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MEMORANDUM

To: Town of Oregon Clerk Staff and Town Board

From: Lauren Striegl, PE, Director of Public Works and Elise Cruz, AICP, Director of Community Development, Village of Oregon

Date: September 4, 2026

Re: Responses to Town Board Questions re: proposed Veridian Featherwood Trails Neighborhood

Transportation and Safety

To estimate future traffic on Netherwood Road with and without the proposed development, the Village required and Veridian has commissioned a Traffic Impact Assessment (TIA) for Netherwood Road. The draft TIA, completed by KL Engineering, Inc, is attached to this document for review. The Netherwood Road segment included in the TIA runs from the western edge of the proposed Featherwood Trails development (west) to the intersection with Alpine Parkway (east).

In addition to the TIA, Veridian engineer D'Onofrio, Kottke and Associates (DKA) has developed a draft engineering plan set for the full Featherwood Trails development. This plan set includes information on the reconstruction of Netherwood Road adjacent to the development, including a plan, profile and cross-sections. The draft plan set is attached to this document for review.

The intersection of Netherwood Road and Fish Hatchery Road / County Trunk Highway D is not included in the draft TIA for the following reasons:

- a. The intersection is well outside of the Village's limits,
- b. The intersection, and all of CTH D, are under the control of Dane County, and
- c. The intersection sees (and will continue to see) traffic from areas beyond the Featherwood Trails development.

The Village would encourage the Town of Oregon to reach out directly to Dane County to discuss the future of the Netherwood Road / Fish Hatchery Road intersection, including potential improvements and their anticipated schedules. The Village agrees that the intersection as constructed is very awkward and impacts a significant number of Village residents traveling to or returning from the west. As such, the Village would be happy to lend support to the Town's petition to and / or participate in meetings with Dane County to advocate for intersection improvements.

T 2046 analysis in the TIA incorporates most of the conditions (full build-out, peak-hour traffic, existing traffic, school/park traffic) listed in this question. The TIA does not incorporate other potential significant development on this corridor, as such development has not been proposed or even conceptualized at this time. Any such future development plans within the Village would be required to include similar TIAs to evaluate their impact on corridor traffic.

As shown in the draft plan set, the development includes an enhanced pedestrian/bicycle crossing on Netherwood Road approximately midway across the Highlands of Netherwood Park area. The Village will work with Veridian's engineer to identify the most appropriate enhancements at this crossing. It is anticipated that visual enhancements (including signage and / or Rectangular Rapid Flashing Beacons) will be a central component of the design.

In addition to crossing-specific safety improvements, safety of the entire Netherwood Road corridor adjacent to the Featherwood Trails development will be enhanced by the proposed urbanization of the northern half of the roadway (see attached plan set). Urbanization, including the addition of curb and gutter, bike lane and parking lanes, and sidewalk, will both provide pedestrian- and bicycle-specific transportation options, and will narrow the driving corridor. The latter change will likely be paired with a reduced (from existing) speed limit, slowing vehicles and increasing safety.

The Village would encourage the Town to reach out to Dane County regarding bicycle and pedestrian safety concerns on Fish Hatchery Road / CTH D (see the response to (2) above).

Should the Featherwood Trails development move ahead (including annexation to the Village of Oregon), the neighborhood would fall under the jurisdiction of the Oregon Police Department and the Oregon Area Fire and EMS District. Both agencies will be fully involved in the review of all neighborhood plans.

Flooding, Groundwater and Stormwater

As required by the Village's development process, Veridian engineer DKA has prepared a draft Stormwater Management Plan (SWMP) for the proposed development. The draft SWMP is attached to this document for review. The SWMP will be reviewed by several agencies, including the Village, the Capitol Area Regional Planning Commission (CARPC), and Dane County Land and Water Resources, for compliance with applicable Village (Chapter 22 of the Municipal Code), Dane County (Chapter 14 of the Dane County Ordinances), State of Wisconsin (Chapter NR 151) and federal stormwater and runoff management rules and regulations.

As part of the planning and preliminary design process, Veridian engineer DKA contracted with local geotechnical firm CGC Inc. to obtain extensive soil borings throughout the proposed development area. Boring logs, which include groundwater elevations, are included as Appendix B to the draft SWMP (attached).

The SWMP includes an analysis of expected stormwater runoff conditions in the proposed Featherwood Trails development several high-risk, low probability events, including the 100-, 200- and 500-year and back-to-back 100-year storm events. The latter two events exceed the Dane County-set standards for peak runoff control, and were included in the analysis in recognition of the unique topography and sensitive nature of this proposed development.

The proposed Featherwood Trails development will be required to meet all applicable stormwater runoff standards. The SWMP demonstrates that the proposed development as designed will exceed those standards and provide protection to Featherwood Trails residents and neighbors even under very severe precipitation events.

The flooding at Florida Avenue described in the question had many contributing factors, including its location in the Federal Emergency Management Agency (FEMA)-defined regulatory floodway (55025C0592H). The floodway is defined as that portion of the floodplain required to convey regional flood discharge, and is associated with the highest risks to structures and safety during regional flood

events. The proposed Featherwood Trails development, unlike Florida Ave, is located outside / above the FEMA-defined areas of high flood risk (including the floodway and floodplain).

Public Infrastructure Installation and Maintenance

The Village will lead a “Lincoln Road-Type” Maintenance Agreement process over the coming months which will clarify how maintenance, plowing, and other services will be handled for W. Netherwood Rd.

Built infrastructure related to the development (roads, sidewalks, multi-use paths, water and sewer utilities, stormwater management ponds) will be installed by and at the cost of the developer. A Westside Sanitary Sewer Interceptor fee will be paid at the time of annexation, contributing towards ongoing maintenance of that infrastructure. Significant fees in lieu of parkland dedication are expected from Veridian, as their planned pocket park does not meet the full parkland dedication requirements. Impact fees for parkland improvements and library impact, along with water connection impact fees, will be paid upon each building permit issuance for each dwelling unit. Other Village revenue sources will support ongoing maintenance of these facilities.

As currently designed, the entire cross-section of Netherwood Road adjacent to Featherwood Trails would be resurfaced in conjunction with the development. The northern half of the section would be reconstructed as an urban roadway, as shown in the draft plan set (attached). The southern half of the section would be resurfaced, but remain a rural cross-section (no curb and gutter).

Conversion of the southern half of the Netherwood Road cross-section to an urban section was considered. However, due to right-of-way limitations and drainage concerns along the corridor, Village staff has recommended maintenance of the rural cross-section on the southern side of the road at this time.

Prior to the start of construction, the contractor will be required to obtain all applicable permits, including Village of Oregon Erosion Control and Stormwater Management Permits. Inspection and enforcement of erosion control and stormwater management permit requirements will be performed by Dane County Land and Water Resources staff on behalf of the Village of Oregon. Construction vehicles will be required to follow all traffic laws. Enforcement of traffic laws within the Village’s boundaries will be provided by OPD.

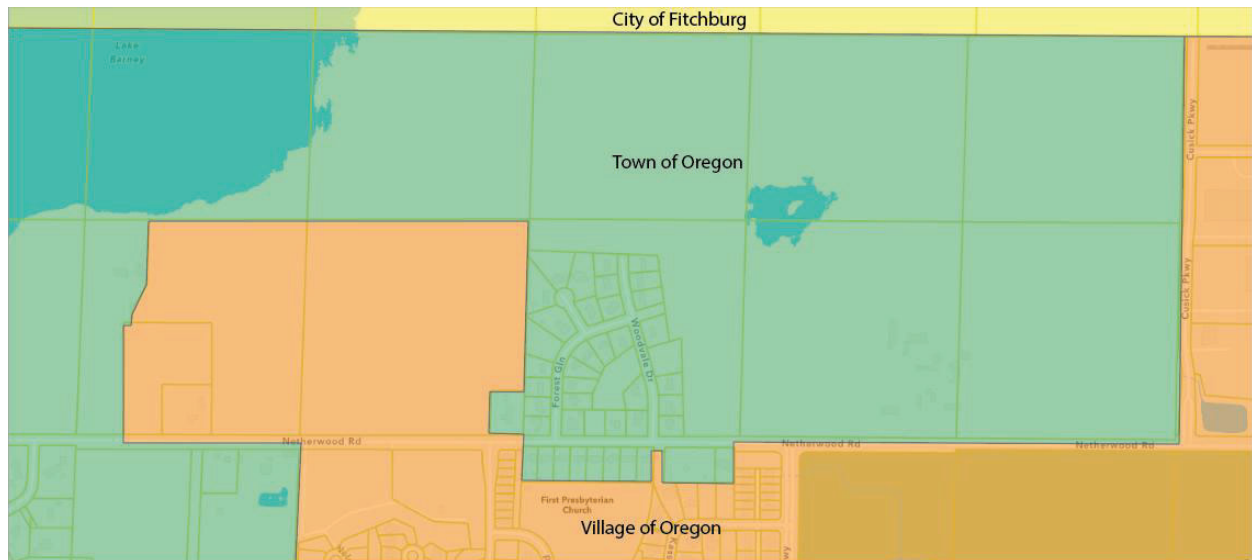
The Village always encourages persons travelling in and around construction sites to exercise increased caution and vigilance, particularly around large construction equipment or vehicles.

The section of roadway between Peterson Trail and Alpine Parkway is in the Town of Oregon. Residents along that section of roadway have not requested annexation, and the Village has no plans to acquire the roadway or construct improvements in that area.

The Village has no immediate plans to extend water or sewer service along Netherwood Road between Peterson Trail and Alpine Parkway. The proposed Featherwood Trail development will be served by existing utility infrastructure in the Highlands of Netherwood neighborhood. This topic could be explored further in Cooperative Boundary Agreement process that the Town and Village plan to work on throughout 2027.

Jurisdiction and Boundaries

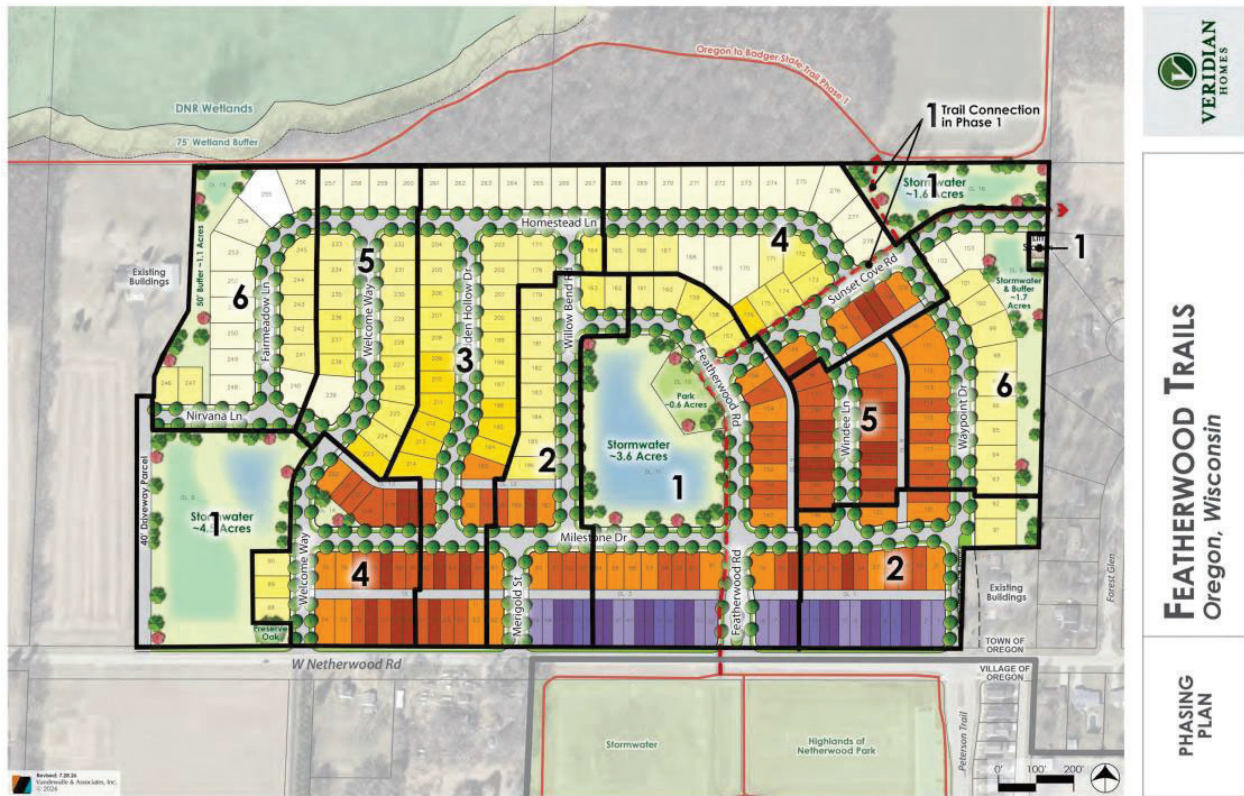
The Village is not allowed to annex properties that would create Town islands. The Alpine Dairy, WI Dept. of Corrections, and remaining Jenkins properties allow contiguous connection to other Town of Oregon property to the east of the Featherwood Trails neighborhood. Several other Town properties that are nearly surrounded by the Village exist currently elsewhere in the area, such as 5214, 5521 and 5527 CTH CC, as well as Oregon Town Hall itself. See screenshot below showing the potentially adjusted Village boundary post-annexation of Featherwood Trails and contiguous Town boundaries.



When properties are annexed, or planned to be annexed in the future, into the Village of Oregon, a plan could explore the connection of those properties to public water and sewer utilities when feasible. Regarding road maintenance, the planned W. Netherwood Rd. maintenance agreement could discuss those details and will be reviewed by both governing bodies.

Development Conditions and Accountability

The majority of the public infrastructure required to be paid for and installed by the developer will be in place prior to the related phases of the project can have occupied homes. See screenshot below of the latest phasing plan shared by Veridian. Infrastructure including major roads, all stormwater management ponds, lift station, pocket park, and trail connection will all be installed in Phase 1.



The Village of Oregon has jurisdiction over all planned infrastructure improvements. The Development and/or Annexation Agreement will outline all conditions of approval, fees, and infrastructure requirements (including timing, responsibility on the developer to pay for said infrastructure, etc.). Exact timing of planned infrastructure improvements has not yet been determined, but sitework could start as early as Late Winter/Spring 2027.

Construction dedication and acceptance of public infrastructure by private developers follows a strictly-defined process in the Village of Oregon. As outlined in Chapter 18 of the Village's Municipal Code, all infrastructure must be constructed per a project-specific Development Agreement and the Village's standard construction specifications, and installed under the supervision of the Village's consulting engineer. Unless otherwise negotiated between the Village and a developer, public improvements have a one-year warranty period from the time of acceptance.

Following the warranty period, infrastructure originally funded by developers is monitored, maintained, repaired and/or replaced following the same process and procedures used for all other Village-owned infrastructure.