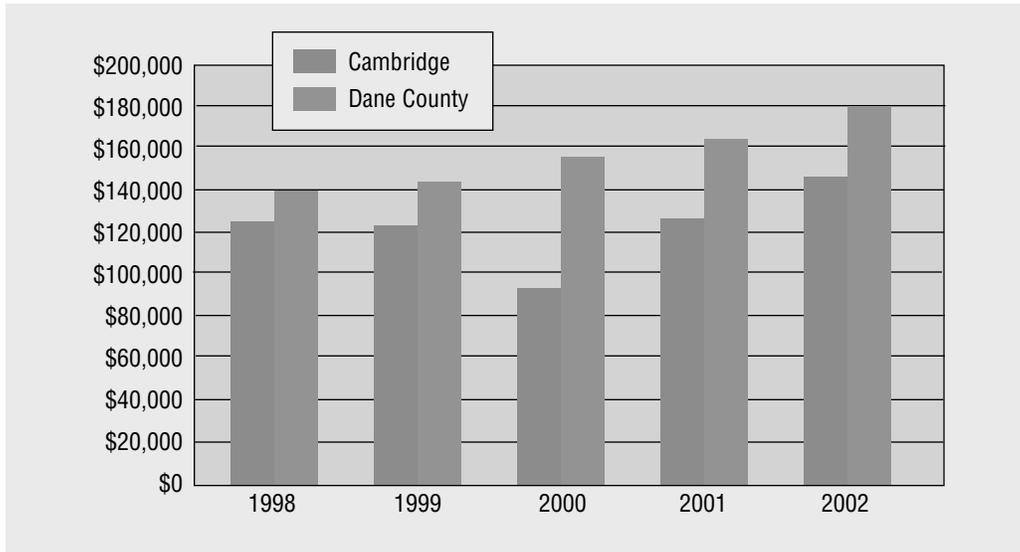
Source: U.S. Bureau of the Census, 2000

Figure 2.6 AGE OF HOUSING AS A PERCENTAGE OF THE TOTAL HOUSING STOCK • 2000



Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Figure 2.7 **MEDIAN SALE PRICE OF A HOME • 1997–2001**



Note: Cambridge Median Sale Price based on: 20 total sales in 1998, 12 total sales in 1999, 6 total sales in 2000, 15 total sales in 2001, and 16 total sales in 2002.

Source: South Central Wisconsin MLS Corporation

Household Characteristics

Figure 2.8 shows that approximately 65 percent of the households in Cambridge consist of families with more than one related person, about 35 percent of the households include single or unrelated individuals, and 34 percent of the households have children less than 18 years of age.

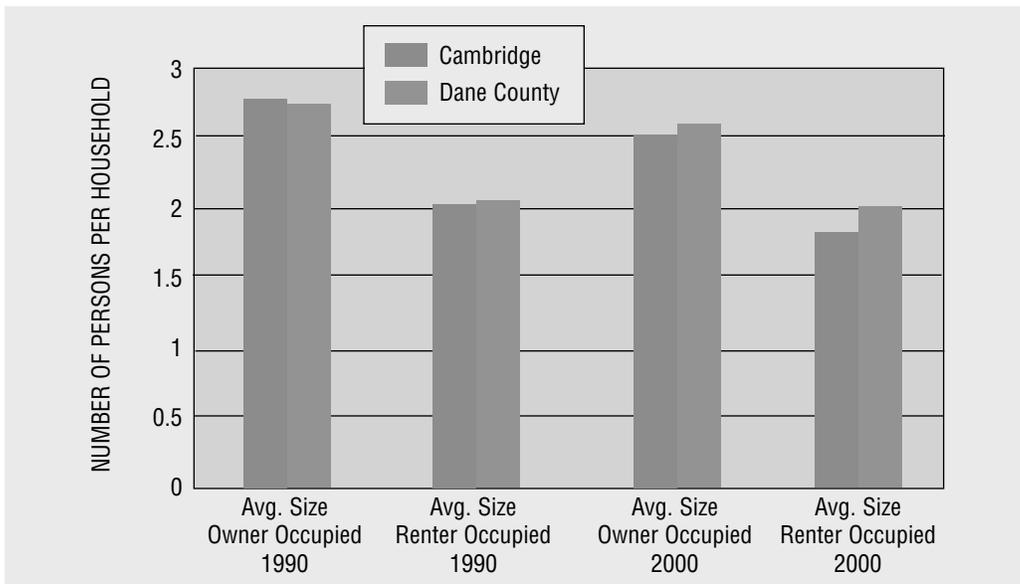
Figure 2.8 **HOUSEHOLD CHARACTERISTICS • 2000**

	Number	Percent
Total Households	470	100.0%
Family Households	303	64.5%
Non-Family Households	167	35.5%
Households with Individuals under 18 years	159	33.8%
Households with individuals 65 and over	151	32.1%

Source: U.S. Bureau of the Census, 2000

Figure 2.9 shows that the average size of both owner-occupied and renter-occupied households in Cambridge has decreased slightly. Owner-occupied households decreased by .26 persons per household, while the size of renter-occupied households decreased by .22 persons per household. The table also demonstrates that size of all Dane County households has decreased in both owner- and renter-occupied households.

Figure 2.9 HOUSEHOLDS BY TENURE AND SIZE • 1990 AND 2000



Source: U.S. Bureau of the Census, 1990 and 2000

Housing Occupancy and Tenure

Housing occupancy is typically described in terms of a community’s housing vacancy rate. The vacancy rate, which is the number of housing units vacant and available divided by the total number of units, is an important measure of whether the housing supply is adequate to meet demand. It is important to note that some amount of vacancy is necessary for a healthy housing market. According to HUD, an overall vacancy rate of roughly 3 percent is considered best. This rate allows consumers adequate choice. As is shown in Figure 2.10, Cambridge has an overall housing vacancy rate of 2.7 percent.

Figure 2.10 HOUSING OCCUPANCY • 2000

	Number	Percent
Total Housing Units	483	100.0%
Occupied Housing Units	470	97.3%
Vacant Housing Units	13	2.7%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Housing tenure refers to whether the housing unit is owner-occupied or rented by the occupant. Figure 2.11 illustrates that 70 percent of Cambridge housing units are owner occupied, and nearly 30 percent are renter occupied. This represents a slight change in the housing market from the 65 percent owner occupancy of occupied housing units in 1990. These figures demonstrate a slight shift towards increased owner occupancy in the Village.

Figure 2.11 **HOUSING TENURE CHARACTERISTICS • 2000**

	2000	Percent	1990	Percent
Occupied Housing Units	470	100.0%	348	100.0%
Owner Occupied Housing Units	332	70.6%	233	66.9%
Renter Occupied Housing Units	138	29.4%	115	33.0%

Source: U.S. Bureau of the Census, 1990 and 2000

Programs

WHEDA Home Ownership Mortgage Homes (HOME)

The Wisconsin Housing and Economic Development Authority (WHEDA) provides Home Ownership Mortgage Loans (HOME). The objective is to provide low interest, fixed rate mortgage loans to help low and moderate income individuals and families buy a home with below market rate interest. Eligible applicants include first-time homebuyer, a purchaser of property in a targeted area, or renovation of older home. The homebuyer must meet current income requirements and have stable income and credit history.

WHEDA Home Improvement Loans

WHEDA provides Home Improvement Loans. The objective is to provide affordable home improvement loans to low and modern income homeowners. Eligible applicants include homeowners with good employment credit histories whose income is within current guidelines. The loans range from about \$1,000 to \$15,000 for 1-15 years.

WHEDA Paint & Fix-Up Grant

WHEDA provide a Paint and Fix-Up Grant. The objective of this grant is to provide financial assistance to communities for painting and fixing up homes in specific neighborhoods. All communities are eligible to receive the grant. Two grants up to \$300 each for painting and repair, respectively, are available.

Housing Cost Reduction Initiative (HCRI)

The HCRI program provides home purchase assistance and rental assistance to eligible Dane County residents.

3

Transportation

INTRODUCTION



A transportation system represents a key element in the functional operation of a community. Of particular importance, especially for smaller communities, is the local road system since it often has the greatest direct input by local government.

A wisely conceived road system can result in many benefits and long term cost savings for a community. Being an integral aspect of the community, it plays a major role in the efficiency, safety, and overall desirability of the community as a place to live and work.

In analyzing the road system, several aspects and factors can be examined in an effort to discern possible shortcomings as well as plan for future needs. Analysis of traffic patterns through examination of the road system, review of traffic counts, study of accident reports, discussion with individuals at the local, county, and state levels and finally, a field survey of the roads can all aid in providing input into possible recommendations pertaining to the system.

To begin the analysis relative to Cambridge, an examination of the existing configuration or pattern of the road system is in order.

The road system is composed of three levels of government jurisdiction. These include the Town/Village system composed of local roads, the County system of trunk highways and the State and Federal highway systems. It can be seen that the County trunk highways and local roads comprise the greatest mileage. However, in terms of the functional role and the amount of traffic carried by each type, STH 12/18 is most significant.

In an urbanizing area, parallel collector roads and corridors should be provided at 1/2 mile intervals to accommodate future traffic demands. Failure to provide these roads will overload the current network and cause unacceptable travel delays and congestion. An additional parallel roadway is preferable to retro-actively widening an existing road to a width that would be completely out of character with this community. The new roads should be rationally located to avoid drainage crossings and so that ROW and improvements can be acquired through the development process.

Additionally, land use development should be carefully coordinated with street and intersection

Transportation influences the lives of all people in some way every day. A transportation system should provide for the orderly movement of people, goods, and services locally and on a regional basis. A diversified, well-balanced transportation system is a major factor in the growth of the residential, commercial, and industrial elements of a community, in addition to providing residents with a desirable environment in which to live. Transportation systems must be planned to make allowance for the best use of the characteristic features of each transportation mode. Air, rail, bus, truck, automobile, bicycle, and even pedestrian circulation systems have a role to play in the total picture.

capacities in order to preserve the functioning of existing and planned roadway network. Access to commercial and industrial and apartment sites need to be provided on arterial/collector systems to avoid vehicle travel through less “intensely developed” residential areas. Locations of high traffic uses should be carefully designed to assure safe vehicle and pedestrian access and circulation—and prevent extremely hazardous situations.

GOALS AND OBJECTIVES

Goals

- *Improve all modes of transportation access between different parts of the community.*
- *Create a user friendly transportation network.*

Objectives

- Support the development of an integrated transportation network for cars, bicycles and pedestrians.
- Plan and implement a comprehensive network of bicycle routes and pedestrian routes linking to those already in place and proposed for development.
- Encourage new development to include bicycle and pedestrian ways for connecting residential areas to the downtown.
- Review all proposed developments for attention to bike and pedestrian connections.
- Create an inter-community bus or van system for youth, seniors, and disabled.

Policies

- Develop a user-friendly map illustrating bike and pedestrian trails and routes throughout the area.
- Ensure that all pedestrian crossways are safe.
- Explore opportunities for mass transit—a Cambridge to Madison bus link.
- Explore opportunities for expansion of senior service into Madison.
- Create pedestrian/bicycle route from Village points to Lake Ripley and to new west side development primarily proposed commercial development adjacent to STH 12/18.
- Plan for a collector street connection STH 12/18 to CTH PQ to the south.

EXISTING CONDITIONS

This element includes a compilation of background information, goals, objectives, policies, maps and recommended programs to guide the future development and maintenance of various modes of transportation in and immediately around the Village of Cambridge. The element also reviews state and regional transportation plans and programs as required under Wisconsin Statutes Chapter 66.1001.

Existing Transportation Facilities

Roads and right-of-ways for transportation facilities account for approximately 15 percent of the Village’s total land use. A variety of transportation facilities serve the Village and its surrounding environs. These include the local street network, trails, access to air transport, and other facilities.

Street Network

■ Functional Street Classification

The Village street grid shapes current community access and circulation throughout the community. Public streets throughout the Village are classified as arterial streets, collector streets or local streets. Figure 3.1 shows the general standards used by the Wisconsin Department of Transportation to classify streets. Included in this table is a list of how Cambridge streets are classified. Those not listed are considered to fall under the “local” designation.

Figure 3.1 **FUNCTIONAL STREET CLASSIFICATION**

Classification	Description
Principal arterials	Serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers. <i>Principal arterials in Cambridge: USH 12/18, STH 134</i>
Minor arterials	Provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors. <i>Minor arterials in Cambridge: CTH PQ and CTH B</i>
Collectors	Provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from the local streets in residential neighborhoods and channel it onto the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms the basic unit for traffic circulation. <i>No streets designated as collectors in Cambridge</i>
Local streets	Comprise all facilities not on one of the higher systems. They primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility, and through-traffic movement on this system is usually discouraged. <i>All Cambridge streets not otherwise classified above.</i>

Source: Wisconsin DOT, Facilities Development Manual, Procedure 4-1-15, Dane County

Figure 3.2 AVERAGE DAILY TRAFFIC COUNTS

Place	1990	1993	1996	1999	% Change 1996–1999
STH 12-18 b/wn Church and Main	—	4,600	5,200	4,900	-5.8%
Simonson Street b/wn Church and Main	1,380	2,300	1,300	1,100	-15.4%
Church St. b/wn Simonson and Park	380	560	860	250	-70.9%
Park Road b/wn STH 12-18	1,330	980	1,100	1,100	0
Main b/wn Simonson and Park	6,930	8,500	6,900	6,800	-1.4%
Main b/wn Simonson & Spring	6,590	9,600	9,900	7,700	°27.2%
Main b/wn Spring and Waters	6,860	9,600	7,700	8,500	10.4%
Spring b/wn municipal boundary and Main	3,080	2,900	4,000	1,900	-52.5%

Source: Wisconsin Highway Traffic Volume Data, Wisconsin DOT

Transit Service

Transit service does not exist in the Village.

Railroad Service

The Village has no rail service within or near its borders. Amtrak service is available in Columbus, WI and rail freight service is available in Madison, WI.

Aviation Service

Dane County Regional Airport, located about twenty four (24) miles from the Village of Cambridge at 4000 International Lane, Madison, provides a full range of air transportation services. It offers flights to regional, national and international destinations, as well as air charters, air cargo, and corporate and general aviation services. Commercial air carriers that offer service from the Dane County Regional Airport include Northwest, United Express, Midwest Express, American Eagle (American), Trans World Express (TWA), Comair (Delta), and Skyway (Midwest Express), Continental Express and Chicago Express (ATA).

In addition, according to Jefferson County, the Fort Atkinson Municipal Airport serves single and twin engine aircraft under 12,500 pounds. There is one paved runway with no scheduled air carrier service. Approximately 10 aircraft a week use the airport.

Pedestrian and Bicycle Transportation

There are several pedestrian and bicycle accommodations in the Cambridge Area. These include formal bicycle trails found along the Koshkonong Creek. Additionally, the Glacial Drumlin trail is located north of the Village in the Town of Deerfield.

Transportation and bicycle plans for Dane and Jefferson Counties identify roadways that are most suitable for biking. In Dane County, CTH PQ and STH 134 are listed as suitable roads for shared bicycle/motor vehicle use. Ripley Road and Perry Road are considered suitable roads within Jefferson County.

Highways

US Highway 12 and 18, as well as County Truck Highway (CTH) PQ and CTH B are located within the Village of Cambridge or along its borders.

Transportation Facilities for the Disabled

There is no information currently available to determine whether transportation facilities for the disabled are provided within the Village.

Trucking

The Wisconsin Department of Transportation (DOT) identifies both US Highways 12 and 18 as designated truck routes as they pass through the Village. State Trunk Highway 134 is also listed as a truck route on the Wisconsin Truck Operators Map. The map can found on the DOT website.

Water Transportation

No public water transportation is provided in the Village.

Commute to Work

The data in Figure 3.3 show that most employed civilian persons age 16 and older in both Cambridge and Dane County drive to work alone. The primary difference between the Village and the County commuting patterns is that about 4 percent of Dane County residence take public transportation to work compared to 0 percent of Cambridge residents. On average, Village and County residents commute about 21 minutes to work.

Figure 3.3 **COMMUTING TO WORK IN CAMBRIDGE AND DANE COUNTY**

Group	Cambridge	Dane County
Car, truck, or van—drove alone	83.4%	74.1%
Car, truck, or van—carpooled	11.1%	9.5%
Public transportation	—	4.2%
Other means	0.3%	2.2%
Walked or Worked at home	2.8%	10.0%
Mean Travel time to work (minutes)	22.8	19.9

Source: U.S. Bureau of the Census, 2000 and Dane County Regional Planning Commission

Transportation General Recommendations

Streets

There are no significant changes or additions of major streets planned. In addition to the planned maintenance and improvement of existing streets and roads in the Village (contained in the Capital Improvement Plan), the Village can make extra improvements to principal arterial and collector entrances into the Village of Cambridge. Potential criteria to be incorporated into the design and construction plans of such improvements include landscaping, street lights, buffer planting strips within highway right-of-way, and 6' to 8' pedestrian sidepaths.

Access Control

One of the key transportation and traffic objectives is to limit the number of future access points along arterial streets and to consolidate existing access points whenever possible. The policy of the comprehensive plan is to limit arterial access points to collector streets and to private access drives that serve multiple developments.

As a general rule, access points should be a minimum of 800 feet apart. With regard to non-residential development, this spacing may be somewhat restrictive in allowing incremental development. However, this can be overcome by allowing temporary access drives which would be replaced by a parallel service drive (frontage road) once a sufficient number of parcels are developed.

All future residential developments should be required to have their local street network (or private access drives) intersect only with the proposed collector streets. Whenever possible, individual residential lots should have access from the local streets and not from the collector streets.

Street Capacity Increases

When development occurs adjacent to arterial streets, the dedication of a proportionate share of a full 80 foot right-of-way will also occur. As development continues, the traffic volumes on these adjacent arterials will increase as well. As a result, the pavement geometrics will need to be increased in order to accommodate the increased traffic volumes. For example, the street may need to be widened from two to four lanes. In addition to the increase in traffic lanes, the street improvements should include shoulders of sufficient width for use by pedestrians/bicyclists, emergency stopping of vehicles and as staging areas for emergency vehicles.

Additionally, individual developers should be required to provide deceleration lanes for vehicles making right hand turns into their project as that development occurs. Cost sharing requirements would need to be explored to construct deceleration lanes and median left turn lanes into approved driveways and at intersecting collector streets, both of which may service more than one development project.

Pedestrian/Bicycle Pathways

In addition to the construction of sidewalks, which are required as part of the site design requirements, this plan proposes a network of pedestrian/bicycle pathways connecting various parts of the Village to key destination points. As mentioned elsewhere, a key element of this proposal would be to connect the existing trailways along Koshkonong Creek which would create a continuous north/south route through the Village. This route would serve to connect various parks and offer a linear outdoor recreation corridor. Such a corridor will connect the Village to regional resources including Cam-Rock

Park and the Glacial Drumlin State Trail. Such regional efforts can be a cooperative effort with the Dane County Parks Department which welcomes local trail planning efforts.

Other alignments for these paths would be along arterial streets and posted routes through low traffic volume local streets. Within future developments, these pathways can be located along rear lot lines or through common open space areas.

This proposed system of pedestrian/bicycle pathways is intended not only to provide recreational opportunities, but also to provide alternative means to those that desire to walk or bike to their destinations. In order to provide sufficient space for both pedestrians and bicyclists, the recommended minimum width of improved pathway surface (i.e., asphaltic concrete) is eight feet. This standard has been used in other communities and has proved to be safe and effective. Additionally, this width enables easier snow removal using pick-up trucks equipped with snow plow blades.

Construction of these paths could be facilitated through the use of zoning incentives and bonuses negotiated under planned development procedures. Developers could be given such in return for their dedication of easements and/or the construction of pedestrian and bicycle paths for public use. These incentives and bonuses could take the form of relaxing density requirements or other standards or requirements that would otherwise be imposed absent the provision of those pedestrian and bicycle paths. In conjunction with this approach, or as an alternative, the Village could cover the cost of constructing additional pavement, over that amount associated with required sidewalks. In order to keep costs down, construction of eight foot pathways along arterials can be limited to one side only.

State and Regional Transportation Plans

Wisconsin Statutes §66.1001(2)(c) requires communities to compare the local governmental units objectives, policies, goals and programs to state and regional transportation plans. It also requires communities to incorporate applicable state, regional and other transportation plans into their Comprehensive Plan. This section satisfies this statutory requirement. The Village of Cambridge's Transportation Element goals, objective, policies, and programs are consistent with and implement all relevant sections of the following plans and programs:

Dane County Land Use and Transportation Plan

The Dane County Land Use and Transportation Plan (1997) provides the overall framework for land use and transportation decisions within the county through the year 2020. The transportation component of the Plan makes recommendations for a number of different components of the regional transportation system, with the primary goal to integrate all modes of travel into one unified transportation system. The components include transit, bicycle facilities pedestrian facilities, streets and roadways, vehicle occupancy, paratransit, rail and air transportation, parking, and corridor preservation.

Since the adoption of this Plan, which is often referred to as *Vision 2020*, refinement plans such as *Transport 2020* and the *Bicycle Transportation Plan for the Madison Urban Area and Dane County* have been created.

Cambridge's transportation objectives, policies, goals, and programs are consistent with *The Dane County Land Use and Transportation Plan* because this comprehensive plan seeks to improve bicycle and pedestrian safety and mobility throughout the community.

The Bicycle Transportation Plan for the Madison Urban Area and Dane County

The Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin (September 2000) addresses bicycle transportation and planning throughout the region. The Plan is a refinement of the *Bicycle Plan Element of the Dane County Land Use & Transportation Plan (1997)*; it serves as a blueprint for continuing to improve bicycling conditions and safety; identifies desirable bicycle routes within Dane County, including routes into and out of the Madison area and connections between cities and villages; and provides guidelines for planning, designing, and maintaining bicycle facilities.

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Department of Transportation (WisDOT) completed the *Wisconsin Bicycle Transportation Plan 2020* in 1998. This Plan establishes WisDOT goals, objectives, and policies for both intercity and urban and suburban bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The two primary goals of the plan are to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10 percent by the year 2010. More specifically, it seeks to improve bicycle access to major destinations along arterial and collector streets.

2002–2008 Transit Improvement Program

The *Transit Improvement Program for the Dane County Area 2002-2008*, created by the MPO in cooperation with Madison Metro Transit, provides the mechanism to list projects for federal funding. The TIP must be consistent with the region's long-range transportation plan, include all transportation projects in the metropolitan area that are proposed for federal funding, and include at least three years of programming.

The Wisconsin Pedestrian Policy Plan 2020

The *Wisconsin Pedestrian Policy Plan 2020*, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barrier to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of Comprehensive Smart Growth Planning.

Design Dane!

Design Dane! is Dane County's report which sets forth a series of recommended actions for better growth management throughout the County. The report recommends "studying the feasibility of Commuter Rail, and, if feasible, proceed toward implementation." Based on potential commuter rail lines identified in Dane County Land Use and Transportation Plan and Transport 2020, this recommendation would likely include a commuter rail line along or near Cambridge.

Jefferson County 2020 Plan

Jefferson County prepared a comprehensive plan including agricultural preservation, land use and transportation elements. The plan was adopted in 1999. Few recommendations relating to transportation directly effect the Village of Cambridge, but the plan should be considered an important tool to consider in implementing this plan.

Wisconsin DOT Six Year Highway Improvement Program

The following DOT construction projects are scheduled for Cambridge and its surrounding environs:

- USH 12 Main Street Reconstruction in the Village of Cambridge, scheduled for 2004
- USH 12 Reconstruction from Cambridge to Fort Atkinson 2004

4

Utilities and Community Facilities

INTRODUCTION



The term “community facilities” is quite broad and consequently is often subdivided into the various component elements which typically compose the local public services provided by a community. Using this format, consideration of aspects dealing with the protective services of police and fire departments, refuse disposal, and education will be analyzed.

The discussion dealing with community services is an area which is often viewed by residents with notable interest since it is traditionally dealing with the local services and facilities most visibly provided by local government. These aspects are often a measure of quality of lifestyle provided within a community. Thus the manner in which they are provided typically reflects on the community as a place to live and work.

In addition, by the nature of the category, these are the aspects that may at times be most susceptible to the so called “growing pains” in developing areas. Elements such as parks, schools, and protective services must closely be examined in relation to the development they are intending to support. Care to not over extend or fail to foresee needed expansion of such services is an important consideration in the future plan development.

The present and future development of a community are always guided by the decision of the past. Settlement patterns, transportation networks, land uses, and architectural style are all physical evidence of a community's development. Although the historical enterprises, social institutions, and cultural heritage are much less visible, they are no less important to community needs and expectations.

GOALS AND OBJECTIVES

Goals

- *Provide for the coordinated, cost-effective development of all utilities and community facilities, including sanitary sewer, emergency services and government facilities; parks and recreational facilities, schools and the library, to match the changing needs of the community population.*
- *Maintain an efficient and responsive parks system and provide recreational programs and opportunities to all citizens of the community.*

Objectives

- Plan for the development of new facilities in advance of anticipated growth.
- Coordinate new facilities with areas of future growth (healthcare, child care, telecommunications, solid waste/recycling) in the community.
- Plan for the orderly extension of Village utilities and private services (i.e., telephone, internet, gas, electric).
- Ensure adequate infrastructure capacity for future growth.
- Avoid development in areas not easily served by Village utilities.
- Plan for, and set aside sufficient park land to reflect the recreation needs of neighborhood areas and the community at large.

Policies

- Maintain and upgrade the Village's community facilities.
- Implement a comprehensive pedestrian/bicycle trail system throughout environmental corridors, utility corridors, and as necessary, adjacent to arterials and collectors.
- Provide an integrated park system which will allow adequate opportunity to participate in a wide range of recreation activities.
- Facilitate cooperation among public agencies in resource planning and providing recreation areas and services.
- Adopt and implement a Capital Improvement Program which identifies and prioritizes capital projects.

EXISTING CONDITIONS

The Utilities and Community Facilities Element includes background information, goals, objectives, policies, recommendations and programs to guide the future development of utilities and community facilities in Cambridge. As required by Section 66.1001 of the Wisconsin Statutes, the element describes the location, use and capacity of existing public utilities and community facilities that serve the Village and includes an approximate timetable that forecasts the need to expand and rehabilitate or create new utilities and facilities. Further, it assesses future needs for government services in the local Cambridge that are related to such utilities and facilities.

Sanitary Sewer System and Wastewater Treatment Plant

The Village of Cambridge owns and operates its treatment plant and provides treatment service to the Oakland Sanitary District. The existing plant has been designed as a regional facility. Facilities' planning for the Village Treatment Plant is underway to explore upgrades to the Village's existing treatment system to meet the DNR's new limits for phosphorus. The current system is an aerated lagoon system that has a capacity of 355,000 gallons per day. The Village is exploring options for a mechanical treatment facility that would increase capacity. A new treatment plant is anticipated to be online by 2007.

There are five operational lift stations in the Village. All facilities are reportedly in satisfactory to good condition. However, planning is underway to replace all lift stations with one large unit. The main lift station is currently operating at its capacity. This is planned to take place by 2007.

Televising reveals that the Village's sewer main is generally in good condition. It is estimated that about half of the pipe is clay and half is plastic. A majority of pipes have a diameter of 8 inches but are being replaced with 10 inch pipe as needed. No major upgrades aside from routine maintenance and pipe replacements are scheduled.

Water Supply

The Village has made several improvements to its water system in recent years. A new Village Water Tower went online in 2001. It has a capacity of 400,000 gallons and a pumping rate of 150,000 gallons per day. Additionally, an estimated 4-5000 feet of new 8 inch water main has been upgraded to a 12 inch water main. Similar maintenance is scheduled to continue as 100 feet of new main are anticipated for summer 2003. The Village operates one primary well and one backup well, as required by the DNR. System pressure is estimated between 70 and 75 ppi.

Storm Sewer System

Currently, the Village operates a series of drainage ditches and culverts to handle stormwater management. Stormwater eventually drains to the Koshkonong Creek. The Village Board has recently started to formally explore the creation of a stormwater utility. No other maintenance or rehabilitation is anticipated at this time.

Solid Waste Disposal/Recycling Facilities

Solid waste and recycling is contracted out to private vendors. No expanded service is anticipated at this time.

Community Facilities

■ *Village Hall*

The Cambridge Village Hall is located at 200 Spring Street and serves several community-related functions. The ground floor of the building contains a community room and a senior room that are both used to host a variety of scheduled community events. The upper level contains both the Village Library and the offices of the Village Clerk and Police. At this time, fundraising is ongoing to move the library to a new site. This project is anticipated to take place in the next 5-10 years. No other improvements to the Village Hall facilities are anticipated at this time.

■ *Village Government*

The Village of Cambridge is governed by a board of Trustees. Cambridge has seven trustees that are elected to two year terms. This includes the Village President.

The following committees are in place:

1. Village Plan Commission
2. Zoning Board of Appeals
3. Design District
4. Main Street Committee.
5. Streets and Property Committee
6. Trees and Parks Committee

■ *Village Staff*

The Village has the following staff:

1. 2 part time deputy Clerks
2. 1 full time Administrator/Treasurer
3. 1 full time Library Director (with several part time librarians)
4. 1 public works superintendent (with one additional employee)
5. 1 utility superintendent

Child Care Facilities

There is currently one privately operated facility located in the Village. There are no known plans for additional facilities. Numerous child care services are available in nearby communities.

Healthcare Facilities

Meriter, UW Hospital and St. Mary's Hospital in Madison are the primary facilities in the region. There is one clinic in the Village.

Telecommunications

Verizon Inc. provides telecommunication services and Charter offers Cable TV.

Electric

Alliant energy provides electrical service to the community.

Cemeteries

There is one cemetery located at the Methodist church located on Water Street and another cemetery in the Lake Ripley area.

Post Office

The Village post office is located at 107 Park Street.

Fire Protection

Fire protection in the Village is provided by a volunteer fire department. The department has 36 volunteers with State Fire Fighter 1 Certification. In addition the department has 10-12 honorary members. The department serves a 68 square mile area surrounding Cambridge that includes the Village, Town of Christiana, and parts of the Towns of Oakland and Lake Mills. The Department also serves the Village of Rockdale.

The Village is in the process of purchasing a new engine bringing the total to three. The new engine will have a 750 gallon tank and a capacity of 1,250 gallons per minute(gpm). Other engines have gallons of 1,000 and pumping capacities of 1,500 and 1,000 gpm. Additionally, the department maintains 2,000 and 3,742 gallon tankers, a brush truck, equipment van, an ATV, and a boat.

The Fire Department building is 12 years old and no expansion needs are anticipated. No other additional major equipment is anticipated for the next 20 years.

Law Enforcement

The Village contracts with Dane County to provide local policing services. Currently, the Village is served by three officers. The most recently hired officer works in the Cambridge High School. The police force serves all of the Village and the Village of Rockdale. The police force consists of Dane County sheriffs and do not have jurisdiction outside of the Village Limits in Jefferson County.

No future changes are anticipated for future law enforcement.

Rescue/Emergency Medical Services

The Village EMS covers an area of approximately 68 square miles including Cambridge, Rockdale, the Town of Christiana along with parts of the Town of Lake Mills and Oakland. Their service area is similar to that of the fire service area. However, Stoughton Rescue service covers a small area that is under the jurisdiction of the Cambridge Fire Department.

The EMS has one full time employee and 35 volunteers with a minimum of State basic certification. Others have defibrillator certification and Dane County advanced certification.

The department is housed in the Fire/EMS building on Main Street in Cambridge. The space is adequate for current and future needs. The EMS maintains two squad cars, one of which was recently replaced. There are no other known short term needs for the department as of July 2003. Long term goals for the department include a mass casualty trailer, protective bio hazard equipment (in addition to what is available), and additional training.

5

Agricultural, Natural, and Cultural Resources

INTRODUCTION



Natural resources and physical features in the Cambridge planning area determines, in large part, the present and future shape of the built environment. Because they are shared by and of benefit to the entire community, they provide the first criteria on which sound planning decisions are made. Soils, topography, and ground and surface waters are at the same time assets and constraints. For example, by identifying those soils which can support roads and structures as buildable, the communities designate where residential, commercial, and industrial growth may occur. Soils identified as unsuitable for building often serve other functions, such as ensuring groundwater quality, flood control, or conservation

habitat. Land is deemed suitable for agriculture based on soils, parcel size, location with reference to urban services and existing land use.

The term open landscapes is best used to describe the concept of open space. These landscapes may include open fields used for agriculture or conservation habitat, wetlands, woodlands, greenways, stream corridors (i.e., Cam-Rock Park), or roadways planted in native species. They can include usable, functional leisure or recreation spaces in existing and new residential, commercial, and industrial areas. Village parks are implicitly part of the open landscapes concept.

These landscapes can also serve a variety of functions, whether privately or publicly owned. They are a means of preserving and enhancing natural resources and physical features—particularly water and air quality.

Cambridge’s location in a rural, open setting is consistently identified as one of the unique features which residents value. This plan provides for open landscapes to maintain its quality of life, diversity, and community character.

The plan acknowledges the importance of evaluating environmental impacts and the potential effect one land use may have on adjacent properties or an area as a whole. It attempts to forestall potential conflicts arising from incompatible or inappropriate land uses in certain areas.

By giving consideration to its natural environment, this plan encourages the community to “live within its means,” making planning decisions that are environmentally sound and reasonably beneficial to the entire community.

The physical features and natural resources of an area represent both opportunities and limitations for a community’s development.

The natural landscape offers a pre-formed setting for the location of industry, housing, and community facilities. The local geology, topography, soils, and water resources have considerable influence on the type, extent, location, and intensity of land uses.

GOALS AND OBJECTIVES

Goal

- *Preserve and enhance the natural, cultural and agricultural resources in and around Cambridge.*

Objective

- Better define Village entryways

Policies

- Protect and preserve wetlands and streams for the purposes of habitat and the enjoyment of the residents.
- Protect surface and groundwater sources in the Village.
- Preserve existing natural features—streams, wetlands, floodplains, major tree stands, and significant drainage swales.

EXISTING CONDITIONS

Per the Wisconsin comprehensive planning legislative requirements, this element includes goals, objectives, policies and programs for the conservation and promotion of effective management of natural, historical and cultural resources in the Village of Cambridge. The Village's significant agricultural, natural and cultural resources define Cambridge's identity. Village residents understand that these resources are irreplaceable and are dedicated to their preservation. This first section of this chapter provides the background information for this element.

Agricultural Resource Inventory

Twenty-three percent of the land within the Village of Cambridge is agricultural cropland or pasture.

Natural Resource Inventory

A map at the end of the Comprehensive Plan 2025 shows important natural resources within the Village.

Landforms/Topography

The Village of Cambridge is situated along the Koshkonong Creek, north and west of Lake Ripley. The topography of the Village largely consists of gently rolling hills with some steeper slopes along the Koshkonong Creek.

General Soils Information

Soil suitability is a major factor in determining the best and most cost effective land use developments. As defined by the United States Department of Agriculture, the soils in the Village are of two major soil associations:

- The Fox-Casco-Matherton association is predominant in the Jefferson County portion of the Village. This association is characterized by somewhat poorly drained, well drained, and somewhat excessively drained, nearly level to very steep soils that have a loamy subsoil and are underlain by sand and gravel. These soils have fair to good potential for the commonly grown farm crops, as well as residential and other urban uses.
- The Batavia-Houghton-Dresden association is mostly found in the Dane County portion of the Village. This association includes soils ranging from well to poorly drained. These deep and moderately deep silt loams and mucks were formed in outwash material near streams or adjacent to glacial moraines. They are well drained and gently sloping to sloping but have slight to moderate limitations for most urban uses.

Groundwater

Groundwater resources for the Village are plentiful. The Cambridge Water Utility serves the Village with 2 wells (one primary and one backup) with a depth of 350 feet.

Slopes

Most of the Village lies on 2 to 6 percent slopes, with some areas on either side of the Dane-Jefferson County line ranging from 6 to 12 percent slopes. Slopes over 12 percent are not recommended for development.

Floodplains

Floodplain areas are designated by the Federal Emergency Management Agency (FEMA). Designated areas are those that are prone to flooding during a 100 year storm event adjacent to navigable waters, such as the Koshkonong Creek. All of the shoreline of the Koshkonong Creek in the Village is in the 100-year floodplain.

Wetlands

There are several designated wetland areas within and around the Village. The entire shoreline of the Koshkonong Creek as it passes through the Village is considered wetland, along with a portion of the Village’s western boundary.

Woodlands

There are several stands of woodlands in and around the Village. Most are located along the western boundary of the Village. Three stands of woodlands exist within the Village, two in the far northern portion, and one in the far southwestern portion.

Drainage Basins and Watersheds

The Village of Cambridge is located in the Lower Rock River Basin. The Lower Rock River Basin drains an area of 1,857 square miles, all of which lies within the glaciated portion of the state in the southeast upland soil-landform region. The basin is comprised of 15 watersheds, which range in land use from rural-agricultural to intensely urbanized. These 15 watersheds include larger, slow-moving, turbid water bodies, such as the Yahara River, as well as cold water trout streams, such as the Rutland Branch of Badfish Creek and Spring Creek in the Badfish Creek Watershed.

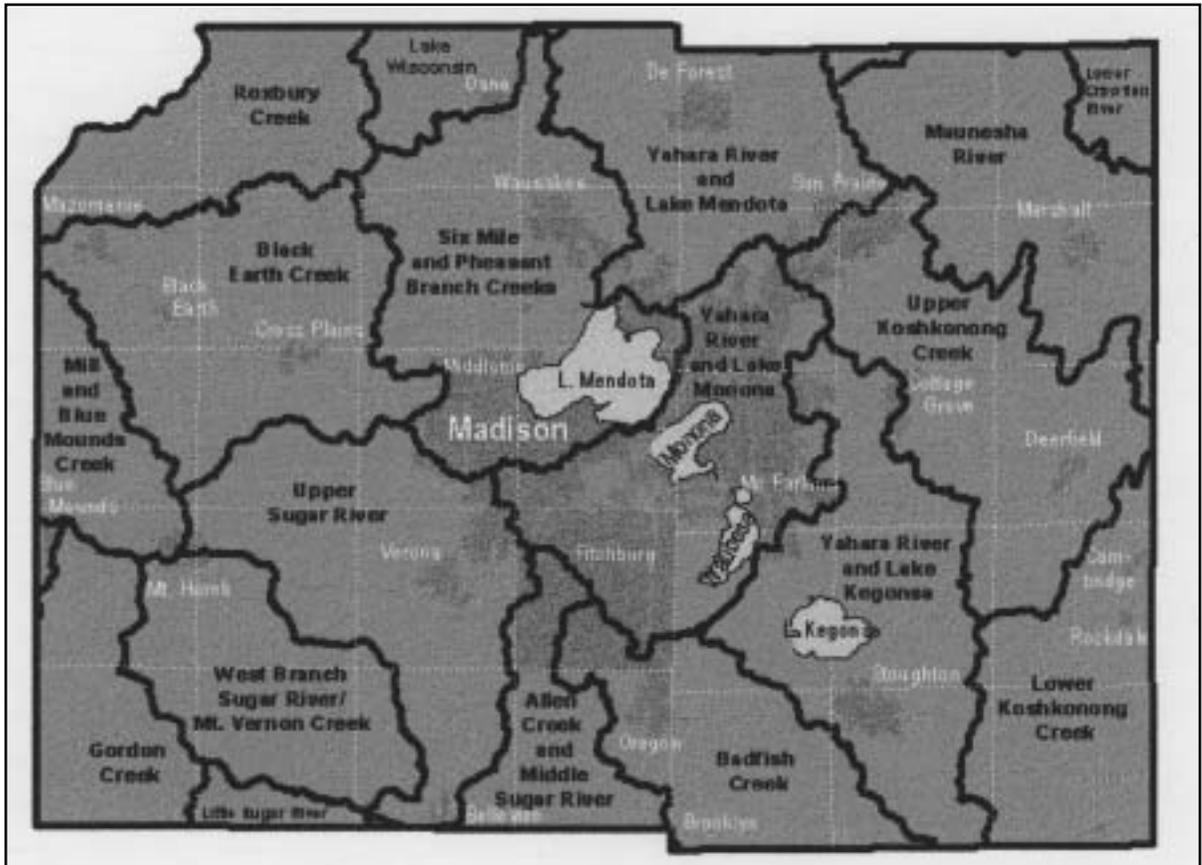
Figure 5.1 UPPER AND LOWER ROCK BASINS



Source: UW-Extension

The Village of Cambridge is located in the lower Koshkonong Creek Watershed.

Figure 5.2 DANE COUNTY WATERSHEDS



Source: Dane County

Stream Corridors

The Koshkonong Creek flows through the Village of Cambridge.

Surface Water

The most notable service water feature near the Village of Cambridge is Lake Ripley located in the Town of Oakland. Additionally, the Koshkonong Creek flows through the center of the Village.

Open Space/Environmental Corridors

The Dane County Regional Planning Commission has defined Environmental Corridors for the areas surrounding the Village of Cambridge. Corridors include wetlands, steep slopes, floodplains, and woodlands.

Nonmetallic Mineral Resources

There are no areas in the village used for nonmetallic mineral resource extraction.

Wildlife Habitat and Threatened and Endangered Species

The Wisconsin Natural Heritage Inventory program’s database was used to determine the status and distribution of endangered resources and to learn what species or natural communities are known to exist within the Village of Cambridge. Figure 5.3 lists those species identified as containing rare plant or animal species in Cambridge and in the surrounding Towns of Christina, Deerfield, Oakland, and Lake Mills.

Figure 5.3 **RARE SPECIES OCCURENCES/WILDLIFE HABITAT • CAMBRIDGE AND SURROUNDING TOWNS**

Group	Scientific Name	Common Name
BIRD	BARTRAMIA LONGICAUDA	UPLAND SANDPIPER
BUTTERFLY	EUPHYES DION	DION SKIPPER
COMMUNITY	DRY PRAIRIE	DRY PRAIRIE
COMMUNITY	DRY-MESIC PRAIRIE	DRY-MESIC PRAIRIE
COMMUNITY	CALCAREOUS FEN	CALCAREOUS FEN
COMMUNITY	SPRINGS AND SPRING RUNS; HARD	SPRINGS AND SPRING RUNS; HARD
COMMUNITY	WET PRAIRIE	WET PRAIRIE
COMMUNITY	WET-MESIC PRAIRIE	WET-MESIC PRAIRIE
COMMUNITY	SOUTHERN DRY-MESIC FOREST	SOUTHERN DRY-MESIC FOREST
COMMUNITY	EMERGENT AQUATIC	EMERGENT AQUATIC
COMMUNITY	LAKE—SHALLOW; HARD; DRAINAGE	LAKE—SHALLOW; HARD; DRAINAGE
COMMUNITY	LAKE—SHALLOW; HARD; SEEPAGE	LAKE—SHALLOW; HARD; SEEPAGE
COMMUNITY	NORTHERN WET FOREST	NORTHERN WET FOREST
COMMUNITY	SOUTHERN SEDGE MEADOW	SOUTHERN SEDGE MEADOW
COMMUNITY	SPRINGS AND SPRING RUNS; HARD	SPRINGS AND SPRING RUNS; HARD
COMMUNITY	TAMARACK FEN	TAMARACK FEN
COMMUNITY	EMERGENT AQUATIC	EMERGENT AQUATIC
COMMUNITY	OPEN BOG	OPEN BOG
COMMUNITY	SHRUB-CARR	SHRUB-CARR
FISH	ERIMYZON SUCETTA	LAKE CHUBSUCKER
FISH	ETHEOSTOMA MICROPERCA	LEAST DARTER
FISH	FUNDULUS DIAPHANUS	BANDED KILLIFISH
FISH	LYTHRURUS UMBRATILIS	REDFIN SHINER
FISH	NOTROPIS ANOGENUS	PUGNOSE SHINER
FISH	FUNDULUS DIAPHANUS	BANDED KILLIFISH
FROG	RANA CATESBEIANA	BULLFROG
FROG	ACRIS CREPITANS BLANCHARDI	BLANCHARD’S CRICKET FROG
FROG	RANA CATESBEIANA	BULLFROG
PLANT	CARDAMINE PRATENSIS	CUCKOOFLOWER
PLANT	HEDYOTIS CAERULEA	INNOCENCE
PLANT	ASCLEPIAS PURPURASCENS	PURPLE MILKWEED
PLANT	SOLIDAGO OHIOENSIS	OHIO GOLDENROD
PLANT	TOFIELDIA GLUTINOSA	STICKY FALSE-ASPHODEL
PLANT	ARETHUSA BULBOSA	SWAMP-PINK
PLANT	CAREX SUBRECTA	PRAIRIE STRAW SEDGE
PLANT	GENTIANOPSIS PROCERA	LESSER FRINGED GENTIAN
PLANT	THASPIUM TRIFOLIATUM VAR FLAVUM	PURPLE MEADOW-PARSNIP
PLANT	AGRIMONIA PARVIFLORA	SWAMP AGRIMONY
PLANT	SCIRPUS CESPITOSUS VAR CALLOSUS	TUSSOCK BULRUSH
TURTLE	EMYDOIDEA BLANDINGII	BLANDING’S TURTLE

Source: Wisconsin Natural Heritage Inventory

Cultural Resources Inventory

Historic Resources

Cambridge is fortunate to have a sizable stock of historic buildings. The State and National Registry of Historic Places list includes the Cambridge Public School and High School. The building, located at 103 South Street, was certified on the register in 1998.

In addition the Wisconsin State Historical Society maintains an inventory of Architectural and Historical Sites. It has identified 110 historically and/or architecturally significant sites within the Village of Cambridge. Included are historic residential, commercial, retail and institutional sites. Figure 5.4 lists these sites.

It is important to note that inclusion in the Architecture and History Inventory conveys no special status or advantage; this inventory is merely a record of the property. The inventory is the result of site reconnaissance conducted by staff of the Wisconsin State Historical Society.

Figure 5.4 **ARCHITECTURE AND HISTORY INVENTORY**

Address	Description
102 Main St.	Whadham's Oil Company
146 W. Main (US Hwy 12)	Inn on the Madison-Milwaukee Oxen Route
216 E. Main St. (US Hwy 12)	J.C. Dundas Residence
313 E. Main St. (US Hwy 12)	Oakland-Cambridge Presbyterian Church
214 W. Main St. (US Hwy 12)	D.W. Scobie Wagon Works
SE cor. of Main & Water	Cambridge Mill
Next 209 Park St.	Grace Lutheran Church
103 South St.	Cambridge Public School and High School
106 Spring St.	Opera House
Next to 106 Spring St.	Hauge Lutheran Church
Water St.	Willerup United Methodist Church
219 W. Main (US Hwy 12)	Chris Legried Blacksmith Shop
137 W. Main St. (US Hwy 12)	Albert Lund Saloon
119(?) W. Main St. (US Hwy 12)	S.L. Lillesand Grocery
121(?) W. Main St. (US Hwy 12)	T. Overson Building
107 W. Main St. (US Hwy 12)	Wigdale/Prescott Building
109-113 Main St. (US Hwy 12)	Bilstad Drugs/Amundson General Store
129 W. Main St. (US Hwy 12)	Nicholas Anderson Meat Market
143 W. Main St. (US Hwy 12)	E. Clachen Millinery
152 W. Main St. (US Hwy 12)	Olson Harness Shop
140 W. Main St. (US Hwy 12)	Cambridge News Building
128 W. Main St. (US Hwy 12)	Bank of Cambridge
206-210 W. Main St. (US Hwy 12)	England Furniture/Kamstead Restaurant
217 W. Main St. (US Hwy 12)	Arthur Kravik Filling Station
105 Spring St.	Munson Building
111 E. Main St. (US Hwy 12)	Dr. Albert Amundson Residence
123 E. Main St. (US Hwy 12)	Ole Bilstad Residence
110 E. Main	Thronson Garage

Continued on next page.

Figure 5.4 ARCHITECTURE AND HISTORY INVENTORY (continued)

Address	Description	
203-205 E. Main St. (US Hwy 12)	Cheney C. May Residence	
209 E. Main St. (US Hwy 12)	Chris Legried Residence	
213 E. Main St. (US Hwy 12)	James Scobie Residence	
309 E. Main St (US Hwy 12)	Private Residence	
302 E. Main St. (US Hwy 12)	Karl Amundson Residence	
206 E. Main St. (US Hwy 12)	Gould Residence	
201 E. Main St. (US Hwy 12)	Lucian Clarke Residence	
Lawn St. (Between South and Main Sts., E. Side)	Gabled Ell	carriage house
SE Cnr of River and Elm Sts.	Astylistic Utilitarian Building	cheese factory
117 W. Main (US Hwy 12)	Commercial Vernacular	general store
c. 129 W. Main	Boomtown	general store
145-145 1/2 W. Main St. (US Hwy 12)	Commercial Vernacular	hardware
Spring St.	Commercial Vernacular	hatchery
716 County Hwy B	Cross Gabled	house
109 Spring St.	Gabled Ell	house
112 E. Main St. (US Hwy 12)	Side Gabled	house
305 E. Main St. (US Hwy 12)	Queen Anne	house
532 Simonsen	Bungalow	house
110 North St.	Gabled Ell	house
102 North St.	Gabled Ell	house
North and Park Streets (NE corner)	Queen Anne	house
117 North St.	Queen Anne	house
106 North St.	Bungalow	house
200 North St.	Queen Anne	house
214 North St.	Gabled Ell	house
303 North St.	Queen Anne	house
302 North St.	Queen Anne	house
310 North St.	Tudor Revival	house
North and Simonsen (SW corner)	Front Gabled	house
205 Park St.	Bungalow	house
308 Park St.	Front Gabled	house
302 Park St.	Bungalow	house
102 Elm	Queen Anne	house
209 Park St.	Italianate	house
208 Park St.	Colonial Revival	house
Elm St. and Lawn (SE corner)	Greek Revival	house
114 Elm St.	Bungalow	house
Elm St. and Lawn (SW corner)	Other Vernacular	house
205 Elm St.	Gabled Ell	house
209 Elm St.	Gabled Ell	house
213 Elm St.	Side Gabled	house
Elm St. and High St.(NW corner)	Front Gabled	house
305 High St.	Gabled Ell	house
309 High St.	Side Gabled	house
Ash and High St. (east side of road)	Gabled Ell	house
313 High St.	Side Gabled	house
211 High St.	Side Gabled	house
209 High St.	Side Gabled	house
208 High St.	Side Gabled	house
204 High St.	Gabled Ell	house
205 High St.	Queen Anne	house
110 High St.	Gabled Ell	house
108 High St.	Queen Anne	house
109 High St.	Gabled Ell	house

Continued on next page.

Figure 5.4 ARCHITECTURE AND HISTORY INVENTORY (continued)

Address	Description	
314 South St	Gabled Ell	house
206 South St.	Side Gabled	house
309 South St.	Queen Anne	house
217 South St.	Gabled Ell	house
213 South St.	Queen Anne	house
South & Lawn (SE corner)	Bungalow	house
112 South St.	Front Gabled	house
104 South St.	Side Gabled	house
103 South St.	Queen Anne	house
100 South St. (NE corner of South and Spring Sts.)	Queen Anne	house
2011 Simonson St.	Queen Anne	house
2005 Simonson St.	Front Gabled	house
1987 Simonson St.	Queen Anne	house
1977 Simonson St.	Gabled Ell	house
536 North St.	Queen Anne	house
210 Pleasant St.	NA (unknown or not a building)	house
404 N. Main St. (US Hwy 12)	Side Gabled	house
310 N. Main St. (US Hwy 12)	Gabled Ell	house
602 Water St.	Queen Anne	house
225 Johnson St.	Side Gabled	house
411 Madison St.	Gabled Ell	house
NW corner of Main and 2ND	Front Gabled	house
W9686 Main	Queen Anne	house
101 Simonsen St.	Bungalow	house
Main St.	Boomtown	retail building
100 block of Spring St. Bottom of Form	Commercial Vernacular	retail building
150 W. Main St. (US Hwy 12)	Boomtown	retail building

Source: Wisconsin State Historical Society

Archeological Resources

The Wisconsin Historical Society confirms the existence of archeological resources within and immediately around the Village of Cambridge.

One resource is the Severson Campsite, which is located along the west bank of the Koshkonong Creek on either side of State Highway 12/18. Lithic artifacts and a shell were discovered on this site. The campsite is considered prehistoric and of unknown cultural origin.

A second resource is the Rumpf Site. Adjacent to the eastern boundary of the Village, the site is located in the Town of Oakland in Jefferson County, 60 meters east of Koshkonong Creek. Artifacts uncovered at this site include lithic scatter and the remains of a small hearth. The Rumpf Site is also considered prehistoric and of unknown cultural origin.

A third site was found in a test excavation further north along the Koshkonong Creek. Artifacts were found at the site but none in an undisturbed context. The area is not considered eligible for the National Register of Historic Places.

A fourth resource has been identified north and west of the Village boundary. Due to its location on federally recognized tribal lands, however, the record of its contents can only be accessed by contacting the Tribal Historic Preservation Office (THPO). If the land is not held by a tribe with a THPO, then both the Wisconsin State Historic Preservation Office and the Tribal Office must be contacted.

The Scandinavian Cemetery within the Village is also listed as an archeological resource. The earliest marker in the cemetery dates from 1850.

A listing of archeological resources is available from the Wisconsin State Historical Society via their database. The listing is limited to sites that have been reported to the Wisconsin State Historical Society, and should not be considered a comprehensive listing.

Community Design

The Village of Cambridge's community character is defined by its historic development and evolution, significant environmental features, and its architecture and open spaces.

The Village was settled during the 1830s by German, Norwegian and Scottish immigrants. The "greater Cambridge area" is actually a collection of small rural towns, villages, woodlands, streams and lakes. The area became a popular vacation spot and developed as a resort community on Lake Ripley, the principal lake within the greater Cambridge area.

Cambridge proper is located at the intersection of State Highways 12 and 18, along the banks of the Koshkonong Creek. Downtown Cambridge includes a mix of architectural styles, many of which reinforce the historic identity of the Village. Enhancement of the Main Street commercial area will occur as existing building facades are rehabilitated and new development is designed to complement the historic character of the area.

Today, Cambridge is a regional destination and home to a strong artistic community with a diverse collection of businesses and recreational opportunities.

Cambridge continues to value its small village charms. These charms are captured by a combination of architectural styles, a clear pedestrian orientation of buildings and public spaces, and a well-defined residential character.

Preserving and enhancing community design, and maintaining and enhancing the visual quality and character of its boundaries and entryways are some of the most important concerns of the Village.

Recreational Resources

An inventory of parks and recreational facilities and activities in the Village of Cambridge is included in Element 4: Utilities and Community Facilities.

Programs

Historic Home Owner’s Tax Credits

The Wisconsin Historical Society’s Division of Historic Preservation (DHP) administers a program of 25 percent state income tax credits for repair and rehabilitation of historic homes in Wisconsin.

To qualify, the residence must be one of the following:

- Listed in the *state or national register*;
- Contributing to a state or national register historic district; or
- Be determined through the tax credit application process to be eligible for individual listing in the state register.

And, the property owner must spend at least \$10,000 on the following types of eligible work within a 2-year period:

- *Work on the exterior of the house*, such as roof replacement and painting, but not including site work such as driveways and landscaping;
- *Electrical wiring*, not including electrical fixtures;
- *Plumbing*, not including plumbing fixtures;
- *Mechanical systems*, such as furnaces, air conditioning, and water heaters; and
- *Structural work*, such as jacking up floors.

If the \$10,000 minimum investment requirement within the 2 year period cannot be met, an applicant may request a 5-year expenditure period.

Historic Preservation Tax Credits for Income-Producing Historic Buildings

Owners of historic income-producing properties in Wisconsin may be eligible for two income tax credits that can help pay for their building’s rehabilitation. The Wisconsin Historical Society’s Division of Historic Preservation (DHP) administers both programs in conjunction with the National Park Service (NPS). The programs are:

a. Federal Historic Preservation Credit

This program returns 20 percent of the cost of rehabilitating historic buildings to owners as a direct reduction of their federal income taxes.

b. Wisconsin Supplemental Historic Preservation Credit

This program returns an additional 5 percent of the cost of rehabilitation to owners as a discount on their Wisconsin state income taxes. Owners that qualify for the Federal Historic Preservation Credit automatically qualify for the Wisconsin supplement if they get NPS approval before they begin any work.

To qualify for the Federal Historic Preservation Credit, a property owner must:

- *Own a historic building.* A building is considered “historic” if it is listed on the National Register of Historic Places or if the NPS determines that it contributes to the character of a National Register historic district. A building can also receive a preliminary determination of eligibility for the Register from the NPS through the tax credit application process. The owner must later formally list the property on the National Register.
- *Use the building for income-producing purposes.* Income-producing buildings are those used in a trade or business or for the production of rental income.
- *Formally apply to the Division of Historic Preservation.* Application materials can be obtained through the DHP or through the NPS Web site. Completed applications are submitted to the DHP, which forwards them on to the NPS with their recommendations. The NPS charges a fee for their review. Owners should allow 60 days, from the date they submit their complete applications, for complete project review.
- *Rehabilitate the building in accordance with program standards.* Program standards are the Secretary of Interior’s “Standards for Rehabilitation”. The NPS, in conjunction with the Division of Historic Preservation, determines if a project meets the “Standards”.
- *Spend a minimum amount of money on the rehabilitation.* An owner must spend at least an amount equal to the building’s depreciated value or \$5,000—whichever is greater. This amount of money must be spent in a two year period. Phased projects are allowed a 5 year period.
- *Claim the credit for only eligible expenses.* The cost of all work on the historic buildings, inside and out, is eligible for the credit. The cost of site work, such as landscaping or paving, and the cost of work on non-historic additions are not eligible expenses.
- *Maintain ownership of the building and maintain the building’s historic character for five years.* The tax credit must be repaid to the IRS and to the Wisconsin Department of Revenue (DOR) if the building is sold or altered in a way that diminishes its historic character. Repayment is pro-rated over the five year period after the building is placed in service.

6

Economic Development

INTRODUCTION



The economic viability of a community is essential to quality of life and to the ability of government to finance services needed by residents and businesses. Cambridge is not different from other communities. Residential, commercial, and industrial uses return different levels of revenue and require different levels of municipal services.

The area's economy has changed considerably in the last fifty years. Two-income families, the automobile, and accepted commute times have changed who conducts business in the communities and when. At the same time among the strengths of the area is its major highway access, and an educational system that contributes to a quality workforce. The community's future economic vitality and stability will depend on capitalizing on these positives and creatively working in cooperation with the business community to have a well-balanced and diversified economic strategy.

Technology has brought changes to industrial businesses. Through improved waste treatment and best management practices, manufacturing facilities are capable of being as clean as any office complex. In today's world, industries often are evaluated on their use of local skills and talents, their effect on the environment and quality of life, and how they affect municipal services. Changes in the regional market, for example, have brought many firms to Dane County and Madison. Properly designed industrial parks can be good neighbors, if attention is paid to proper zoning, density, utilities, and access.

Any economic development strategy should be fiscally sound. Cambridge must determine its assets and aggressively market its strengths.

The objectives in this chapter encourage a fiscally sound economic development strategy which capitalizes on existing land availability and promotes growth in those areas set aside for commercial and industrial development.

There will be increasing competition for economic development dollars from other communities and it will be necessary to market aggressively in seeking firms to locate here.

Economic growth means that new businesses will start to pay a share of local property taxes, making the share for residential property owners a little less. Economic development also means jobs for residents.

GOALS AND OBJECTIVES

Goals

- *Maintain and enhance historic downtown Main Street and encourage new business that meets both the needs of tourists and local residents.*
- *Diversify the economic base of the area by attracting and retaining core businesses, which can draw customers to the region.*
- *Provide industrial sites and guide industrial development.*

Objectives

- Encourage renovation and restoration of downtown buildings.
- Develop a coordinated streetscape plan to enhance the visual appeal of Main Street.
- Conduct a parking study to determine if there is a parking problem and if so, solve it.

Policies

- Target and market entrepreneurs who desire to build new businesses (industrial and retail).
- Utilize recently created Redevelopment Authority to assist local businesses.

EXISTING CONDITIONS

This chapter contains a compilation of background information required for the comprehensive plan. At the end of the chapter are goals, objectives, policies and recommended programs to attract and retain businesses that are consistent with the overall land use and environmental objectives of the community. As required by Wisconsin Statutes §66.1001.(2)(f), this chapter includes an assessment of new businesses and industries that are desired in the Village, and assessment of the Village's strengths and weaknesses with respect to attracting and retaining businesses and industries, and an inventory of environmentally contaminated sites.

The Village of Cambridge held a Community Goal Setting Workshop in November of 2001. The purpose of the workshop was to identify goals and directions for the Village as it progressed through the comprehensive planning process. Small groups were asked to establish community planning goals that would form the basis for each element of the Comprehensive Plan.

Analysis of Existing Streetscape in Downtown Cambridge

The following provides a general assessment of Cambridge's downtown visual character and physical setting. Proposed improvements to the downtown streetscape will be necessary to create a destination for local residents, employees, customers and visitors.

Downtown Entrances and Gateway Corridors

Downtown Cambridge is a community destination as home to a strong artistic community with a diverse collection of businesses and recreational opportunities. The gateway entrance from the north to the downtown—the bridge at Main and Pleasant Streets—generally lacks adequate signage and is visually non-distinct.

The main approaches to downtown, including Main Street from the intersection of Highways 12/18 from the north and Main Street/Lawn from the south should be enhanced with wayfinding, directional and entrance signage, landscaping and lighting to create a more attractive approach to the downtown.

General Streetscape Character

Downtown Cambridge has historic character; however, the streetscape is tired. Directories are incomplete and difficult to read. Streetscape development should promote a historic theme for the downtown. The character of the original buildings should be restored where possible. This historic theme should not be confined to Main Street but should include the side streets off of Main. The historic theme can be captured through street lights, benches, trash receptacles and planters.

Street furnishings include benches and trash receptacles. A few benches are placed at various locations along Main Street in front of businesses. Trash receptacles are located primarily on Main Street and do not fit with a historic theme. There is a distinct lack of bike parking in the downtown. There are also large parking lots fronting Main Street, and screening of these lots would create a more attractive edge to Main Street.

Labor Force

Figure 6.1 shows the employment status of Cambridge residents in 2000. These data show that 619 Cambridge residents are in the labor force (71 percent of all persons 16 years and older). The data also show that 476 females are in the labor force, which is 54.5 percent of the total labor force.

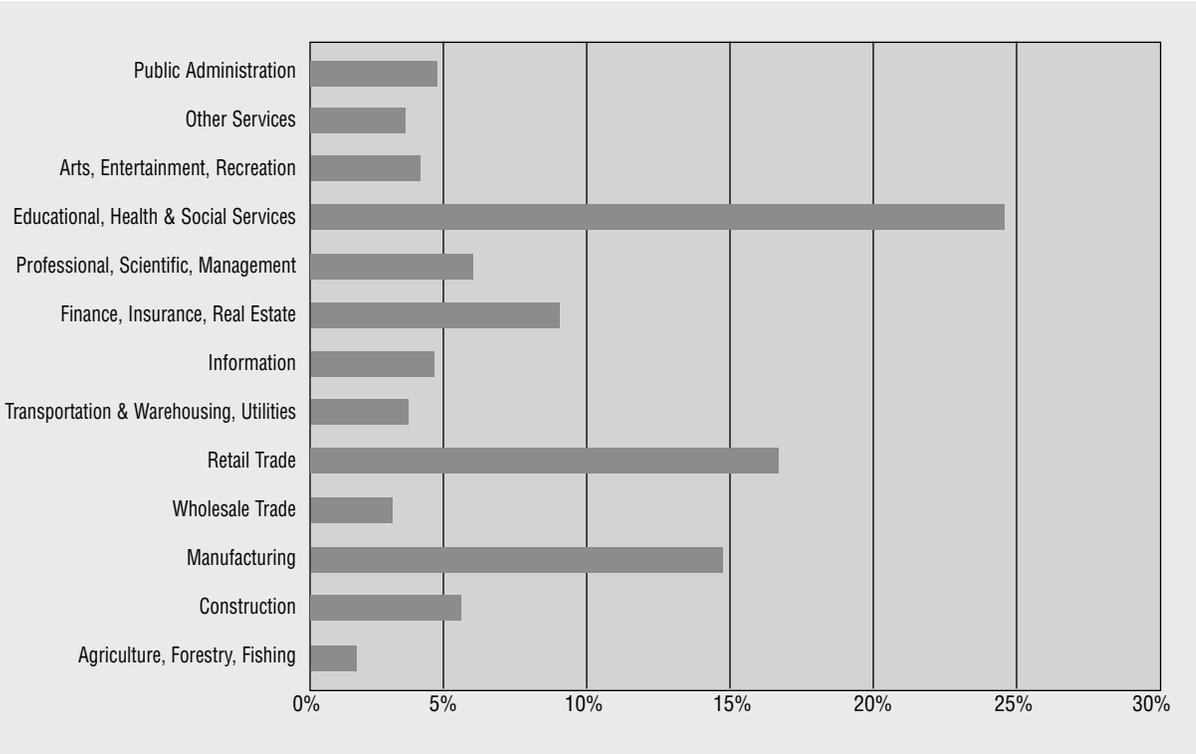
Figure 6.1 **EMPLOYMENT STATUS • 2000**

Employment Status	Number	Percent
Population 16 years and over	872	100.0%
In Labor Force	619	71.0%
Civilian Labor Force	619	71.0%
Employed	583	66.9%
Unemployed	36	4.1%
Percent of Civilian Labor Force		
Armed Forces	0	0
Not in Labor Force	253	29.0%
Females 16 years and over	476	100.0%
In Labor Force	321	67.4%
Civilian Labor Force	321	67.4%
Employed	298	62.6%
Have Children under 6 years	78	100.0%
All parents in family in labor force	68	87.2%
Class of Worker	Number	Percent
Private wage and salary workers	456	78.2%
Government Workers	102	17.5%
Self-employed workers in not incorporated business	25	4.3%
Unpaid family workers		

Source: U.S. Bureau of the Census, 2000

Figure 6.2 shows the occupation by industry category of Cambridge residents. These data show that nearly a quarter of Cambridge’s working residents are employed in the educational, health and social services fields (24.4 percent). The Retail Trade category accounts for over 16 percent of all jobs that Cambridge residents hold, followed by the manufacturing category at 14.8 percent.

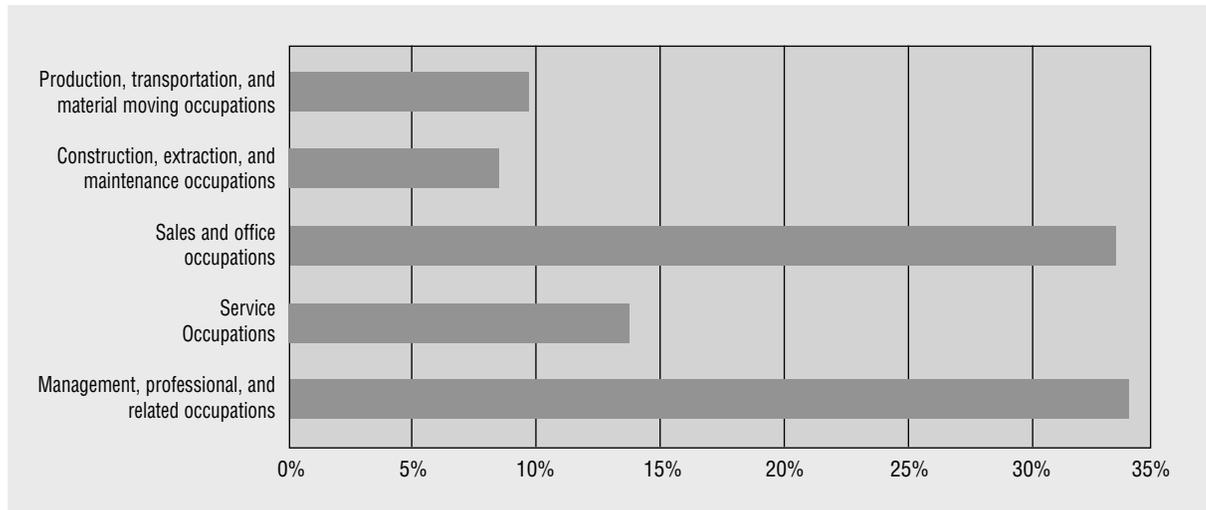
Figure 6.2 **INDUSTRY OF CAMBRIDGE’S EMPLOYED LABOR FORCE • 2000**



Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Figure 6.3 illustrates the occupational distribution of Cambridge resident workers. The figure shows that Village workers are nearly evenly split between the management, professional and related occupations (34.1 percent) and the sales and office occupations (33.6 percent). Service occupations employ another 13.7 percent of the labor force.

Figure 6.3 OCCUPATIONAL STRUCTURE OF CAMBRIDGE RESIDENTS • 2000



Source: U.S. Bureau of the Census, 2000

Employment forecasts for the State of Wisconsin are provided in Figure 6.4. Employment forecasts for local municipalities and counties are not available. However, the Wisconsin Department of Workforce Development has prepared statewide occupational projections for major industries divisions for the years 1998-2008. Figure 6.4 shows occupations with the largest growth in the South Central Workforce Development Area (WDA). This area includes Marquette, Sauk, Columbia, Dodge, Dane, and Jefferson Counties. These figures are intended to provide a general estimate of future employment in the Cambridge and the greater Madison area.

Figure 6.4 **OCCUPATIONS WITH LARGEST GROWTH • 1998–2008**
Marquette, Sauk, Columbia, Dodge, Dane, and Jefferson Counties

Occupation Title	Growth 1998–2008	Percent Change
General Managers & Top Execs	1,800	17.6%
Systems Analysts	1,680	87.0%
Office Clerks, General	1,540	13.9%
Computer Support Specialists	1,320	91%
Cashiers	1,270	14.8%
Retail Salespersons	1,270	12.1%
Registered Nurses	1,200	19.5%
Teachers, Secondary School	1,020	19.5%
Nursing Aides/Orderlies/Attendants	960	17.1%
Assemblers & Packagers	860	22.1%
Hand Packers & Packagers	860	22.1%
Laborers, Landscaping/Groundskeep	850	29.6%
Social/Human Services Assistants	840	64.6%
Truck Drivers, Heavy	790	16.4%
Reception/Information Clerks	790	19.9%
Social Workers, Exc Med & Psch	750	35.7%
Admin Support Supervisors	720	19.0%
Marketing/Sales Supervisors	700	16.5%
Waiters & Waitresses	710	10.1%
Adjustment Clerks	690	36.7%
Personal/Home Care Aides	650	38.7%
Truck Drivers, Light	640	20.6%
Home Health Aides	560	44.1%
Teacher Aides, Paraprofessional	540	30.2%
Maids & Housekeeping Cleaners	530	17.4%
Child Care Workers	500	31.6%
Teachers, Elementary School	490	9.3%
Correctional Officers	450	30.8%
Telemarketers, Door-to-Door Sales	450	35.2%
Teacher Aides/Education Assts	440	26.5%

Source: State of Wisconsin, Department of Workforce Development, 2001

Figure 6.5 shows the projected percent change by industry title between the years 1998 and 2008.

Figure 6.5 **EMPLOYMENT FORECASTS FOR THE STATE OF WISCONSIN • 1998–2008**

Industry Title	Percent Change
Total All Industries	13.3%
Agricultural Services	32.2%
Mining	-1.8%
Construction	10.9%
Manufacturing	4.1%
Transportation and Public Utilities	10.6%
Wholesale & Retail Trade	10.3%
Finance, Insurance & Real Estate	13.9%
Services	21.0%
Government	10.4%

Source: State of Wisconsin, Department of Workforce Development, 2001

Economic Vitality: Income, Unemployment and Poverty Rates

Four indicators of economic well being include median family income, median household income, per capita income, and unemployment rate. This section briefly compares Cambridge residents with Dane and Jefferson County residents in each of the categories for the years 1990 and 2000.

As shown in Figure 6.6, Cambridge's median family income increased by about 69 percent between 1989 and 1999, compared to a 66 percent increase in Dane County's figures and a 51 percent increase in Jefferson County's figures. In this ten-year period, Cambridge's median family income remained lower than that of Dane County, but surpassed that of Jefferson County.

In addition, Cambridge's median household income increased by 82 percent between 1989 and 1999, from \$28,583 to \$52,039, compared to a 51 percent increase in Dane County's median household income, from \$32,703 to \$49,223. Jefferson County saw a 53 percent increase, from \$30,749 to \$46,901, during the same period. Cambridge's median household income surpassed both Dane and Jefferson County figures between 1989 and 1999.

Figure 6.6 also shows Cambridge’s per capita income jumped 73 percent from 1989 to 1999, from \$13,063 to \$22,599 while Dane County’s per capita income rose from \$15,542 to \$24,985, and Jefferson County’s per capita income rose from \$12,770 to \$21,236. In this category, Cambridge’s income figures in 1999 fell below the income figures for Dane County, but above those for Jefferson County.

Figure 6.6 **MEDIAN FAMILY INCOME, MEDIAN HOUSEHOLD INCOME, AND PER CAPITA INCOME
Cambridge and Dane County • 1989–1999**

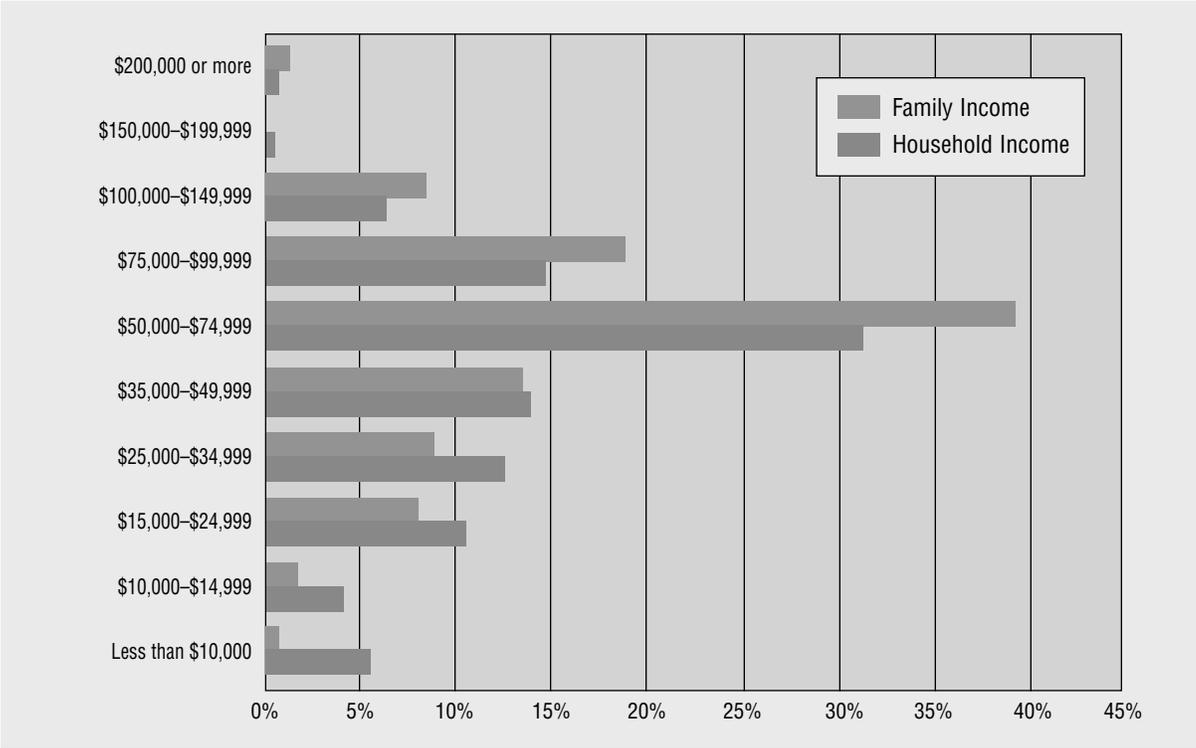
	Cambridge	Dane County	Jefferson County
1989			
Median Family Income	\$34,323	\$41,529	\$35,751
Median Household Income	\$28,583	\$32,703	\$30,749
Per Capita Income	\$13,063	\$15,542	\$12,770
1999			
Median Family Income	\$57,895	\$62,964	\$53,953
Median Household Income	\$52,039	\$49,223	\$46,901
Per Capita Income	\$22,599	\$24,985	\$21,236

Source: Dane County Regional Trends, 2001 Dane County Regional Planning Commission

Cambridge’s 2000 unemployment rate of 5.8 percent is higher than both Dane County’s 3.8 percent unemployment rate, and Jefferson County’s 4.1 percent. However, while both Dane and Jefferson County saw a slight increase in their unemployment rate from 1990 to 2000, the unemployment rate for Cambridge fell by nearly 1 percent. In 1990, 6.7 percent of Cambridge residents were unemployed compared to 3 percent of Dane County residents and 3.8 percent of Jefferson County residents. The income and unemployment rate figures show that the economic situation in Cambridge is very similar to that of Dane and Jefferson Counties. However, it is important to note that Cambridge’s economic indicators have improved dramatically over the past decade relative to both Dane and Jefferson Counties.

Figure 6.7 shows the specific household and family income distribution in 2000. The difference between household and family income is that family income only includes related family members in one household, while household income includes that of non-related family members. The figure shows that family income is higher than household income.

Figure 6.7 HOUSEHOLD AND FAMILY INCOME • 2000



Source: U.S. Bureau of the Census, 2000

Poverty Level figures in Figure 6.8 indicate that .6 percent of families and 4.4 percent of individuals within the Village live below the poverty level.

Figure 6.8 POVERTY LEVEL • 2000

Poverty Status	Number below poverty level	Percent below poverty level
Families	2	.6%
With related children under 18 years	2	1.3%
With related children under 5 years	2	4.3%
Individuals	49	4.4%
18 years and over	45	5.3%
65 years and over	17	7.1%
Related children under 18 years	4	1.4%
Related children 5 to 17 years	1	.5%
Unrelated individuals 15 years and over	43	19.6%

Source: U.S. Bureau of the Census, 2000

Economic Base

Employers & Employees

There are 164 private businesses operating in the 53523 zip code area. This area encompasses the Village of Cambridge. Combined, these businesses employ 1,204 individuals with an average annual payroll of approximately \$21,341. The high number of retail trade, construction, accommodation, food and other service jobs accounts for the relatively low average annual payroll of businesses in Cambridge.

Figure 6.9 **CAMBRIDGE BUSINESS SECTOR SUMMARY**

Industry Description	<i>Establishments by Number of Employees:</i>						
	Total	1-4	5-9	10-19	20-49	50-99	100-249
Total	164	115	21	18	5	3	2
Mining	1	1	0	0	0	0	0
Utilities	1	1	0	0	0	0	0
Construction	18	15	2	0	1	0	0
Manufacturing	10	6	1	1	0	1	1
Wholesale trade	7	4	3	0	0	0	0
Retail trade	30	18	4	5	2	1	0
Transportation & warehousing	8	6	0	2	0	0	0
Information	2	2	0	0	0	0	0
Finance & insurance	7	5	2	0	0	0	0
Real estate, rental & leasing	4	3	1	0	0	0	0
Professional, scientific & technical services	11	7	3	1	0	0	0
Management of companies & enterprises	1	0	1	0	0	0	0
Admin, support, waste mgm., remediation set	4	4	0	0	0	0	0
Educational services	1	1	0	0	0	0	0
Health care & social assistance	15	10	1	3	0	0	1
Arts, entertainment & recreation	1	1	0	0	0	0	0
Accommodation & food services	19	10	2	4	2	1	0
Other services (except public administration)	19	17	2	0	0	0	0
Unclassified establishments	5	4	1	0	0	0	0

Source: Dane County Regional Planning Commission

Commercial Land

Currently 20.2 acres or 4 percent of the Village’s land is designated commercial.

Figure 6.10 **COMMERCIAL LAND USE IN ACRES • 1970–2000**

Land Use	1970	1980	1990	2000
Commercial—Retail	3.0	11.9	11.1	16.0
Commercial—Services	2.3	2.0	5.4	4.2
Total Commercial Acreage	5.3	13.9	16.5	20.2

Source: Dane County Regional Trends, 2001 Dane County Regional Planning Commission

New Businesses Desired by Cambridge Residents

According to the community survey, over 80 percent of residents would like to see more retail for residents in Cambridge. Most would like to see this retail downtown.

Strengths and Weaknesses for Economic Development

The following strengths and weaknesses were established as a part of the 2002 visioning session:

Strengths:

- Location/proximity to highways
- Attractive appearance
- Strong existing tourist destination
- Village festivals act as draw
- Variety of shops
- Village reputation
- Charm and accessibility
- High traffic volumes
- Talented citizenry

Weaknesses:

- Poor parking
- Lack of diversity of businesses
- Road Construction
- Streetscape needs improvement
- Too much reliance on tourism
- Lack of workforce
- Lack of community planning

Commercial Sites

A majority of the Village's commercial sites are located in the Downtown. The existing land use map indicates the mix of commercial through out the Village.

Environmentally Contaminated Sites

The Comprehensive Planning Law requires communities to evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The Wisconsin Department of Natural Resources' (DNR) Environmental Remediation and Redevelopment Program maintains a list of contaminated sites. The DNR identifies brownfields as "abandoned or under-utilized commercial or industrial properties where expansion or redevelopment is hindered by real or perceived contamination." Properties listed in the DNR database are self-reported and do not represent a comprehensive listing of possible brownfields in a community. Other state and federal databases may provide more comprehensive lists for the village.

As of July 2003, there were 33 contaminated sites in the Village of Cambridge listed in the Bureau for Remediation and Redevelopment Trading System (BRRTS). Specific locations, property ownership information, and status of remediation efforts are available from the DNR. The majority of the sites listed (18) were identified as having leaking underground storage tanks that had contaminated the soil and/or groundwater with petroleum. Another 9 were listed as spill sites. There is one identified Environmental Repair site in the Village of Cambridge. Environmental repair sites are sites other than leaking underground storage tanks that have contaminated soil and/or groundwater. Examples include industrial spills (or dumping) that need long term investigation, buried containers of hazardous substances, and closed landfills that have caused contamination. The village also contains one general property site, and two sites are listed as requiring no action.

Many of these properties will need special attention for successful redevelopment to occur. The location of these environmentally contaminated sites will be considered when making future land use recommendations.

County and Regional Plans and Programs

Dane County

Dane County has created a number of plans and provides a variety of economic development programs and services. This Comprehensive Plan has been created to be consistent and in compliance with each of Dane County's plans.

The County administers or has access to economic development programs that financially assist local units of government and business and industry in the county to create and/or retain quality job opportunities, increase the county's tax base, and to raise the level of income for local residents.

Design Dane!

Design Dane! includes proposals to guide growth and development throughout the county. The report recommends actions to foster a long-range planning approach that links economic development, housing and transportation; and use the County's economic and housing development resources to promote sensible growth.

The Dane County Land Use and Transportation Plan

The Dane County Land Use and Transportation Plan (1997) provides the overall framework for land use and transportation decisions within the county through the year 2020. Several plan goals directly affect economic development and commercial land use throughout the county.

BUILD Program

The Dane County Better Urban Infill Development Program (BUILD) assists local governments to prepare plans to redevelop and promote infill development within parts of their communities that may have become obsolete, rundown, or environmentally contaminated. Leading planning consultants assist communities in preparing infill development design and implementation plans. Infill development is the economic use of vacant land, or restoration or rehabilitation of existing structures or infrastructure, in already urbanized areas where water, sewer, and other public services are in place, that maintains the continuity of the original community fabric. Cambridge is a participant in the BUILD program. With this planning assistance, Dane County seeks to increase communities' capacity to plan for and implement redevelopment and infill projects that:

- Make better use of existing infrastructure;
- Locate community services, jobs and shopping in close proximity;
- Stabilize and enhance existing neighborhoods, downtowns and other business districts;
- Produce housing and jobs for low to moderate-income people

- Avoid converting productive farmland on urban fringes and in rural areas;
- Provide viable options to auto trips by supporting walking, biking, and transit; and
- Have the potential to clean up environmentally contaminated sites.

Dane County University of Wisconsin —Extension

Dane County’s Community, Natural Resource and Economic Development (CNRED) Agents design and deliver educational programs and technical assistance to local/civic organizations, community leaders, businesses, and local government officials. CNRED Agents work to increase the ability of communities, organizations and citizens to identify needs and resolve critical issues. They work to:

- Improve local economic and employment conditions;
- Balance economic growth with environmental quality;
- Strengthen local government;
- Protect water and other natural resources for future generations;
- Manage, reduce and recycle wastes; and
- Develop local leadership capacity.

Small Business Development Center

The Small Business Development Center, run by the School of Business at the University of Wisconsin, offers free business counseling and many short courses on owning and operating a business.

State of Wisconsin Economic Development Plans and Programs

Tax Incremental Financing (TIF)

This program helps cities and villages in Wisconsin attract industrial and commercial growth in underdeveloped and blighted areas. A city or village can designate a specific area within its boundaries as a TIF district and develop a plan to improve its property values. Taxes generated by the increased property values pay for land acquisition or needed public works. There are three TIF districts in the Village of Cambridge.

The Early Planning Grant Program (EPG)

This program helps individual entrepreneurs and small businesses throughout Wisconsin obtain the professional services necessary to evaluate the feasibility of a proposed start up or expansion.

WHEDA-Linked Deposit Loan Subsidy (LiDL)

This program helps women and minority-owned businesses by offering low interest loans through local lenders. The LiDL Program can be used for expenses including land, buildings and equipment.

WHEDA-Small Business Guarantee Program

This program offers a pledge of support on a bank loan. Loan proceeds can be used to expand or acquire a small business. It can also be used to start a day care business.

7

Intergovernmental Cooperation

INTRODUCTION



Successful implementation of the recommendations of a comprehensive plan involves a complex set of intergovernmental factors. The Village cannot achieve a common vision on its own. First, the vision extends beyond its existing boundaries into areas for which other units of government also have visions, and usually more authority. Second, even within its boundaries, other units of government have substantial influence (e.g., county, schools, state highways, etc.). Often coordination with other units of government is the only way, or the most effective way, to solve a problem or achieve an objective.

This is a good point at which to mention one overall recommendation which is central to the successful implementation of the plan: to promote good communication between all governments covered by the plan. A great deal can be accomplished if the leaders can communicate openly and negotiate issues in good faith.

Genuine effective planning must enable local officials and citizens to estimate and measure the cumulative impacts of large and small developments and the effect of the community's development on its neighbors and region.

GOALS AND OBJECTIVES

Goal

- *Encourage the coordination and cooperation among the Village and surrounding governments of Christiana, Rockdale and Oakland, Dane County, the school district and the state to ensure continuity and consistency in current and future planning efforts.*

Objectives

- Continue to keep communication open with these governments.
- Explore the potential for intergovernmental boundary agreements with surrounding towns.

Policies

- Coordinate “trans-jurisdictional” issues such as land use, zoning, transportation, open space, sanitary sewer service, stormwater, and trail corridors.
- Attempt to coordinate the comprehensive plan with the county's development plan to ensure an organized approach to the development of lands in the planning area.

EXISTING CONDITIONS

This element contains an overview of Cambridge’s intergovernmental relationships. It also identifies known existing or potential conflicts between the Village and this Comprehensive Plan and the plans of adjacent villages and towns, Dane County, Jefferson County, the Cambridge School District, and the State of Wisconsin.

Cambridge’s Intergovernmental Relationships

The Village of Cambridge is located in Dane and Jefferson Counties. In Dane County, the Village is surrounded by the Town of Christiana with the Town of Deerfield less than 1 mile away from the Village’s northern most boundary. In Jefferson County, the Town of Oakland lies around the Village with the Town of Lake Mills to the north. The Village’s closest municipal neighbor is the Village of Rockdale that lies just south of the Village along County Trunk Highway B.

Dane County

The Village of Cambridge is located on the far eastern edge of Dane County, and is included in many county plans such as the *Dane County Lane Use and Transportation Plan (1997)*, *Design Dane!*, *The Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin (September 2000)* and *Transport 2020*. The County has also received a comprehensive planning grant from the State of Wisconsin’s Department of Administration to commence work on a Dane County Comprehensive Plan in conjunction with 14 communities. This plan is partially funded by that grant. Cambridge generally enjoys a cooperative relationship with the County.

The Village will submit this Plan to the County for review and inclusion into its Comprehensive Plan when it is completed, and provide feedback on the County’s Comprehensive Plan when it is circulated for review. In addition, the Village will work with the County to implement their plans through such programs as the BUILD program.

Jefferson County

A small portion of the Village lies within Jefferson County. The Village maintains some formal relationships with the County, including road maintenance agreements. Related planning documents including the Jefferson County Comprehensive plan are discussed in this report.

Regional Planning Jurisdictions

The Village of Cambridge is located partially within the Dane County Regional Planning Commission’s jurisdiction (DCRPC). The DCRPC prepares and adopts regional or county-wide plans and maintains extensive data bases on such issues as population and land use.

The RPC was originally established to carry out comprehensive and intergovernmental planning; to have jurisdiction throughout Dane County, including incorporated and unincorporated areas; to meet area wide requirements so local jurisdictions could receive federal grants; and to provide an organization to receive federal grants.

While the RPC's planning authority is advisory and does not carry regulatory force, it does play a major role in the distribution of federal transportation dollars and the revision and approval of urban service areas.

The work of the Regional and Community Development Division includes development and implementation of the Dane County Lane Use and Transportation Plan, county planning and assistance, local planning assistance, and work to maintain basic data programs.

Jefferson County is not under the jurisdiction of any regional planning commission

Surrounding Municipalities

The Village of Cambridge shares borders with the Towns of Christiana (Dane County) and Oakland (Jefferson County). The Village shares fire and EMS service with the all of Christiana, and parts of Oakland and Lake Mills.

With respect to the Towns, Cambridge has recently exercised its statutory extra-territorial authority to review plats within a mile and a half of its corporate limits.

Additionally, the Village of Rockdale is located south of the Village along CTH B. Both Villages are part of the Cambridge School District and share police, fire, EMS, school districts, a municipal judge, and recreational links.

Cambridge School District

The Cambridge School District has an approximate enrollment of 1,010 students as is made up of the following schools: Cambridge Elementary (410 students), Nikolay Middle School (252 students), and Cambridge High School (348 students). The school district has recently completed a series of expansion projects, including building a new elementary school, and restoring and expanding the middle and high schools. School enrollment is generally steady or slowly declining. No future expansion plans are considered at this time and each school has capacity to accommodate additional students.

Existing or Potential Conflicts

The largest potential conflict between Cambridge and the surrounding towns is over growth and annexation issues. Four towns potentially fall within the Villages' extraterritorial zoning area (ETZ). However, there are no formal boundary agreements between or among the jurisdictions. The Village currently exercises extraterritorial plat review.

8

Land Use

INTRODUCTION



The land use element is a cornerstone of any Comprehensive Plan. For Cambridge, this element should service as a useful guide for future development-related issues. This guide was created recognizing that there are very few easy land use decisions. Great care has been taken in researching public input, land use trends, and policy options to guide development in Cambridge.

GOALS AND OBJECTIVES

Goals

- *Encourage controlled growth that achieves a desirable mix of land uses.*
- *Minimize land use conflicts between Cambridge and its neighboring localities.*
- *Preserve and enhance the unique character of Cambridge.*

Objectives

- Direct commercial growth downtown and to the West.
- Direct industrial growth to the North.
- Encourage residential/commercial infill development which complements surrounding land uses
- Require new development to be consistent with the Comprehensive Plan.
- Preserve and enhance Main Street as the retail core of the community.
- Discourage unplanned development along major corridors.

Policies

- Locate residential development in areas convenient to community facilities, including parks, schools, and retail.
- Emphasize infill opportunities before “greenfield development.”
- First priority is to utilize existing urban service area (USA) (within the current Village limits existing at the time of adoption of this Comprehensive Plan) before allowing expansion of the USA to newly annexed properties.

(continued on next page)

Policies (continued)

- A strategy to encourage construction of a variety of housing types is to allow several different levels of housing affordability. A variety of housing densities and types also makes for a more interesting place with a variety of housing styles and sizes. The development of Traditional Neighborhood Design (TND) provisions in the Village's Zoning ordinance would provide the mechanism to achieve this goal.
- Provide for a range of transportation alternatives—streets designed to promote safe and efficient use by walkers, bicyclists, and drivers. Neighborhoods should be pedestrian-friendly with features such as narrower streets, shorter block lengths, and walkable destinations that promote walking as a viable option to automobile trips.
- Assure open-spaces, greens, and parks are accessible and convenient to all. Significant cultural and environmental features should be incorporated into the design of the development for the use, benefit, and enjoyment of the entire community. A range of parks—from tot-lots and public spaces to ballfields and community gardens—should be distributed within neighborhoods.
- Require an interconnected network of streets of various sizes and functions. Streets and roads should form a connected network, dispersing traffic and offering a variety of pedestrian and vehicular routes to any destination while connecting and integrating the neighborhood with surrounding communities.

Urban Service Area

Directly related to the housing market is the use of the urban service area planning technique. Cambridge and Dane County, in conjunction with the DNR, utilize this tool to control sprawl. Urban service areas (USAs) are delineations around existing municipalities and sanitary districts where public sanitary sewer service is either currently available or planned at some point in the future. The urban service area delineation indicates the land area that adjoins existing or planned sewer service areas that could be cost-effectively and efficiently served by public sanitary sewer systems.

The purpose of the urban service area delineation is to encourage the location of new development in areas that can be served by public services, particularly public sanitary sewer, and developed at higher “urban densities.” By encouraging development within existing municipalities and sanitary/utility districts and developing at “urban densities,” there will be less development pressure on the rural areas.

A second purpose of the long-range urban service area is to delineate areas around incorporated municipalities and sanitary districts that preserves a reasonable expansion area for future urban development. Allowing areas on the edges of incorporated municipalities and sanitary districts to be “prematurely” developed on private septic systems and wells often makes future higher-density urban development on public utilities difficult and costly. Preserving future urban expansion areas will have the long-term affect of reducing development pressure in the rural areas.

Figure 8.1 provides an analysis of the Village’s urban service area.

Figure 8.1 **CAMBRIDGE URBAN SERVICE AREA ANALYSIS**

	2000	2025 (forecast)
Total Population	1,104	1,327
Total Housing Units	433	577
No. of Single Family Homes	301	383
Single Family Land Use Area (acres)	103.2	140
No. of Multifamily Units	132	194
Multifamily Land Use Area (acres)	25.0	30
Commercial Land Use (acres)	20.4	36
Industrial Land Use (acres)	25.3	47
Recreational Land Use (acres)	13.9	20

Source: U.S. Bureau of the Census, Wisconsin DOA, and Dane County Regional Planning Commission

EXISTING CONDITIONS

The Land Use Element was prepared pursuant to Section 66.1001 of the Wisconsin Statutes. Section 66.1001 requires this element to include a compilation of objectives, policies, goals, maps and programs to guide the future development of public and private property. Further, the element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit. The element shall analyze trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land use conflicts. The element shall also contain projections, based on background information, for 20 years, including five-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands, and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities will be provided in the future and the general location of future land uses by net density or other classifications.

Current Land Use

The largest single land use in Cambridge is Cropland or Pasture, followed closely by Single-Family Residential. In total there are 127.5 acres of residentially developed land, 114.3 acres of agriculturally developed land, 27.8 acres of industrially developed land, and 20.2 acres of commercially developed land.

This mix is indicative of a substantially rural community supported by some urban amenities, primarily retail and industry. Transportation uses comprise 73.3 acres, or 14.8 percent, of the total village land area. Only 10.3 acres, or 2.1 percent of the total Village land, is dedicated to outdoor recreation uses. Figure 8.2 provides a detailed list of existing land use in the Village during the year 2000.

Figure 8.2 **CURRENT LAND USE • 2000**

Land Use	Acres
Residential (Total)	127.5
Single Family Residential	102.5
Two Family Residential	13.9
Multifamily	10.1
Group Quarters	.9
Industrial (total)	27.8
Manufacturing	17.7
Wholesale	10.1
Transportation (total)	73.3
Street ROWS	70.3
Other Transportation	3.0
Communication/Utilities	.8
Generating & Processing	.7
Other	.1
Commercial (total)	20.2
Commercial—Retail	16.0
Commercial—Services	4.2
Institutional & Govt. (total)	22.2
Outdoor Recreation (total)	10.3
Total Developed Area	282.1
Agricultural & Undeveloped	213.1
Woodlands	40.7
Other Open Lands	14.2
Vacant Unused Land	37.1
Water	6.7
Cropland/Pasture	114.3
Total Area	496.2

Source: Dane County Regional Trends, 2001 Dane County Regional Planning Commission

The Current Land Use Map is included at the end of this document.

Net Residential Density

Figure 8.3 illustrates the Village's net residential density, by County. A comparison shows that the older portion of the Village, located within Dane County, has a higher density than those areas developed in Jefferson County. The US Census estimates that in Dane County, Cambridge has a density of 1,392 people per square mile. In Jefferson County, that density is 543 people per square mile.

Figure 8.3 **VILLAGE OF CAMBRIDGE RESIDENTIAL DENSITY • 2000**

	Village of Cambridge	Dane County (part)	Jefferson County (part)
Population	1,101	1,041	87
Housing Units	483	445	38
Total Area in Square Miles	.89	.73	.16
Water Area	0	0	0
Land Area	.89	.73	.17
Density (Units per Square Mile)			
Population	1,238.5	1,391.6	610.7
Housing Units	543.3	610.7	237.0

SOURCE: Dane County Regional Trends, 2001, Dane County Regional Planning Commission

Nonresidential Intensity

Nonresidential Intensity is governed by the Village of Cambridge Zoning Ordinance. The following commercial and industrial districts are allowed in the Village of Cambridge: B-G General Business District, B-H Highway Business District, B-P Business Park District, B-C Central Business District, and I Industrial District.

Figure 8.4 **VILLAGE OF CAMBRIDGE NON-RESIDENTIAL INTENSITY**

District	Classification	Allowable Intensity Standard	Allowed Uses
B-G	General Business District	90% Building Coverage	Local Commercial
B-H	Highway Business District	40% Building Coverage	Highway Oriented Uses including: Car Dealers, restaurants, hotels, parking lots, gas stations, etc
B-P	Business Park District	25%-55% Building Coverage	Manufacturing, Research, office, etc
B-C	Central Business District	90% Building Coverage	Downtown Commercial
I	Industrial District	70%	All uses are conditional

Source: Cambridge Zoning Ordinance

Land Use Trends

Land Supply

There are currently over 37 areas of vacant, developable land in the Village of Cambridge. Additionally, there are over 114 acres of agricultural land within the Village. This does not imply, however, that owners of this land would be willing to develop the land at this time or in the near future.

Land Demand

Between 1990 and 2000, the Dane County portion of the Village increased its residential acreage by 13 acres. Industrial land increased by approximately 10 acres. Commercial acreage remained constant at 12 acres. Agricultural land dropped by 12 acres.

For Dane County, The RPC predicts that between 2000 and 2010 housing growth will increase, but at a slower rate than in previous decades. Housing growth between 2010 and 2020 is also predicted to be slower than that of the 1990s.

It is assumed that the need for commercial and industrial land will increase as housing increases.

Land Prices

Figure 8.5 lists prices for the sale of agricultural land within Dane and Jefferson Counties, and the State of Wisconsin. The approximate value of agricultural land within the Village of Cambridge is assumed to be roughly consistent with the county land sales data.

Figure 8.5 **STATE AND REGIONAL AGRICULTURAL SALES**

	Dane County	Jefferson County	State of Wisconsin
Agricultural land continuing in agricultural use	\$5,336/acre	\$3,251/acre	\$2,251/acre
Agricultural land diverted to other uses	\$12,249/acre	\$3,932/acre	\$4,514/acre
Total of all agricultural land	\$7,458/acre	\$3,371/acre	\$2,821/acre

SOURCE: USDA, National Agricultural Statistics Service

Opportunities for Redevelopment

Opportunities for redevelopment are identified in the downtown master plan.

Existing/Potential Land Use Conflicts

There is the potential for land use conflicts between the Village and its surrounding towns regarding growth and annexation. Currently, the Village lies between the Towns of Christiana and Oakland but is less than two miles away from the boundary of the Towns of Lake Mills and Deerfield. The Village has recently pursued extraterritorial plat review but has not entered into extraterritorial zoning with the surrounding Towns. Other potential land use issues would be controlling unplanned development along the major thoroughfares leading into the Village.

Land Use Projections

Like many Dane County communities in close proximity to Madison, Cambridge is expecting to experience ongoing growth pressures. Most population projections by various governmental agencies contained in this plan have been met or exceeded by the adoption date. Rather than focus on statistical forecast regarding land consumption and population projections, the Village’s approach is to:

- Guide type and density of development based on the future land use map of the Comprehensive Plan.
- Base decisions on timing/phasing of proposed development on both the impacts of the proposed development and the cumulative effect of other recent developments in the Village.
- Phase residential development based on the size of the project as follows:

Figure 8.6 PHASING SCHEDULE BASED ON SIZE OF DEVELOPMENT

Size of Development (# of lots developed annually)	Year 1	Year 2	Year 3	Year 4	Year 5
1–10 lots	10				
11–20 lots	10	10			
21–40 lots	20	20			
41–80 lots	20	20	20	20	
81–200 lots	40	40	40	40	40

This format provides the Village with a gauge to allow only a certain number of lots to be developed annually and only after the Village has determined the impact (cumulative) on Village services in addition to the school district. This approach will allow a number of potential developers to participate and to avoid the situation of limiting the number of building permits and thus create a possible “land rush” to the Village Hall by a single builder to take all of the available permits. It also avoids a “lottery” system to address the previous scenario.

Land Use Recommendations

The comprehensive plan proposes a variety of land use types and intensities to meet the future requirements of the Village. In general, the arrangement of land use proposals was based on existing land use, supporting infrastructure and street network. More specifically, the rationale for the land use proposals included the following:

Residential

The comprehensive calls for three density ranges:

- Low Density Residential: 1–3 dwelling units/net acre*.
- Medium Density Residential: 4–5 dwelling units/net acre*.
- High Density Residential: 6–12 dwelling units/net acre*.

**A net acre (one acre equals 43,560 square feet) is the amount of land acreage less that acreage devoted to street right-of-ways (typically 20%).*

Low Density Residential: The proposed low density designation typically implies the development of detached single-family dwellings. In terms of land acreage, detached single-family dwellings make up the largest quantity of any land use. However, the designation of low density residential does not preclude other forms of single-family dwelling construction such as townhomes or attached single family/zero lot line homes. Such development could occur under a “planned development” procedure as long as the total number of dwelling units does not exceed 3 units per net acre.

The plan predominantly directs new low density development to the west and southwest. Low density residential development is also proposed east and southeast of the Village. The rationale for designing low density residential areas as shown on the plan was to preserve and extend low density residential neighborhoods. Furthermore, low density residential land uses are the least intense of the Village’s land uses and, as much as possible, are buffered from incompatible uses via natural/landscaped buffer zones or other, higher density residential development.

Medium Density Residential: The type of residential construction envisioned under this density range would be townhome/condominium dwellings. Typically, such structures would be one or two stories in height and contain units ranging in size from 900 to 1,400 square feet of living space. Medium density apartment complexes could also develop within this land use category. Examples of this type of development could be market-rate rental units and self-care/independent living senior citizen complexes.

The proposed locations of medium density residential areas are along arterial streets and, in some cases, are used as a transitional land use between low density residential and other, more intense, land uses (i.e., high density residential or commercial). Portions of the central portion of the Village (around the downtown core area) are proposed as medium density residential. The reason is that this area of the Village has been historically zoned for “two-family” residential. However, it is not the intent of this Development plan to encourage the conversion of single-family dwellings to two-family dwelling units. Infill or redevelopment with medium density residential construction could be considered acceptable so long as it is accomplished in a manner that does not negatively impact the immediate neighborhood.

High Density Residential: It is not unreasonable to limit high density residential developments to 12 dwelling units per acre. There may be some cases where higher densities may be appropriate (i.e., private senior housing). However, allowing higher densities should be handled through a “planned residential” or “conditional” procedure, under revised zoning provisions, whereby such proposed developments would be subjected to more scrutiny with regard to site design and neighborhood impacts. Utilizing the Site Plan Approval Process set forth in the Zoning Ordinance is helpful.

The comprehensive plan proposes high density residential development in areas with access to arterial streets and in areas that may serve as a transition between commercial uses and lower density residential uses. Proposed high density residential areas were also arranged to limit traffic through low density residential neighborhoods.

Commercial

The comprehensive plan proposes commercial development to occur in concentrated “nodes” as opposed to encouraging further “strip” commercial. These commercial areas have been sited adjacent to the arterial street network where site access should be carefully controlled with cross access agreements encouraged through the site plan approval process.

The area adjacent to USH 12/18 and STH 134 is strategically located within the Cambridge primary trade area. Access and visibility from USH 12/18 is an advantage to locating commercial or mixed-use in this vicinity. However, even with the excellent access, it is imperative that an internal road network be incorporated within any site in order to control traffic to and from the arterial network.

Mixed-Use

Mixed-use means any combination of commercial (e.g., retail, office, and entertainment), and non-commercial uses such as residential uses. Development should be centrally located to serve a community market area. This development is intended to support both infill development and growth along a commercial corridor. Appropriate secondary access and connections to adjacent neighborhoods are required.

The area along the north and south sides of USH 18 west of the intersection of USH 12/18 and 134 should develop with a mix of commercial, office, and residential land uses. Commercial uses that would locate in this area are those that are accessory to the office and residential uses. They are typically those that are provided for the convenience of the employees and patrons of the office and light industrial uses and Village as a whole. An example would be a limited amount of freestanding buildings such as banks, restaurants, hotels/motels, and commercial recreational facilities and health clubs.

The commercial node at the intersection of Park Street and USH 12 is proposed to service the anticipated growth to the south/southeast area of the Village and Lake Ripley.

While these proposals are generally consistent with current zoning designations, it is the policy of this comprehensive plan to discourage fragmented, incremental development in these corridors. Rather, the preferred development scheme is to consolidate parcels and/or access points.

The downtown area is proposed to remain essentially the same size though the composition of commercial uses may change. Development policy for downtown will focus on revitalization and diversification efforts in order to ensure that downtown is one of the Village’s primary business centers.

Given this flexibility in commercial development options, it is important to limit such development to the areas proposed in the comprehensive plan. The Village must avoid the pressure of commercial development elsewhere along major street corridors.

Industrial

Industrial development is limited to the Village's north side. The intent of the plan is to provide industrial development ready sites without having to introduce industrial development in other parts of the Village. The plan identifies light industrial uses. Light industrial development is targeted to occur on the Village's north side where such manufacturing operations already exist.

Recreational and Open Space

The key features of the recreational and open space component of the comprehensive plan are the Koshkonong Creek, enhanced community parks and expanded trail system.

Koshkonong Creek presents an opportunity for maintaining natural open space and providing for passive recreation. The plan promotes the Koshkonong Creek as an open space corridor that will serve as an integral element of the Village's open space and park system.

The plan proposes that the nature trail (bikeway) system be expanded and interconnected with bikeways and the County's nature trail/bikeway system. This includes extending the existing nature trail and integrating it with future commercial development on the north side.

The goal of a Village-wide trail system would be to connect the existing trailways in order to provide a continuous route from the Village's northern neighborhoods to Cam-Rock Park. In addition to the Koshkonong Creek Trail, separated pedestrian/bicycle pathways should be built along arterial streets with appropriate safety controls installed. To complete the trail system, connector pathways should be provided from the Koshkonong Creek trail and the arterial pathways to the various Village neighborhoods via extending and/or new sidewalks or posted route signage on low traffic volume streets.

As residential growth continues, there will be greater demand for park facilities in the Village.

Though not graphically identified on the plan, other open spaces and neighborhood parks are encouraged as residential development occurs. With larger development proposals, it would be appropriate for the Village and/or other interest groups to negotiate the acquisition of land for future park facilities. Creative site designs, with open common areas, can provide recreational activity space for the persons that reside in the adjacent subdivisions. The National Recreation and Park Association recommends that a minimum of 25 percent of planned unit developments and large subdivisions be devoted to park and recreational lands and open space.

Institutional

Exact sizing and siting of school facilities will require further analysis of development and demographic patterns within the entire School District. Other policy decisions concerning grade configurations and programs can affect facility requirements as well. Continued coordination between the School District and the Village will be necessary to fine-tune the school facility program over the next 15 to 20 years.

Agricultural and Undeveloped

The Village of Cambridge has the authority to make plans for the development of unincorporated land up to 1-1/2 miles from its municipal boundary. However, this does not mean that some type of urban development must be indicated for all the land within this “extraterritorial” area. The comprehensive plan for Cambridge provides for enough land area for various development types to meet the Village’s growth needs over a period of 20 years or more.

Therefore, in the interest of preserving prime agricultural land in Dane and Jefferson Counties, the Village comprehensive plan indicates an agricultural land use category. Within this area, any type urban development (other than agricultural) is considered an inappropriate land use. This policy of excluding development within the agricultural areas is not intended to prohibit the construction of residential dwellings associated with farm operations or on subdivided parcels that are, by statutory definition, not considered “subdivisions”.

Community Design

Future development decisions will be integrated with the other elements and recommendations of the comprehensive plan, which include utilities and infrastructure, transportation, community facilities, and natural resources. To be effective, the recommendations for future land use must be consistent with the recommendations for other aspects of the plan, such as the locations and timing for new public utilities or future streets.

In addition, the Village's recommended development policies will focus more on encouraging the mixing and joining of compatible land uses rather than the conventional method of separating residential, commercial, and other land uses from one another. For example, the plan's residential recommendations encourage the development of neighborhoods with mixed housing types rather than single-family residential subdivisions. The idea of creating diverse neighborhoods rather than stand-alone single-use developments is a common theme throughout the land use element of this plan.

The emphasis of the land use element is to identify land use concepts and tools that should be taken into consideration when developing the comprehensive plan and zoning ordinance. The alternatives described here attempt to provide a greater variety of choices for land use development and to successfully balance competing ideas of preserving character while encouraging improved, organized patterns for future development.

Urban Residential Development

Traditional Neighborhood Development (TND)

A TND is more than just a housing development by itself. It also includes recreational uses (such as a neighborhood park), institutional uses (such as churches or schools), and neighborhood commercial uses providing goods and services geared primarily for the surrounding residents. Homes within a TND typically resemble those found in older, pre-1950 neighborhoods. The homes in these areas are located on smaller lots, typically have a front porch, include a range of housing types, styles and costs, and are located within walking distance of recreational, commercial, and institutional amenities. Future residential development in urbanized communities should grow outward from areas of existing development. As new areas develop, consideration should be given to planning areas as Traditional Neighborhood Developments that can provide for the location of small businesses, institutional, recreational, or higher density residential development. The intent of these areas is to encourage developers to use their ingenuity and for government officials to encourage the provision of a mix of land uses for the surrounding neighborhoods and encourage alternative means of transportation within and between the neighborhoods.

General Neighborhood Features

Neighborhoods should include, at a minimum, the following features: compact, walkable neighborhoods with roughly a quarter-mile radius from center to edge (five-minute walk); an interconnected street network; a balanced mixture of uses; and a prominent public realm of streets, parks, and civic buildings. The ultimate goal is not to exclude or abandon facilities for cars but to plan for automobiles as a segment of our communities rather than allowing pavement and garage doors to dominate the streetscape.

This plan encourages that future residential development be placed incrementally in neighborhoods of about 160 acres in size (1/2-mile square). This is designed to create neighborhoods large enough to support services and amenities that meet some of the needs of daily life but small enough to be defined by pedestrian comfort and interest. This size range is based on a five-minute walking distance (about a quarter-mile) from the edge to the center and a ten-minute walking distance (about a half-mile) from edge to edge. Neighborhoods can, however, be smaller or larger depending upon circumstances such as the location of main streets, topography, and natural features.

Preferably, each neighborhood should be grouped around (or otherwise include) public spaces such as streets, parks and outdoor spaces, and other shared facilities. Each neighborhood should contain a small neighborhood park of about five acres to serve the recreational needs of the residents. These parts are meant to complement the larger community parks with playing fields and sports complexes, as well as school facilities, that serve the entire community.

Neighborhood Traffic Features (Connectivity, Street Networks, Traffic Calming, Pedestrian Networks)

Greater connectivity between and within neighborhoods is also encouraged. The design of future residential developments should take into consideration pedestrian and bicyclist movements in addition to providing convenient access for automobiles. These should be an emphasis on sidewalks, walkways, and bike paths leading to the various public and quasi-public spaces. Each neighborhood should have many ways to get into and through it by driving, walking, and bicycling. Street should knit neighborhoods together rather than form barriers. The intent is for residential developments to form neighborhoods that evolve to be part of the broader community by avoiding “islands” of separate subdivisions or freestanding individual complexes attached to the rest of the community strictly by one or two entrances for auto traffic.

The design of the street network has a huge impact on the character and form of development, particularly residential areas. It is critical that streets within neighborhoods be laid out and designed to be compatible with the neighborhood concept while fulfilling their inherent transportation function. For a network to provide a desirable residential environment, it must be designed to discourage excessive speeding and cut-through traffic. Traffic calming techniques (such as curb extensions and other specialized measures) can be used to slow and channel traffic without hampering convenience, direct access, and mobility.

Neighborhood Parks and Open Spaces

Each neighborhood should have a combination of a small park, playground, or other open spaces located within walking distance of all homes. These neighborhood parks would serve the immediate residential areas. Again, these parks would complement larger community parks. Parks and open spaces should be designed in conjunction with streets and walkways to be a primary feature of any land development and not merely areas left over from site planning for other purposes. They should also be situated along streets in order to maintain safety, accessibility, and visibility instead of tucked behind row houses.

Greater amounts of natural areas and other green space should also be included in newly developed areas. Wetlands, watercourses, and other natural features should be integrated into new developments

rather than ignored, redesigned, or destroyed. Creeks and other linear features can be a common feature that link individual adjoining developments through the development of rustic hiking trails or paved bicycle paths. Where desirable, open spaces within subdivisions can be publicly owned while others can remain privately owned. These areas also can be utilized for the treatment of stormwater through the use of retention or detention ponds or infiltration fields.

Overall Coordination of Neighborhoods

New development proposals should show that it forms or contributes to a neighborhood. As applicable, a development should contribute as much as possible in terms of interconnecting streets, pedestrian connections, parks, neighborhood commercial centers, schools, and open space systems.

Where a pattern of narrow streets and outdoor spaces is already established, additional adjoining development should continue and extend the pattern. In the case of previously unplanned areas, the design for new development will provide for its own pattern being continued and extended in the future.

Characteristics shared with adjoining neighborhoods (such as streets, natural areas, neighborhood commercial centers, and other features) should generally form the extent of the neighborhood. Landscaped outdoor spaces and trails may be used to create an attractive environment at a neighborhood's edge.

Mix of Housing Types and Lot Sizes

Forms of housing within neighborhoods should be mixed so people of different ages and incomes have opportunities to live in various areas in the community-as is found in older parts of the Village. The recommendation for most of the future residential developments is to encourage variation and a mixing of residential types. Townhouses, duplexes, and smaller apartment buildings can be strategically interspersed with single-family residences. Design standards and the creation of open space and other buffers can help integrate different residential intensities. Large expanses of strictly one residential type should be avoided. Variation in house models should also be encouraged to avoid monotonous streetscapes.

Building and developers are encouraged to use their ingenuity to combine and distribute a variety of housing types to make an attractive, marketable neighborhood with housing for people of various income levels and preferences. In order to account for this trend, it is recommended that at least two housing types be included in any residential project encompassing more than 30 acres. This can be achieved in various ways. Some examples include:

- Standard lot single-family houses (lots over 12,000 sq .ft.)
- Small lot single-family houses (lots 12,000 sq. ft. or less)
- Duplexes
- Townhouses (attached housing)
- Apartments (provided they are compatible in scale and character with other dwellings in the proposed neighborhood and limited to a maximum of eight dwelling units in a building)

Duplexes are often appropriate on corner lots since these lots usually need to be wider and larger for them to be appropriately situated next to two streets. Also, because each unit can face different frontage, the visual impact of the larger building and garage façade is lessened.

Multifamily Housing

There are numerous ways communities can achieve successful multifamily housing project developments. Implementation of the following recommendations may ease the negative perception many single-family residential property owners have with regards to multifamily development, which is often the biggest obstacle for communities to approving multifamily developments.

Housing Variety—The Village should encourage greater variety in the types of multifamily developments, including the promotion of townhouse, condominium, and smaller 3-unit to 8-unit building developments that are in scale with the surrounding neighborhood.

Mixing with Single-Family Residences—In keeping with the theme of mixed-use neighborhoods, duplexes and multifamily developments should be scattered throughout the residential areas rather than confined to a few areas within communities. In this way, the impact of higher density development is limited as this density is spread over larger areas. Multifamily buildings should also be placed next to the neighborhood commercial centers. This would promote a smooth transition between the commercial activity and single-family homes. Higher density developments are recommended near parks and other open space to take advantage of that amenity.

Building Design—Multifamily buildings should be designed to reflect, as much as possible, the characteristics and amenities typically associated with single-family detached houses. These characteristics and amenities include front doors facing the sidewalk/street, private outdoor space, and adequate parking and storage. Multifamily development should also offer variation among individual buildings through any combination of design features, such as building footprints, facade treatments, roof forms, or building orientation.

Building Placement—Placing multifamily buildings close to and fronting the streets with parking in the rear is strongly encouraged as an effective way to integrate multifamily housing with other uses to form a coherent, livable area. Such a pattern incorporates attached housing types into the community fabric in a manner similar to detached houses by facing buildings onto attractive neighborhood streets and sidewalks that are part of the community network. This pattern will maximize other positive housing characteristics, including:

- Individual identity
- Easy way-finding for visitors
- More and better accessibility and personal mobility
- Human scale
- A defined transition from front to back, thus providing a logical rear location to incorporate parking and garages, service functions, and outbuildings for storage
- The security that comes with visibility from and to public streets
- The sense of community that comes with dwellings sharing a neighborhood street

Projects with multiple buildings should offer variation among individual buildings while staying within a coordinated overall design theme. Monotonous complexes of identical buildings should be discouraged; although, there may be ways to achieve visual interest among identical buildings with a high degree of articulation on each building combined with variation in massing on the site.

Design Issues

The Village should encourage design elements (such as streetscaping, flags, banners, seasonal decorations, and signage controls) to aesthetically integrate individual land use areas. This is especially recommended at the main entrance corridor to help establish the Village's overall character and provide a positive first impression to visitors.

Establishing design criteria for new businesses is another effective way of ensuring high quality development. In commercial areas, reducing the expanse of parking areas should be encouraged. Parking lot landscaping standards should be enforced. These standards should include landscaped islands within large parking lots and the promotion of placing parking behind buildings instead of between the buildings and sidewalks, streets, and other features.

Additionally, as the Village continues to grow, rather than expanding roads from two lanes to four lanes, landscaped boulevards with left-turn bays should be a desired alternative. Boulevards can create very appealing entrances into the Village and create a very positive first impression to visitors.

Streetscape Design Characteristics (i.e., House Type, Scale, Street Trees)

Variation in house models in large developments should be encouraged to avoid a monotonous streetscape and eliminate the appearance of standardized subdivisions.

Lot widths, depths, and setbacks can also be varied to promote multiple house designs and variety of building mass.

To foster visual interest along neighborhood streets, garages and driveways should be designed to be less dominant features of the street frontage. Garages that are recessed from the front building façade or at least even with the rest of the front façade are preferred over protruding garage doors. These alleys and driveways can also serve as location for ancillary buildings, utilities, service functions, and interior-block parking access. They are especially appropriate in traditional neighborhood design (TND) developments and allow rear access to lots along collector and arterial streets where driveways entering these streets may not be desirable.

Existing Development

The community design concepts discussed thus far apply to new development. However, it may pertain to existing neighborhoods if there are opportunities to infill, update, and/or improve particular situations. Some of the existing older development in the Village already reflect these patterns of neighborhood development.

Infill Development

The Village has historically done a good job of filling in vacant areas within its developed portion before growing outward. However, there are locations in the Village where it should continue to focus efforts for residential and commercial development. Such areas are served by public utilities and should be utilized more efficiently by encouraging further development of them.

Redevelopment/Rehabilitation

Although the majority of the Village's housing stock is more than 30 years old and the older homes are generally very well cared for, there may be opportunities for redevelopment or rehabilitation of homes—particularly in the near downtown area of the Village.

Infill development, redevelopment, and rehabilitation opportunities should be encouraged in order to take advantage of existing infrastructure and services, provide opportunities for affordable housing, and prevent blight due to the presence of vacant parcels or dilapidated buildings. Density bonuses, housing grants for rehabilitation, and other incentives should be utilized. Brownfields (no longer active commercial or industrial sites that are or may be polluted) should also be identified, cleaned, and promoted for development.

Policies, Standards, and Procedures

Infill/redevelopment policies, standards, and procedures will apply to proposals for activities in designated areas. Forms of potential infill development include:

- The addition of new dwellings on vacant lots and other undeveloped parcels surrounded by existing residential development.
- The redevelopment of properties
- The introduction of neighborhood-related non-residential development, provide that these developments meet performance and architectural standards respecting the neighborhood's positive characteristics, level of activity, scale, and parking and traffic conditions.

Natural Areas

Environmentally sensitive areas (ESAs), such as wetlands and floodways, should not be developed and should be placed in conservancy. These features should be included in the design of developments as integral amenities and in some cases maintained in common ownership and utilized in the design of stormwater management facilities.

Parkways are recommended as linear parks typically along waterways. These parks are proposed to be primarily passive in nature, but they could contain multipurpose trails and associated amenities, such as park benches and/or picnic tables. The parkways and trails could be used for walking, biking, picnicking, and general access to waterways.

General Land Use Recommendations

- Consider developing and revising subdivision regulations to allow for traditional neighborhood developments and to promote other elements of Smart Growth, such as narrower rights-of-way and smaller minimum lot sizes.
- Encourage and promote mixed-use and higher density developments where designated and where appropriate infrastructure exists.
- Promote compact development by encouraging development to locate in areas where existing services and infrastructure are provided or where they can be easily provided in a cost-efficient manner before extending new services.
- Promote development patterns that emphasize “community” and “neighborhood” while discouraging isolated, fragmented utilization of land.
- Work with neighboring towns and villages to identify plans for areas along community borders and/or establish boundary agreements between local communities to ensure compatible land uses and minimize potential conflicts.
- Recognize that physical and cultural amenities are critical to attracting and retaining creative people and businesses.
- Work to improve the quality of life for citizens, avoid the negative consequences associated with loss of efficiencies from urban sprawl, and create interesting places that attract and educated workforce.

Residential Land Use Recommendations

- Encourage at least two (and preferably more) types of housing units (single-family, duplex, multifamily, condominium, elderly care/group homes, etc.) in all large-acreage developments (i.e., over 30 acres in size) where at least one-half of the lots are intended for residential uses.
- Avoid the concentration of higher density housing types in any one location.
- Strategically mix commercial, institutional, and recreational uses within residential developments to ensure residents have the option to walk or bike to these uses.

Commercial/Industrial Land Use Recommendations

- Enhance or redevelop commercial and industrial uses.
- Strongly promote the preservation and/or redevelopment of downtown areas.
- Encourage compact development and promote the redevelopment of underutilized, vacant, blighted, or brownfield commercial and industrial sites and buildings to efficiently utilize existing public utilities and services.
- Work to ensure that adequate infrastructure is in place, including utility services and transportation facilities, for existing and future business expansion needs.
- Develop and/or maintain design review standards and site plan review processes to ensure quality commercial and industrial development.
- Encourage commercial development in smaller neighborhood nodes and downtown, rather than in long strips along main thoroughfares.
- Promote the inclusion of a mix of small commercial ventures and residential uses within, and in close proximity to, business park developments.
- Focus redevelopment efforts (particularly in the downtown) by making streets and business facades more pedestrian-friendly for shoppers by encouraging buildings with minimal setbacks and with commercial uses on the first floor and residential uses above.
- Identify and expand industrial land to provide sufficient acreage for future needs in appropriate locations.
- Within neighborhood commercial areas, commercial buildings needs to be held to a strict design guideline so that they are designed similar in scale and architecture to the residential surroundings.
- Consider requiring business site plans to include sidewalks and/or trails (where appropriate), parking (preferably behind the building), and parking lot landscaping standards, including landscaped islands within large parking lots that break up the expanse of pavement.
- Promote infill development and redevelopment opportunities to take advantage of existing infrastructure and services and to prevent blight created by vacant and dilapidated buildings and parcels.

Natural Resources, Open Space, and Outdoor Recreation Land Use Recommendations

- Preserve and protect surface water features, including the cultural and scenic resources associated with these stream corridors.
- Develop smaller, accessible neighborhood parks within residential areas to create a sense of identity for the neighborhood and a gathering place for its residents.

Transportation System Recommendations

- Require well-connected internal street patterns within new development that also have frequent connections to the existing street system to enable and encourage people to walk and bicycle.
- Allow the development of cul-de-sacs near physical or environmental constraints that prohibit street connectivity.
- Mix and uses to create destinations that can be easily reached by pedestrians and bicyclists.
- Encourage the development and redevelopment of buildings that have zero or minimal setbacks, parking along the side or in the rear, and other features to allow for user-friendly bicycle and pedestrian modes of transportation.
- When cul-de-sacs must be built or development and physical barriers are not insurmountable, communities should require the designation of public rights-of-way at or near the end of the cul-de-sacs for multi-use paths that connect to neighboring subdivision, schools, parks, and other destinations.

Land Use Programs

Zoning and subdivision regulations provide specific land use restrictions and development standards. Since the early 1920's, when the concept of land development control was initiated in the United States, development control techniques have been expanded, refined and subjected to all levels of judicial scrutiny.

Zoning Regulations

Careful application of modern zoning controls can go far in assisting the community in accomplishing the goals of this comprehensive plan. The zoning ordinance establishes definitions, standards and procedures for administrative and legislative bodies to review and approve specific land developments. The existing zoning ordinance will be updated to reflect the plan recommendations for properties in the Village. The existing zoning map is currently being updated by the consulting Village Engineer.

Land Division/Subdivision Regulations

Instituting development standards for land subdivision is another regulating measure of importance in community development. It is essential that the opening of new residential and other areas, by the platting for sale of lots, be at a level which will not be a liability to the public at a future date. Subdivision regulations serve an important function by ensuring the orderly growth and development of unplatted and undeveloped land. These regulations would be particularly beneficial to determining whether larger lots in the Village could or should be further subdivided and, if so, what standards would need to be met in order for the Village to approve the land division.

Official Mapping

The official map is another tool for land use control that can be used to preserve the integrity of the comprehensive plan and to regulate future growth. Chapters 60 and 62 of the Wisconsin Statutes provide for the establishment of an official map to indicate all existing and planned streets, parks and other public uses. The official map enables the Village to prevent private development from occurring in areas designated for other uses. The Dane County RPC indicates the Village does have an official map. It will not likely be updated often since land uses within the Village will likely remain the same with a few exceptions.

Historic Preservation

Historic preservation is one of the most important land use issues for maintaining character and charm as residential structures are demolished and replaced. The Village regulates the development and rehabilitation of structures listed on the National Register of Historic Places in Wisconsin or the State Register of Historic Places through its Historic Preservation Ordinance and Design Review Ordinance. These ordinances should be strengthened and improved to better implement this Plan.

Codes

Building, electrical, plumbing, mechanical, and fire prevention codes provide sound standards for the safe construction, use, and occupancy of buildings. These codes should be considered implementation devices of plan for a variety of reasons. First, use of the codes insures that the high quality of development sought as an objective of the plan is, in fact, carried out via the permit and inspection requirements of the codes. Secondly, through the same permit requirements, government is providing a check-off point to insure that the land uses proposed are in accordance with the proposed uses embodied in the plan and permitted by the appropriate zoning district. Finally, use of the codes provides a mechanism that insures that, following the construction of the building to the required standards, it is maintained in an acceptable fashion over time.

Erosion Control and Stormwater Ordinance

The Village Board has recently approved a new Erosion Control and Stormwater Ordinance to address construction site erosion and uncontrolled stormwater runoff from disturbed land and development activities that result in significant adverse impacts on regional water resources and the health, safety, property and general welfare of the community, and diminish the public enjoyment and use of natural resources.

Sign Code

Sign regulations promote the public health, safety and welfare through a comprehensive system of reasonable, effective, consistent, content-neutral, and nondiscriminatory sign standards and requirements. These regulations play an important role in creating uniformity in size, appearance, placement, message, and purpose for signs to convey the appropriate information while contributing to community character. Cambridge's sign ordinance is currently incorporated into its zoning code.

9

Implementation**INTRODUCTION**



The keystone effort expressed in the previous chapters is the preparation of the comprehensive plan. The plan is the instrument which the Village will utilize to plan for and guide the growth and development of Cambridge over the next twenty years.

The comprehensive plan is considered to be a flexible guide to decision making rather than an inflexible blueprint for development. The decisions reflected in it regarding the location of different land uses were based on existing knowledge of the characteristics and expressed priorities of Cambridge leaders and its people and anticipated growth and development patterns. As this knowledge or comprehension of these and other factors

expands and makes existing proposals undesirable, then the plan should be amended.

Amendments should be made only after a realistic evaluation of existing conditions and the potential impact of such a change is made. Amendments should not be made merely to accommodate the daily pressures of planning and/or government. It is important to recognize that planning is a process that should occur on a continuing basis if the community is to take advantage of new opportunities as conditions change.

This comprehensive plan presents many proposals for the Cambridge community which are considered reasonable, feasible, and extremely important to the welfare of the entire community. However, the value of the comprehensive plan will be measured in terms of the degree of success which the community achieves in accomplishing these proposals. The effectiveness of the comprehensive plan will be directly related to the ongoing recognition of the plan proposals by the Village Board and by appointed boards and commissions. Their future decisions in taking administrative action, particularly those involving applications of provisions in the Zoning Ordinance and Subdivision Regulations, will determine the degree of success the community achieves in accomplishing the goals set forth in the plan.

The Plan Commission plays a very critical role in the planning process and must be ever alert to the opportunities and needs of the community; bringing such needs to the attention of the elected bodies or other entities within the community having direct responsibility for public improvements. The appraisal of local needs and the continuing application of the planning principals set forth herein will assure maximum benefits from the plan and will result in orderly and economical achievement of the goals which have been established in preparation of this plan.

Implementation depends upon both private and public action. Public action includes administration of the zoning ordinance and subdivision regulations, long range financial programming, and the review by the Plan Commission of proposals affecting the physical development of the community. The Plan Commission has a continuing responsibility to see that the plan is kept alive, as well as adjusted to conform with changing conditions. It must be realized that a change in one phase of the plan will, in most probability, affect all parts of the plan; and therefore, thoughtful consideration should be given to all implications before making a decision.

Administrative personnel and appointive boards and commissions will have the plan to guide them in decision making. Close cooperation between the Village and the Towns is essential to proper

administration and effectuation of the plan. Coordination with other governmental jurisdictions (i.e., County) and agencies is equally important to realization of planning goals.

The greatest number of decisions affecting urban development are made by citizens through private actions. Thus, it is essential that the public understand and support the plan. Through involvement of citizens in the development of the plan's goals and objectives, as well as additional input at various other stages of the planning process, it is the express intent of the plan to reflect the views of the community.

THE PLANNING PROCESS

Wisconsin's Comprehensive Planning Law (Wisconsin Statutes Sec. 66.0295) requires comprehensive plans to address plan implementation. This element includes a compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to Village ordinances, maps, regulations and codes. It also describes how each of the elements of the plan will be integrated and made consistent with the other elements of the plan, and will include a mechanism to measure Cambridge's progress toward achieving all aspects of the plan. Finally, this element provides a process for updating the plan no less than once every 10 years.

Development Control Ordinances

One of the most important tools of plan implementation is the authority to control development of private land. Cambridge has a zoning ordinance, subdivision ordinance, and design review ordinance.

Capital Improvement Plan

A method by which the public related components of the comprehensive plan can be implemented is through capital improvements programming (CIP). The CIP provides an orderly sequence of funding, prioritization and project status. It furnishes a means of assuring that projects will be carried out in accordance with the community's ability to pay without creating an excessive tax burden.

A capital improvement may be defined as a major expenditure of public funds, beyond maintenance and operating costs, for the acquisition or construction of a needed physical facility. Salaries, supplies, and other overhead expenditures are considered maintenance and operating costs and should be provided for elsewhere in the annual budgetary process. Improvements or acquisitions of a permanent nature representing a long-term investment of public funds are considered a capital improvement.

A capital improvement program is simply a method of planning for major capital expenditures and scheduling them over a period of years in order to maximize the use of public funds. It is a means of attempting to coordinate a physical development plan with the jurisdiction's current and anticipated financial resources.

Consistency Among Plan Elements

Section 66.1001(2)(i) of the Wisconsin Statutes requires that this element include a discussion of how the elements will be made consistent with the other elements of the Comprehensive Plan.

All elements of this comprehensive plan were prepared simultaneously by Village staff, residents, and consultants. All elements are designed to collectively achieve the Village's vision, which is to "continue to maintain Cambridge's identity as a small, attractive, pedestrian friendly residential community. Over the next 20 years, the Village will enhance its character and sense of place, which is defined by its unique neighborhoods, corridors and Village edges." There are no known inconsistencies between the different elements of chapters in this Plan.

Plan Adoption, Monitoring, Amendments and Update

Plan Adoption

The first official action toward plan implementation is adoption of the plan document by the Village Plan Commission. After the Plan Commission adopts the Plan by resolution, the Village Board must adopt the plan by ordinance. This action formalizes the plan document as the current basic frame of reference for general development decisions over the next 20 years. The plan, thereby, becomes a tool for communicating the community's land use policy and for coordinating various individual decisions into a consistent set of actions to harmoniously shape the area's continued growth in the desired manner.

Plan Use and Evaluation

The Village of Cambridge will base all of its land use decisions against this Plan's goals, objectives, policies, and recommendations, including decisions on private development proposals, public investments, regulations, incentives, and other actions.

Although Cambridge is a stable community with relatively limited growth and development expected over the life of this Plan, future conditions cannot always be accurately predicted. Accordingly, such variables as community character and transportation safety and mobility should be periodically compared against the Plan's assumptions and recommendations.

This Plan should be evaluated every two to three years to determine the Village's progress toward implementing the Plan and identifying areas that need to be updated. A joint meeting of the Village Board and Plan Commission should be conducted every two to three years to perform the evaluation. The evaluation should consist of reviewing actions taken to implement the plan, including their successes, failures, and costs. It should also include an updated timetable of actions not yet taken and their projected costs.

Plan Amendments

This Comprehensive Plan may be amended at any time by the Village Board following the procedures set forth in Wisconsin Statutes § 66.0295(4). Amendments are generally defined as minor changes to the plan maps or text. Amendments may be needed for a variety of reasons including:

- Changes in Village goals, objectives, policies and recommendations
- Unique opportunities presented by private development proposals
- Changes in Village programs and services
- Changes in state or federal laws

Any proposed amendments should be submitted to the Plan Commission for their review and recommendations prior to being considered by the Village Board for final action.

Plan Update

Wisconsin's Comprehensive Planning Law requires that the comprehensive plan be updated at least once every 10 years. An update is different than an amendment because the update is often a substantial rewrite of the plan document and maps. In addition, on January 1, 2010, "any program or action that affects land use" must be consistent with locally-adopted comprehensive plans, including zoning and land division ordinances. The Village should continue to monitor any changes to the language or interpretations of the State Law over the next seven years, and should consider updating the document prior to 2010.

Figure 9.1 VILLAGE OF CAMBRIDGE ACTION PLAN • 2004–2009

What	Who	When
Complete new sanitary waste treatment facility	Village Board	2004–2007
Formalize Capital Improvement Plan (CIP) process	Village Board/Committees	2005–2006
Explore the provision of a “traditional neighborhood development” chapter in the zoning ordinance for larger annexations on west boundary of Village	Plan Commission	2005–2006
Develop economic development strategies to re-establish prominence of downtown	Village Board/Plan Commission Redevelopment Authority Chamber of Commerce Property Owners	2004–2009
Investigate the use of the Tax Incremental Financing (TIF) for implementation along 12/18 corridor on west side of Village and for expansion of industrial park north of STH 18	Village Board	2005
Develop boundary agreement with Town of Oakland	Village Board	2005–2006

Cambridge Community Survey

The Village of Cambridge has recently embarked on an effort to develop a smart growth comprehensive plan. This process will occur over the next year or so, and your participation is critical to a successful and useful plan. This brief community survey represents the initial phase of the process, focused on eliciting community input on critical planning issues. The survey below will be used by the Village to inform the comprehensive planning process. The purpose is to hear from the Cambridge community about how you want Cambridge to look and function over the next twenty years. Please take the time to provide us with your feedback on these issues, so we can begin this process with a strong foundation of community input.

The next step of the process is the develop some specific goals and objectives to guide the future of the community. It is the Cambridge community that must develop these goals. We will conduct a goal-setting community event on **January 9, 2002 at 6:30 p.m** (registration begins at 6:00 p.m) in the Community Center Room to allow you the opportunity to set some goals for the future of the community. Please join us on January 9th for a night of brainstorming and discussion with your neighbors. Refreshments will be provided.

Please return the community survey by December 23 to the Cambridge Village Hall.

Planning and Growth Issues

1) Do you think the Village is growing too fast or too slow (population increased from 963 residents in 1990 to 1,101 in 2000, an increase of 14.3 % over the ten year period)? Please circle one:

Too fast Growth rate is fine Too slow No opinion

2) Should development be encouraged or discouraged in the Village?

Encouraged Allowed, but not encouraged Discouraged No opinion

3) If you favor development, where should Cambridge grow?

North South East West Other:

4) Should Cambridge tighten land use control standards?

Yes No Don't know current land use standards

Do you have any specific examples?

5) Where should commercial activity (office, service type uses) locate in the Village, if at all?

Downtown North South

East West Nowhere

Other:

6) Where should retail activity locate in the Village, if at all?

Downtown

North

South

East

West

Nowhere

Other:

7) What types of growth should be encouraged and where?

	Discourage	Encourage	Location/Where?
Residential (single family)			
Residential (multi-family)			
Condominiums			
Retail businesses for residents			
Tourist-related retail			
Commercial (office, services)			
Light industry			
Food Services			
Other			

Downtown Development

8) Should the number of businesses downtown be expanded?

Yes

No

No opinion

9) What types of businesses should be encouraged downtown? (check as many as apply).

General retail _____

Retail targeted at tourists _____

Residential _____

Commercial _____

Food Service _____

Other:

10) Are businesses accessible for senior citizens and the disabled?

Yes

No

No opinion

11) Is beautification of the downtown important?

12) Should commercial conversion of residential properties near downtown be permitted?

Yes *No* *No opinion*

13) Is there a parking problem downtown?

Yes *No* *No opinion*

14) Is traffic circulation or congestion a problem downtown?

Yes *No* *No opinion*

15) Tell us your vision for the downtown over the next 10 years? (stay the same; more retail; less traffic, etc...)

Youth Issues

16) Does Cambridge need more organized youth programs?

Yes *No* *No opinion*

17) Does Cambridge need more places for youth to go?

Yes *No* *No opinion*

18) If youth programs are proposed, how should they be funded?

Economic Development

19) Is the current mix of businesses in Cambridge adequate?

Yes *No* *No opinion*

20) What are the Village's strengths in attracting and maintaining business?

21) What are the Village's weaknesses in attracting and retaining business?

Housing

23) Is the current mix of housing (single family versus other) adequate?

Yes *No* *No opinion*

24) Does Cambridge need more affordable housing?

Yes *No* *No opinion*

25) Does Cambridge need more housing for the elderly?

Yes *No* *No opinion*

Community Services

26) Does Cambridge need more organized senior programs?

Yes *No* *No opinion*

27) Are the present library facilities adequate?

Yes *No* *No opinion*

Greenspace

28) Does Cambridge need more park/open space?

Yes *No* *No opinion*

29) Does Cambridge need more park facilities?

Yes *No* *No opinion*

If yes, Where do you propose the funding come from?

Please return to survey by December 23 to the Cambridge Village Hall and join us on January 9th for the next public meeting..

Cambridge Plan Steering Committee

Community Survey Results

	Cambridge	Percent	Christiana	Percent	Oakland	Percent	Rockdale	Percent	Total	Percent
1) Cambridge Growth Rate										
Too fast	25	28.7%	27	31.4%	50	19.1%	1	10.0%	103	23.1%
Fine	41	47.1%	37	43.0%	143	54.6%	8	80.0%	229	51.5%
Too slow	18	20.7%	18	20.9%	63	24.0%	1	10.0%	100	22.5%
No Opinion	3	3.4%	4	4.7%	6	2.3%	0	0.0%	13	2.9%
	87	100.0%	86	100.0%	262	100.0%	10	100.0%	445	100.0%
2) Development										
Encourage	19	21.8%	26	29.9%	103	38.3%	4	40.0%	152	33.6%
Allowed	39	44.8%	32	36.8%	120	44.6%	5	50.0%	196	43.3%
Discouraged	28	32.2%	28	32.2%	42	15.6%	1	10.0%	99	21.9%
No Opinion	1	1.1%	1	1.1%	4	1.5%	0	0.0%	6	1.3%
	87	100.0%	87	100.0%	269	100.0%	10	100.0%	453	100.0%
3) Grow Where?										
North	29	38.7%	21	25.9%	68	26.1%	3	25.0%	121	28.2%
South	12	16.0%	16	19.8%	33	12.6%	2	16.7%	63	14.7%
East	11	14.7%	16	19.8%	47	18.0%	2	16.7%	76	17.7%
West	23	30.7%	28	34.6%	113	43.3%	5	41.7%	169	39.4%
	75	100.0%	81	100.0%	261	100.0%	12	100.0%	429	100.0%
4) Tighten LU Controls?										
Yes	42	49.4%	36	41.4%	84	30.9%	5	50.0%	167	36.8%
No	17	20.0%	21	24.1%	58	21.3%	0	0.0%	96	21.1%
Don't Know	26	30.6%	30	34.5%	130	47.8%	5	50.0%	191	42.1%
	85	100.0%	87	100.0%	272	100.0%	10	100.0%	454	100.0%
5) Locate Commercial Activity										
Downtown	41	38.3%	34	35.8%	111	31.8%	7	46.7%	193	34.1%
North	35	32.7%	32	33.7%	87	24.9%	4	26.7%	158	27.9%
South	3	2.8%	3	3.2%	23	6.6%	1	6.7%	30	5.3%
East	9	8.4%	8	8.4%	39	11.2%	2	13.3%	58	10.2%
West	13	12.1%	10	10.5%	67	19.2%	1	6.7%	91	16.1%
Nowhere	5	4.7%	8	8.4%	20	5.7%	0	0.0%	33	5.8%
Other	1	0.9%	0	0.0%	2	0.6%	0	0.0%	3	0.5%
	107	100.0%	95	100.0%	349	100.0%	15	100.0%	566	100.0%

	Cambridge	Percent	Christiana	Percent	Oakland	Percent	Rockdale	Percent	Total	Percent
6) Retail Activity										
Downtown	69	63.9%	77	68.8%	219	202.8%	9	8.3%	374	65.3%
North	15	13.9%	13	11.6%	43	39.8%	1	0.9%	72	12.6%
South	3	2.8%	4	3.6%	9	8.3%	1	0.9%	17	3.0%
East	2	1.9%	4	3.6%	17	15.7%	1	0.9%	24	4.2%
West	15	13.9%	10	8.9%	40	37.0%	0	0.0%	65	11.3%
Nowhere	4	3.7%	4	3.6%	13	12.0%	0	0.0%	21	3.7%
	108	100.0%	112	100.0%	341	315.7%	12	11.1%	573	100.0%

8) Expand Business Downtown?										
Yes	43	52.4%	47	56.0%	158	62.9%	5	55.6%	253	59.4%
No	24	29.3%	15	17.9%	58	23.1%	2	22.2%	99	23.2%
No opinion	15	18.3%	22	26.2%	35	13.9%	2	22.2%	74	17.4%
	82	100.0%	84	100.0%	251	100.0%	9	100.0%	426	100.0%

9) Types of Downtown Businesses?										
General Retail	65	38.2%	61	33.9%	205	33.8%	9	37.5%	340	34.7%
Tourist Retail	36	21.2%	39	21.7%	157	25.9%	7	29.2%	239	24.4%
Residential	12	7.1%	14	7.8%	43	7.1%	2	8.3%	71	7.2%
Commercial	20	11.8%	12	6.7%	52	8.6%	2	8.3%	86	8.8%
Food Service	37	21.8%	53	29.4%	150	24.7%	4	16.7%	244	24.9%
Other	0	0.0%	1	0.6%	0	0.0%	0	0.0%	1	0.1%
	170	100.0%	180	100.0%	607	100.0%	24	100.0%	981	100.0%

10) Cambridge accessible for seniors?										
Yes	44	53.7%	39	48.1%	90	36.0%	3	30.0%	176	41.6%
No	15	18.3%	21	25.9%	56	22.4%	3	30.0%	95	22.5%
No opinion	23	28.0%	21	25.9%	104	41.6%	4	40.0%	152	35.9%
	82	100.0%	81	100.0%	250	100.0%	10	100.0%	423	100.0%

11) Is beautification important?										
Yes	60	71.4%	66	77.6%	210	81.7%	10	100.0%	346	79.4%
No	10	11.9%	15	17.6%	27	10.5%	0	0.0%	52	11.9%
No Opinion	14	16.7%	4	4.7%	20	7.8%	0	0.0%	38	8.7%
	84	100.0%	85	100.0%	257	100.0%	10	100.0%	436	100.0%

	Cambridge	Percent	Christiana	Percent	Oakland	Percent	Rockdale	Percent	Total	Percent
12) Permit Conversion?										
Yes	35	42.2%	47	59.5%	164	64.6%	7	70.0%	253	59.4%
No	30	36.1%	27	34.2%	60	23.6%	3	30.0%	120	28.2%
No Opinion	18	21.7%	5	6.3%	30	11.8%	0	0.0%	53	12.4%
	83	100.0%	79	100.0%	254	100.0%	10	100.0%	426	100.0%
13) Is parking a problem?										
Yes	32	38.1%	35	42.2%	109	41.3%	7	70.0%	183	41.5%
No	49	58.3%	43	51.8%	138	52.3%	3	30.0%	233	52.8%
No Opinion	3	3.6%	5	6.0%	17	6.4%	0	0.0%	25	5.7%
	84	100.0%	83	100.0%	264	100.0%	10	100.0%	441	100.0%
14) Is traffic a problem?										
Yes	40	48.2%	37	46.3%	108	42.4%	8	80.0%	193	45.1%
No	38	45.8%	33	41.3%	132	51.8%	2	20.0%	205	47.9%
No opinion	5	6.0%	10	12.5%	15	5.9%	0	0.0%	30	7.0%
	83	100.0%	80	100.0%	255	100.0%	10	100.0%	428	100.0%
16) Need for more youth programs?										
Yes	35	42.7%	42	50.6%	103	39.5%	10	100.0%	190	43.6%
No	29	35.4%	15	18.1%	67	25.7%	0	0.0%	111	25.5%
No Opinion	18	22.0%	26	31.3%	91	34.9%	0	0.0%	135	31.0%
	82	100.0%	83	100.0%	261	100.0%	10	100.0%	436	100.0%
17) More places for Youth?										
Yes	43	51.2%	46	56.1%	119	46.3%	10	100.0%	218	50.3%
No	24	28.6%	15	18.3%	53	20.6%	0	0.0%	92	21.2%
No Opinion	17	20.2%	21	25.6%	85	33.1%	0	0.0%	123	28.4%
	84	100.0%	82	100.0%	257	100.0%	10	100.0%	433	100.0%
19) Current business mix adequate?										
Yes	39	47.6%	27	32.5%	82	33.6%	2	20.0%	150	35.8%
No	39	47.6%	43	51.8%	124	50.8%	6	60.0%	212	50.6%
No opinion	4	4.9%	13	15.7%	38	15.6%	2	20.0%	57	13.6%
	82	100.0%	83	100.0%	244	100.0%	10	100.0%	419	100.0%
22) Sufficient job opps?										
Yes	14	17.7%	19	23.8%	39	15.2%	5	50.0%	77	18.1%
No	48	60.8%	40	50.0%	136	52.9%	5	50.0%	229	53.8%
No opinion	17	21.5%	21	26.3%	82	31.9%	0	0.0%	120	28.2%
	79	100.0%	80	100.0%	257	100.0%	10	100.0%	426	100.0%

	Cambridge		Christiana		Oakland		Rockdale		Total	Percent
23) Adequate Housing Mix?										
Yes	56	68.3%	38	46.9%	161	60.8%	4	44.4%	259	59.3%
No	21	25.6%	23	28.4%	51	19.2%	3	33.3%	98	22.4%
No Opinion	5	6.1%	20	24.7%	53	20.0%	2	22.2%	80	18.3%
	82	100.0%	81	100.0%	265	100.0%	9	100.0%	437	100.0%
24) Need for more affordable housing?										
Yes	46	53.5%	39	46.4%	106	39.4%	7	77.8%	198	44.2%
No	31	36.0%	29	34.5%	110	40.9%	1	11.1%	171	38.2%
No Opinion	9	10.5%	16	19.0%	53	19.7%	1	11.1%	79	17.6%
	86	100.0%	84	100.0%	269	100.0%	9	100.0%	448	100.0%
25) Need for more elderly housing?										
Yes	21	25.0%	39	47.0%	103	38.4%	3	33.3%	166	37.4%
No	38	45.2%	20	24.1%	71	26.5%	0	0.0%	129	29.1%
No Opinion	25	29.8%	24	28.9%	94	35.1%	6	66.7%	149	33.6%
	84	100.0%	83	100.0%	268	100.0%	9	100.0%	444	100.0%
26) Need for more senior programs?										
Yes	18	22.0%	25	30.1%	74	27.6%	3	33.3%	120	27.1%
No	27	32.9%	21	25.3%	49	18.3%	0	0.0%	97	21.9%
No Opinion	37	45.1%	37	44.6%	145	54.1%	6	66.7%	225	50.9%
	82	100.0%	83	100.0%	268	100.0%	9	100.0%	442	100.0%
27) Adequate Library?										
Yes	52	61.2%	39	45.9%	130	48.5%	6	66.7%	227	50.8%
No	23	27.1%	27	31.8%	65	24.3%	3	33.3%	118	26.4%
No Opinion	10	11.8%	19	22.4%	73	27.2%	0	0.0%	102	22.8%
	85	100.0%	85	100.0%	268	100.0%	9	100.0%	447	100.0%
28) Need for More Open Space?										
Yes	28	32.6%	28	33.3%	82	30.7%	3	33.3%	141	31.6%
No	53	61.6%	49	58.3%	160	59.9%	5	55.6%	267	59.9%
No Opinion	5	5.8%	7	8.3%	25	9.4%	1	11.1%	38	8.5%
	86	100.0%	84	100.0%	267	100.0%	9	100.0%	446	100.0%
29) Need for More Park facilities?										
Yes	26	31.3%	21	25.6%	67	25.2%	4	44.4%	118	26.8%
No	52	62.7%	49	59.8%	163	61.3%	5	55.6%	269	61.1%
No Opinion	5	6.0%	12	14.6%	36	13.5%	0	0.0%	53	12.0%
	83	100.0%	82	100.0%	266	100.0%	9	100.0%	440	100.0%

Comments:	Cambridge Residents' Responses
Question 3	<p>No Growth-we cannot afford it Keep downtown alive . Renovate existing space. Madison I do not favor development No subdivisions. We cannot afford them.</p>
Question 4	<p>No building where muskrats should be Do not develop farmland Yes, look at taxes in 1990 and what taxes are in 2001 and proposed 2002 service fees. Allow elected officials to make those decisions--not developers Let residents decide growth, if any. Fill what we already zoned within village. What about an industrial park or area? Developers shouldn't buy cheap and sell individual lots for exorbitant prices.</p>
Question 5	<p>Our water utilities won't handle growth-people in this town can't afford anymore expenses and increases in water bills and taxes. Restrictions on sign height-type of commercial business. Farmland No more uncontrolled junk yards. Get rid of junk yards</p>
Question 9	<p>We have enough! Keep truck traffic off Main Street before someone is killed. Everywhere North-Industrial Park Area Industrial Park off of 18 North of Hwy 18 Fill all empty sopts first. Wherever space is available</p>
Question 12	<p>Buy the Curtis Bar Bldg and create senior living; use the old church or the square for a new library with character and renovate historic building; unique character industry and shops downtown.</p>
Question 15	<p>Bypass 12 Less traffic 1</p>

More retail, more parking, less traffic with a bypass
 Cambridge lacks business for residents. Downtown traffic is terrible during tourist season. If Cambridge would ever allow (and possibly should) we sure could use a fast food-besides sub sandwiches and not everyone wants to go to a sit down restaurant-- need more choices.
 Expand slowly.
 Less traffic; bypass 1
 More retail.
 Stay the same. 11111111111111
 The downtown has nowhere to expand. Emphasis should be on improving the existing businesses by offering better products and services. Maintain and improve the appearance of the buildings.
 Keep Cambridge, Cambridge.
 Continued growth and renovation of structures; new building in brown areas.
 All truck traffic routed to bypass downtown making it safer for the tourists; make parking better.
 More walking areas; retail open past 5 pm.
 More tourist shops and commercial service centers
 Filled stores-no vacant buildings.
 Downtown retail for local people; bypass.
 More for local people
 Expand retail to North side of town along 18 to lessen congestion downtown.
 More retail, less traffic, need more parking that is easily accessible. Tourist retail is OK, but retail for residents is needed.
 More retail, less traffic, a pleasant place to shop--people who live here do not shop here.
 Active downtown with commercial, retail and restaurants.
 More trees along Main Street, less traffic would be great, but would business suffer?
 Less traffic
 Less through traffic
 More food places, retail
 More retail, more traffic
 We need to put in trees--trees that are not fast-growing. Look at New Giarus. I find our downtown to be barren.
 More retail, enforced speed on traffic
 if Hwy 12 is expanded--too much traffic-stop movement and keep the ??
 Retain specialty focus with blend of stores to attract residents (dime store, shoe store, clothing)
 More retail, mainly for residents, with a much improved overall appearance, but keeping the same nice small-town character.
 Replacing rusty signs would help a lot.
 Shift away from totally tourist-based economy.
 Stay the same or grow slightly
 Alternate truck route], so trucks aren't going through downtown
 A better mix of tourist, resident retail with services and office space.

Keep downtown stores full and maybe add some more.
 Develop a quaint community. Keep out fast foods. Keep out Walmart, Shopko, etc..
 More retail for both residents and tourists. Façade renovations, less traffic, beautification, including trees, flowers, benches, vilage square development, farmers market.
 Cambridge should grow with an approved plan, but no matter how large should maintain a homey, friendly atmosphere. Not opposed to rapid growth, if sewer plant is adequate.
 Downtown is somewhat full-keep downtown for the "tourists"
 Once road project completed, slow, steady growth.
 Expand office and retail, but keep existing downtown atmosphere.
 Anything that will increase tax base to relieve individual real estate tax.
 Same with slow growth
 Perhaps if all vacant buildings are fill and we need to expand commercial district, conversion of residential properties. A spotlight or 2 would help and is pre-planned in DOT 12/18 plan-let's do it now, so it does not cot more later. No trucks, 2 cross walk stop lights, no empty storefronts, expand library, senior housing or Main St. a comprehensive civic center at the Historic School with Auditorium.

Question 18

Village

Taxes and gov't help if possible.
 Both private and public funding
 Tax dollars; user fees; community donations.
 User fees. 11111
 Tax revenue is the most certain way to obtain funding for this important service.
 Not the Village's job-parents job.
 Partnership with fed-state and local with donations.
 Not through taxes 1111
 Contributions from individuals and companies
 Private donations 1
 Charities; tuition; fees.
 Donations and taxes
 A good hard-working business man.
 Taxes, foundation 1
 State and federal grants
 Those who use with some Village assistance
 Old fashioned fund-raising-hire professional fund raisers-new library with space for youth to do homework/computer use
 State grants and fund-raisers
 Youth who use should pay and scholarships for those who cannot pay

Let the kids have drives-fund raising be up to the kids-kids have more than enough
 User fees and fundraising
 By parents of youth users.
 Encourage private business downtown for youth market
 State/federal programs; village taxes; amundsen trust fund.
 Grants, matching grants, fundraisers (the Folk concert)
 Should be included in school budget. 1
 Support from community members-businesses. And from the property tax increase
 By the parents-user fees-no more taxes.

Question 20

None-more businesses for locals
 Variety and friendly shop owners.
 Retention of original downtown area and the unique stores
 Great tourist environment.
 The Village does a nice job promotion itself through ads, etc..
 Its quaintness and pastoral charm. Village festivities, such as the pottery show, parades, country Christmas, umbrella days and
 Maxwell St. days attract business.
 Only a cute, antiquated vision; the Village has never had a hand in downtown's success.
 Small village setting; historical appearance
 Need businesses geared to people who live in this town-not all tourism.
 Pleasant community
 Tourist attraction downtown
 Small town feel, safety, not mall-type atmosphere
 Not many-not many good locations downtown that are not occupied and Village Board is against business expansion away from
 downtown.
 Location-highways-need a bypass
 proximity to Madison
 What downtown looks like today.
 Excellent location and good traffic corridors.
 Certainly not low taxes
 Small town atmosphere for raising children; close to Madison.
 Good businesses downtown-caring owners.
 Name recognition
 Appearance-seems peaceful
 Unique shops
 Location, location, location

Village reputation
 Innate charm, accessibility, location, variety
 Clean and friendly community; good school system.
 Downtown
 Attractive downtown, good tourist base.
 Location
 Tourism has been established-Cambridge is a destination.
 Small town feel, basically not Brookfield or Sun Prairie.
 The many weekend events throughout the year that attract tourists
 High traffic volume
 Quaint look
 Charm, local population, talented citizenry (educated, professionals), proximity to other towns.
 Known for weekend activities, is accessible from Madison and Milwaukee. Retailers cater to tourists.
 Uniqueness of Village
 Schools, local shops
 Quaintness and location
 Location, access to transport., Lake Ripley
 Desire to slow growth and retain unique characteristics of the Village
 Upper end shoppers and tourists, location to Madison and Milwaukee, professional commuters (residence pop. Growing) Get businesses here that keep their money in Cambridge.
 Unique Village

Question 21

Tourist only.
 Parking
 Poor parking-anti-business sentiment on Village board, traffic congestion.
 Need to expand beyond tourism.
 Not comarable services to other areas.
 Lack of commitment to business owners by Village government
 Inadequate parking.
 No parking; taxes and water, sewer are out of line
 Incentives for business to move here; lack of space
 Only geared to tourism.
 Downtown road reconstruction.
 small retail, crafts, light dining past 6 pm, public golf course
 I do not know of any.
 Taxes 11

Space
 Leadership and taxes
 Parking and Village Board now has the pillow community it has always wanted.
 Village is too strict on zoning, etc..
 Lack of long range planning
 taxes too high
 Anti-business.
 Unwillingness to accept change.
 We do not have enough basic businesses-too much tourism.
 Bad streets-lighting-sidewalks need updating immediately.
 Lacking diversity
 Everything is highly prices-taxes, water, etc..
 Lack of good food
 Traffic load, US12, Trucks downtown
 Village is not looking after the people who live here-only want outsiders.
 Over-priced and limited housing options for employees; government expertise and foresight; infrastructure problems-sewer, water
 Painfully high taxes. Not many local residents shop downtown, businesses close at 5 when people aren't home from work until 6.
 Later hours, at least for summer and holidays would be appreciated.
 Village Board
 Too small, too rural, too close to Madison.
 Poor advertising and too many closed businesses
 Lack of people
 Disproportionate reliance on tourism, past ineptitude and mismanagement by Village gov't.
 Retailers aren't always willing to serve local residents like they serve tourists.
 Desire not to end up like Cottage Grove.
 Everyone is concerned about themselves and not the whole downtown area (space and land)
 Village's unwillingness to approve new development
 Unnecessary wrangling over politics and personal differences; high taxes.
 Lack of workforce or kids that are motivated to work; lack of community planning and development plan; apathy; a dysfunctional chamber without cooperation from Village; no vision. Not enough professional jobs, so we commute to Madison (low pay and no benefits).
 Taxes-terrible leadership

Question 22
 How can you have too many jobs?
 Need small industry

Cambridge Residents' Responses

Type of Growth	Discourage	Encourage	Total	% Discourage	% Encourage
SF Rsd.	16	56	72	22.2%	77.8%
MF Rsd	43	25	68	63.2%	36.8%
Condos	34	33	67	50.7%	49.3%
Retail for Residents	13	58	71	18.3%	81.7%
Tourist Retail	22	47	69	31.9%	68.1%
Commercial	10	63	73	13.7%	86.3%
Light Industry	11	63	74	14.9%	85.1%
Food Services	23	44	67	34.3%	65.7%
Other	2	0	2	100.0%	0.0%

Where	SF		MF		Retail for		
	Rsd	Rsd	Rsd	Condos	Rsdts.	Tourists	Retail for
N	7	4	4	5	6	2	18 24 2
S	7	2	2	4			1
E	5	2	2	1	1		1 3 2
W	9	5	5	6	5	2	5 3 3
IND						1	1 1
Downtown	2	1	1	3	20	26	16 1 15
HWY 18							7 1
A	3			5	6	4	4 2 4
SW	3	4	4	3			
NW		2	2	1	1		1 1
Existing Vacant Lots	2			1			
Lake Ripley	1						
Wolf Trucking Area					1		1