
City of Fitchburg Amendment Request:

City of Fitchburg Central Urban Service Area
Dane County Land Use and Transportation Plan
Dane County Water Quality Plan

Northeast Neighborhood



Prepared by:
City of Fitchburg
Planning and Zoning
Department

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For Consideration by the:

Capital Area Regional Planning Commission
Wisconsin Department of Natural Resources

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ABBREVIATION LIST

Amendment Area – Northeast Neighborhood

BMP – Best Management Practices

CARPC – Capital Area Regional Planning Commission

Comprehensive Plan – City of Fitchburg Comprehensive Plan (Adopted: March 24, 2009)

Council – City of Fitchburg Common Council

CUSA – City of Fitchburg Central Urban Service Area

DNR – Wisconsin Department of Natural Resources

EMS – Emergency Medical Service

FAR – Floor Area Ratio

MMSD – Madison Metropolitan Sewerage District

NHI – State of Wisconsin Natural Heritage Inventory

NVSI – Nine Springs Valley interceptor

R1 – Low-Density Residential

R2 – Medium-Density Residential

I. INTRODUCTION

This document serves as an application by the City of Fitchburg to amend its Central Urban Service Area (hereafter “CUSA”) and the *Dane County Land Use and Transportation Plan* and *Dane County Water Quality Plan* for the purposes of including the whole of the Northeast Neighborhood in the CUSA and providing sanitary sewer, water, and other urban services therein.

This document consists of four Elements as follows, 1. – 4.:

1. Introduction
2. Existing Conditions
3. Future Conditions
4. Conclusion

The Introduction Element provides an introduction to and an overview of this document and the Northeast Neighborhood. The Existing Conditions Element provides an inventory of existing conditions in both the City and the Northeast Neighborhood, identifying existing City land use policy and inter-governmental cooperation efforts, inventorying available developable lands within the CUSA, and inventorying the Northeast Neighborhood including location, land use, land ownership, and environment. The Future Conditions Element provides an inventory of land use demand in the City and also planned future conditions in the Northeast Neighborhood including land use, development phasing, and urban services to be provided by the City and other entities. These urban services include but are not limited to sanitary sewer, water, storm water management and erosion control, transportation, police/fire/emergency medical, parks/open space, and public school systems. The Conclusion Element summarizes the major components of this document.

The Northeast Neighborhood encompasses approximately 986 acres or approximately 1.5 square miles in the far northeastern corner of the City, north of Lacy Road and east of U.S. Highway 14. The Neighborhood is one of eight neighborhoods identified within the City’s future urban growth boundary in accordance with the City of Fitchburg Comprehensive Plan, adopted by the City of Fitchburg Common Council (hereafter “Council”) on March 24, 2009.

The Northeast Neighborhood Plan (see Appendix II herein) was adopted by the Council as an amendment (Appendix A3) to the City’s Comprehensive Plan (hereafter “Comprehensive Plan”) on April 27, 2010. The Neighborhood Plan analyzed the Neighborhood and adjacent and proximate lands, comprehensively and holistically, and proposed a desired future growth and development pattern for the neighborhood, providing a framework in which to evaluate neighborhood development proposals.

The Council, upon recommendation by the City of Fitchburg’s Plan Commission, approved Resolution R-18-14 endorsing amendment of the CUSA to include the Northeast Neighborhood on February 25, 2014 after finding this amendment consistent with the Comprehensive Plan.

The General Community Development Goal for the Northeast Neighborhood, as contained in the Northeast Neighborhood Plan, is as follows:

*To attain a pattern of community development that includes environments suited to a variety of needs, including privacy, productivity, convenience, beauty, sustainability and diversity.
To develop a compact urban community that is both visually and functionally distinct from its agricultural surroundings.*

- *Encourage development that is compatible with adjacent land uses;*
- *Ensure that, when the Northeast Neighborhood is completely built-out, it is an interconnected neighborhood; mandate that future development proposals consider implications of their development on neighboring properties;*
- *Ensure that future development uses appropriate measures to properly manage storm water runoff such as site or regional detention/infiltration areas, while incorporating an emphasis on storm water quantity and quality;*
- *Strive for a balanced neighborhood by providing for a variety of land uses;*
- *Ensure any phasing program is consistent with the Comprehensive Plan;*

Development within the Northeast Neighborhood will be consistent with that goal, other goals identified in the Northeast Neighborhood Plan, the Comprehensive Plan, all other applicable plans, and sound land use planning and development principles, ensuring preservation of environmental resources and minimizing the effects of land use change on these resources, both within the Northeast Neighborhood and throughout the region.

Map 1 identifies the location and vicinity of the Northeast Neighborhood.

II. EXISTING CONDITIONS

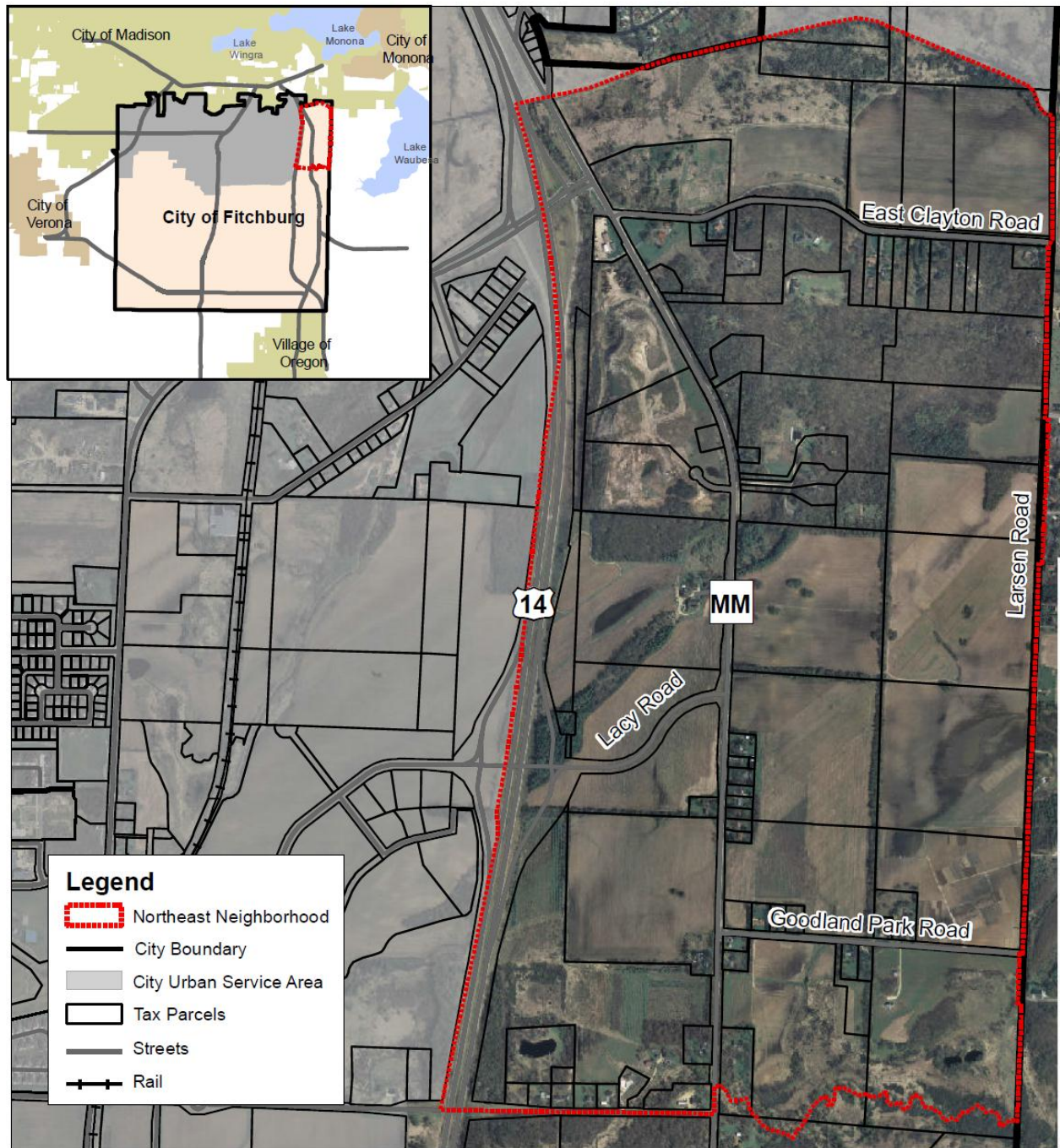
This Element provides an inventory of existing conditions in both the City of Fitchburg generally and the Northeast Neighborhood specifically. This Element identifies existing City land use policy and inter-governmental cooperation efforts, and provides an inventory of both available developable lands within the CUSA and the Northeast Neighborhood (hereafter “Amendment Area”) including location, land use, land ownership, and environment.

CITY LAND USE POLICIES AND INTER-GOVERNMENTAL COOPERATION

The Comprehensive Plan established a future urban growth boundary containing land areas (neighborhoods) to be considered for future inclusion in the City’s CUSA. This future urban growth boundary was developed to ensure consistency with the following goals, 1. – 4.:

1. Maintain the co-existence of the City’s urban and rural areas;
2. Create attractive high-density transit oriented neighborhoods in the City;
3. Improve the quality of existing developed areas of the City through maintenance and redevelopment;
4. Preserve the integrity and function of the City’s natural resources and productive agricultural soils;

Map 1: Northeast Neighborhood: Location and Vicinity



NORTHEAST NEIGHBORHOOD: LOCATION AND VICINITY



0 0.125 0.25 0.5 Miles

CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 06/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



Comprehensive Plan policy states development, on average, shall not exceed 75 acres per year within the CUSA. (Development is defined as: *Any residential, business, commercial, industrial, or institutional land uses and associated required transportation networks, storm water management systems, and parks/open space.*). City Planning and Zoning Department staff calculates the average 75 acres per year of development on a rolling five-year average based on City-approved land divisions, rezonings, building permits, and future development phasing plans. Over a five-year period, the policy requires the average development rate not exceed 75 acres per year, taking into account that in some years development may exceed that amount and in other years development may be less than that amount.

Comprehensive Plan policy also limits the amount of available developable land within the CUSA to 1,875 acres (20 years plus 5-year flexibility factor, each at a rate of 75 acres per year). This “5-year flexibility factor” is taken into account for those landowners within the CUSA that may not want to develop their land during a given time period, due to various conditions. Finally, additions to the CUSA may exceed the 375 acres per 5 year average, **but in no case shall there be more than 1,875 acres of available developable land in the CUSA.**

The Northeast Neighborhood Plan, adopted as Appendix A3 to the Comprehensive Plan by the Council on April 27, 2010, undertook a comprehensive, holistic Systems Analysis of the Amendment Area, formulating a vision for the neighborhood, including planned future land uses, to guide neighborhood growth and development. The Systems Analysis inventoried and analyzed environmental resources and existing and potential infrastructure and urban services, and the relationships between them, to inform and guide growth and development in the Amendment Area. The Northeast Neighborhood’s Plan’s goals, objectives, and policies were an outgrowth of the Systems Analysis and strive to preserve and enhance environmental resources in the Amendment Area, ensuring that development and land use change does not significantly compromise the function or integrity of these resources, both within the Amendment Area and throughout the region.

The aforementioned land use policies, phasing of formation of neighborhood plans and development within these neighborhoods, as well as the land division, land rezone, and building permitting processes, are all tools the City utilizes to guide growth and development within its borders and ensure adherence to the aforementioned Comprehensive Plan and goals, policies, and recommendations contained therein. These policies, tools, and plans, working in conjunction, encourage and promote development of compact neighborhoods and redevelopment/infill opportunities in the City.

As the City developed its Comprehensive Plan, notice was sent to surrounding communities including the Towns of Dunn, Oregon and Verona, seeking feedback on the City’s proposed urban growth boundary, as contained in the draft Comprehensive Plan, as well as methods in which the various governmental units could potentially cooperate to ensure economical and efficient deliverance of services within their respective borders. The City received comment from the Town of Verona Open Space and Parks Commission stating the Town would be willing to work with the City Parks Department on parks, open space, and trails in those areas in which both the Town and City have a mutual planning interest.

The City also sent notice to the City of Madison and the Towns of Madison and Dunn during the Northeast Neighborhood Plan development process. A representative from the Town of Dunn attended two plan development public meetings and identified the following concerns related to inclusion of the Amendment Area in the CUSA and subsequent development of the Area:

1. Stormwater management in the Amendment Area and the potential for flooding in the Meadowview sub-division in the Town;
2. The effect of development on groundwater that feed springs in close proximity to the Amendment Area;
3. The effect of development on Lake Waubesa and associated wetlands;

The Town of Dunn's general position is opposition to development of the Amendment Area.

DEVELOPABLE LAND IN THE CITY CENTRAL URBAN SERVICE AREA (CUSA)

The City currently has developable lands within the CUSA. Table 1 identifies available developable land within the CUSA, as of June 1, 2013, by Land Use Type.

Table 1: City of Fitchburg: Available Developable Land

Land Use Type	Lots	Pads	Acres
Residential – Single Family	96		23.3
Developer/Builder	54		9.3
Privately Owned	22		7.0
Own Adjacent Lot	20		7.0
Residential – Multi Family or Condominium			66.3
Multi-family lots	18		40.8
Single-family pads		35	11.1
Duplex pads		31	8.9
Four unit pads		3	1.0
Sixteen unit pads		4	3.4
Eighteen unit pads		1	1.1
Commercial/Industrial	42		98.0
Redevelopment/Infill	18		139.8
Smart Code – T5	8		4.7
Unplatted			793.5
TOTAL	164	74	1,125.5*

Source: City of Fitchburg Planning and Zoning Department – 2013

Currently, there is approximately 1,126 acres of available developable land in the CUSA, with approximately 23 acres designated for Residential – Single Family use, approximately 66 acres designated for Residential – Multi-Family or Condominium use, approximately 98 acres designated for Commercial/Industrial use, approximately 140 acres designated for Redevelopment/Infill use, approximately 5 acres in the City's Smart Code zoning district, and approximately 794 acres that are unplatted.

* The City is concurrently applying to bring the North Stoner Prairie Neighborhood into the CUSA, with this Neighborhood consisting of approximately 247 developable acres. If the application to bring the North Stoner Prairie Neighborhood into the CUSA is approved, an additional 247 acres would be available for development.

The following categorizes available developable lands in the CUSA as Vacant or Redevelopment/Infill, and details the predominant areas in which these lands are located.

Vacant

Uptown

The City's Uptown Neighborhood consists of approximately 193 potentially developable platted and unplatted acres, located just west of the Amendment Area. The Green Tech (Uptown) Neighborhood Plan was adopted by the Common Council in 2002, formulating a transit-oriented development vision for the neighborhood to include a mix of high-technology and bio-technology businesses, neighborhood-oriented services, and attached housing options. The U.S. Highway 14/Lacy Road interchange, completed in 2012, provides direct east-west access from the highway to the City and the neighborhood via Lacy Road. A multi-modal transportation system is envisioned for the neighborhood to accommodate planned high-density office, commercial, mixed use, and residential land uses.

The whole of the Uptown Neighborhood is within the City's Smart Code Zoning District, adopted into the City's Zoning Ordinance on October 12, 2010. This zoning district is a "form-based" district, allowing for greater development and administrative flexibility, focusing on land uses that work in conjunction to offer a development pattern and form on a more "human" scale.

McGaw Park (North)

The City's McGaw Park (North) Neighborhood consists of approximately 283 potentially developable unplatted acres, located south of Lacy Road, just west of Syene Road. The McGaw Park Neighborhood Plan was adopted by the Council on June 9, 2009 and the northern half of the neighborhood was brought into the CUSA in 2010 after approval by the Capital Area Regional Planning Commission (hereafter "CARPC") and the Wisconsin Department of Natural Resources (hereafter "DNR").

The neighborhood has various planned land uses. A 76-acre Transit Orientated Development area, in the northeastern corner of the neighborhood just south of Lacy Road, is proposed to be highlighted by a transit center, to be ringed by higher density and mixed use development. The transit center could be served by either light-rail, bus-rapid transit, or both. Additionally, a 36-acre business park is planned in the northeast corner of the neighborhood, just south of Lacy Road and a 51-acre business park is planned east of the existing Fitchburg Technology Campus. Two mixed-use areas are identified in the neighborhood, to include office, residential, and retail uses. One 4-acre mixed use area is planned just south of Lacy Road and just east of the existing Waterford Glen Subdivision. Ideal uses in this area include neighborhood service uses such as coffee shop, personal services, convenience or grocery store, carry-out restaurant, and boutique retail. A 57-acre mixed use area, balancing employment and residential uses, is designated for the western portion of the neighborhood, just south of the existing Fitchburg Technology Campus. Finally, three low-density residential area and three medium-density residential areas are planned throughout the neighborhood.

East of Fish Hatchery Road

The area east of Fish Hatchery Road, both north and south of Post Road, consists of approximately 23 potentially developable unplatted acres. This area was identified as appropriate for development in the *North Fish Hatchery Road Opportunity Analysis and Concept Plan*, adopted by the Council on May 11, 2004, with high-density residential and mixed land uses being designated for this area. The plan called for the extension of Post Road to the east of Fish Hatchery Road, providing transportation access to

unplatted lands. This road extension was completed by the City in 2012. A 9.8 acre multi-family residential project began in this area in 2013.

Seminole Highway and Lacy Road

The area north of Lacy Road, both east and west of Seminole Highway, consists of approximately 110 potentially developable unplatted acres. Approximately 40 acres are located east of Lacy Road, westerly adjacent to the existing Lacy Heights Neighborhood. This acreage is planned for single-family residential use. Additionally, 70 acres, also planned for single-family residential use, are located adjacent to the City's westerly boundary.

West of Fitchburg Research Park and East of Swan Creek

This area, west of the Fitchburg Research park and east of the Swan Creek sub-division, consists of approximately 121 potentially developable acres. Approximately 94 acres are located north of Lacy Road, with 71 acres planned for low-density residential use, 11 acres planned for medium-density residential use and 12 acres planned for industrial-commercial use. Approximately 27 acres are located south of Lacy Road, with 9 acres planned for low-density residential use and 18 acres planned for low-density residential and mixed use.

Other

The majority of the City's vacant developable residential lands (platted lots) are scattered throughout four sub-divisions, 1. – 4., as follows:

1. Renaissance on the Park;
2. Oak Meadow;
3. Waterford Glen;
4. Swan Creek;

Other vacant developable business/commercial lands are located throughout the City as follows, 1 – 2.:

1. The Fitchburg Business and Commerce Parks, located south of McKee Road and west of Seminole Highway, have essentially built out with a total of 3 vacant lots between these two areas.
2. The Fitchburg Technology Neighborhood, located between Fish Hatchery Road both north and south of Lacy Road, currently has 29 vacant lots, available specifically for science/technology companies, although more land exists for this type of use. This neighborhood is comprised of three employment hubs (Fitchburg Center, Fitchburg Technology Neighborhood, and Green Tech Village) and is designed as a 2,000 acre live/work/play community. This neighborhood offers residential sub-divisions with a variety of housing options that incorporate mixed use retail and commercial areas connected by parks, green space, walking/biking trails, and multi-modal transportation.

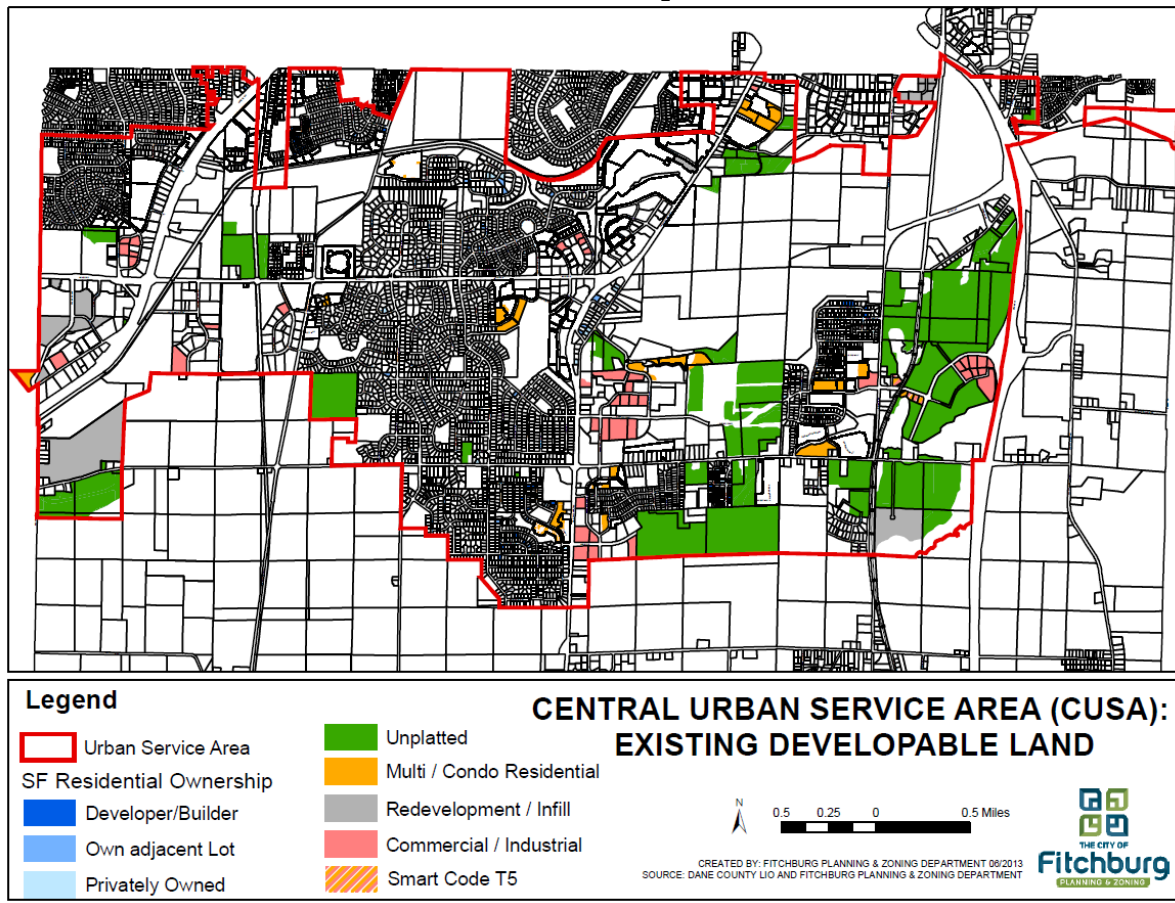
Redevelopment/Infill

The City currently has four redevelopment/infill areas within the CUSA, totaling approximately 140 acres, as follows, 1. – 4.:

1. Orchard Pointe, located in the western portion of the City, just south of McKee Road: This area was reclaimed from a former quarry and platted and is planned for commercial retail and business uses, with a small portion of the area planned for mixed-use.
2. The northeast corner of the City along Rolfsmeyer Drive, in close proximity to the City of Madison: This area formerly consisted of a mixture of businesses and large residential lots. This area is designated as a Tax Incremental Financing District (TIF) and is planned for future industrial uses.
3. The Traceway Drive area, just west of Fish Hatchery Road: The City is in early discussions with the property owner of The Pines and The Fairways apartment complexes to develop a revitalization plan for the former Ridgewood Apartments in this area.
4. The north side of McKee Road, and mainly east of Verona Road, as identified in the City's Arrowhead Redevelopment Plan adopted by the Council on October 11, 2012: In accordance with the Plan, the City will be installing a street from McKee Road to the Verona Road frontage road to provide redevelopment/infill opportunities in the area.

Map 2 identifies available developable land with the City's CUSA.

**Map 2: City of Fitchburg: Central Urban Service Area (CUSA):
Available Developable Land**



NORTHEAST NEIGHBORHOOD

Location

The Amendment Area encompasses approximately 986 acres or 1.5 square miles. The northern boundary of the Amendment Area abuts developed lands within the City of Madison, extending for approximately 0.9 miles, just north of East Clayton Road. The southern boundary of the Amendment Area abuts agricultural lands within the City of Fitchburg, extending for approximately 0.9 miles, paralleling Lacy Road. The western boundary of the Amendment Area abuts the CUSA and parallels U.S. Highway 14, extending for approximately 1.8 miles, with the majority of abutting land either developed or platted. The eastern boundary of the Amendment Area runs coincident with the City of Fitchburg's eastern border and Larsen Road, extending for approximately 1.7 miles and abutting agricultural lands in the Towns of Dunn and Blooming Grove.

Land Use

Existing land use in the Amendment Area is primarily agricultural with smaller areas containing single-family residences, woods, and wetlands. Table 2 identifies existing land use in the Amendment Area.

Table 2: Northeast Neighborhood: Existing Land Use

Land Use Type	Acres / Percent	Acres to be in Environmental Corridor
Residential (Rural)	109.0 / 11.0%	5.7
Rural Development and Commercial	47.7 / 4.8%	1.2
Agriculture	577.5 / 58.7%	30.4
Right of Way	101.6 / 10.3%	1.0
Wetland	135.3 / 13.7%	135.3
Open Space/Green Space	14.8 / 1.5%	99.9
Total	985.9	273.5

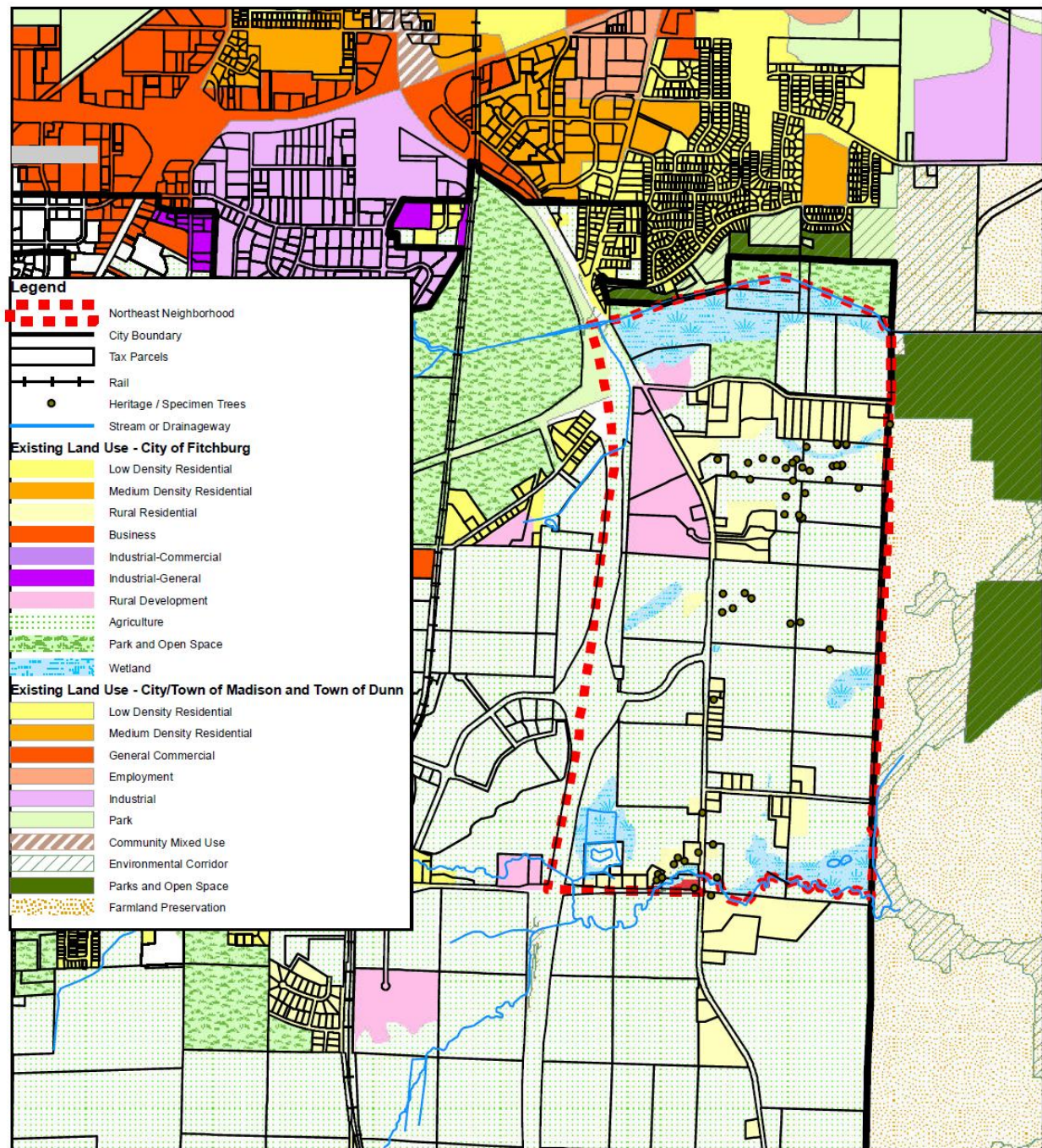
Source: City of Fitchburg Planning and Zoning Department – 2013

Agriculture accounts for the largest existing land use in the Amendment Area at approximately 578 acres (58.7%), with Residential (Rural) accounting for the next largest land use at approximately 109 acres (11.0%). A total of approximately 274 acres (27.8%) of the Amendment Area are proposed to be in Environmental Corridor (lands buffering wetlands, streams, and drainageways), with Wetlands entailing a majority of this acreage at approximately 135.

Map 3 identifies existing land use in and surrounding the Amendment Area.



**Map 3: Northeast Neighborhood:
Existing Land Use and Surrounding Area Existing Land Use**



NORTHEAST NEIGHBORHOOD: EXISTING LAND USE AND SURROUNDING AREA EXISTING LAND USE



0 0.5 1 Miles

CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 06/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



Land Ownership

Approximately 95 tax parcels comprise the Amendment Area, owned by approximately 59 landowners. Fitchburg Lands, L.L.C. is the largest landowner in the Amendment Area, owning approximately 246 acres in the east-central portion of the Area. Other large landowners in the Amendment Area include Duane Osborn owning approximately 85 acres in the southwest portion of the Area, Robert Uphoff owning approximately 59 acres in the northeast portion of the Area, Dane County owning approximately 67 acres in the northern portion of the Area, Michael Croft and Sonjia Short owning approximately 54 acres in the southwest portion of the Area, and Alan and Deborah Henke owning approximately 49 acres in the southeast portion of the Area.

Environment

Ecological Habitat, Wetlands, and Environmental Corridors

The Amendment Area's ecological habitat is common to South-Central Wisconsin. A dry mesic forest community with a mature oak canopy is located in the Amendment Area, containing a moderate to low quality floristic community, intruded upon by non-native plant species. This wooded area, in conjunction with the Dane County Nine Springs E-Way corridor to the north, offers a large tract of diverse wildlife habitat.

A wetland is located in the northeastern portion of the dry mesic forest community. The wetland boundaries were delineated by the Wisconsin Wetland Inventory in addition to Natural Resources Consulting, Inc. A perennial natural spring identified in the northern portion of the dry mesic forest community may contribute to the base flow of a perennial/intermittent waterway extending northeast into the wetland area.

Additionally, a wetland categorization was conducted on the Pasley property, located south of Goodland Park Road, by Biologic Environmental Consultants, LLC. This categorization describes a wetland on the property as a sedge meadow with some small inclusions of fresh (wet) meadow. This wetland complex was considered to be in very good condition with a good complement of native wetland species, very few invasive species, and requiring only a limited amount of targeted management to ensure its viability. The wetland categorization also stated the following regarding the wetland complex, "Although not observed during the site visit, it's possible that a portion of the wetland may be a rare and unique type of wetland called a calcareous fen." Similarly, other inventories have shown calcareous fens to exist to the west of the Amendment Area in the Town of Dunn.

Wetlands identified in the Amendment Area are as follows, 1. – 7.:

1. The Dane County Nine Springs E-Way located at the northern boundary of the Amendment Area;
2. A wooded wetland south of East Clayton Road;
3. A disturbed/farmed wetland north of Goodland Park Road and just west of Larsen Road;
4. A wetland immediately north of Goodland Park Road;
5. The Swan Creek wetlands located at the southern boundary of the Amendment Area (These wetlands and their related buffers, from U.S. Highway 14 east to the eastern City boundary, are designated in the *Dane County Parks and Open Space Plan 2006—2011* as a Natural Resource Area Boundary);

6. A disturbed/farmed wetland located just east of County Highway MM, north of Lacy Road;
7. A wetland located between U.S. Highway 14 and County Highway MM, north of Lacy Road;

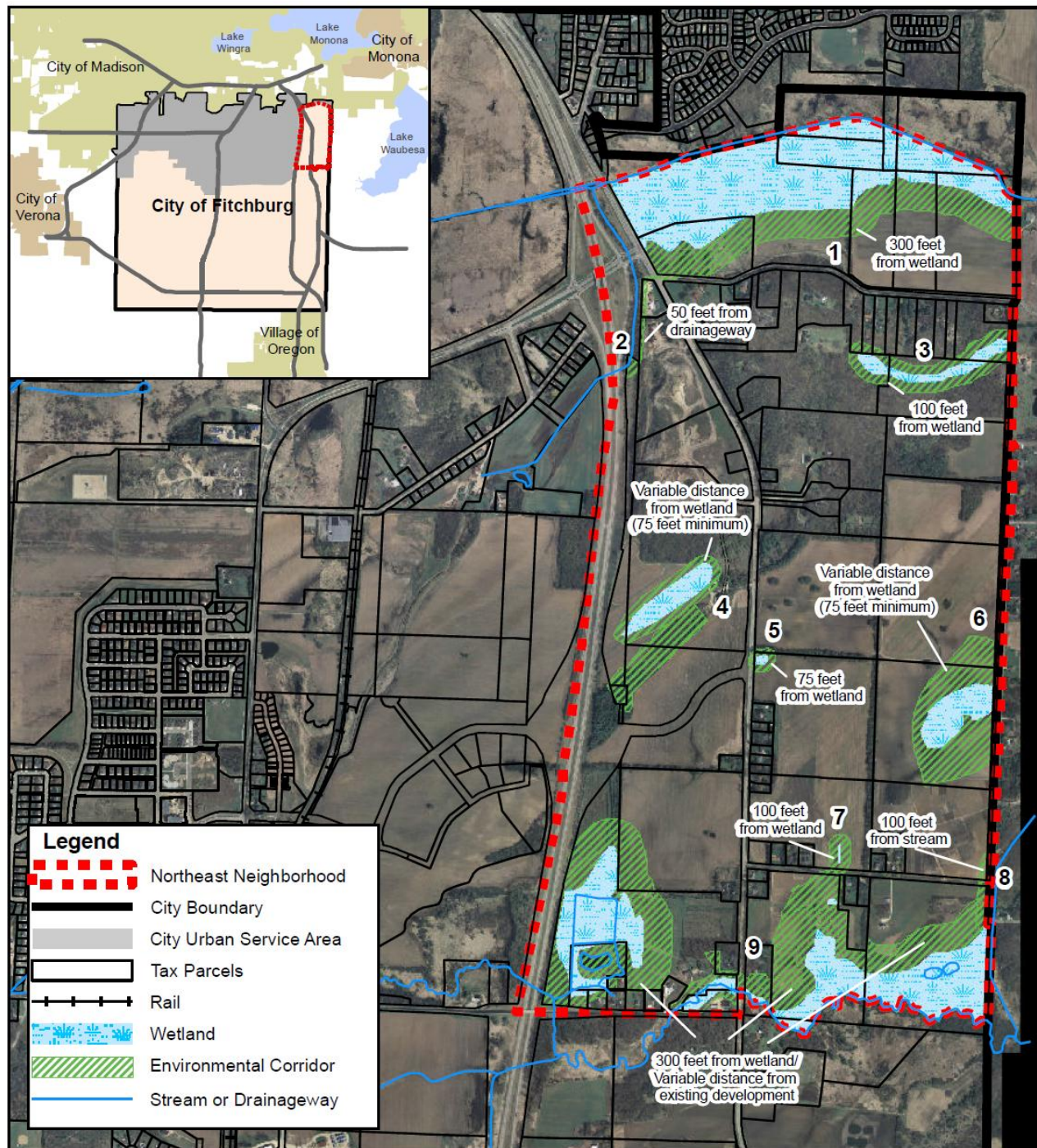
Land within variable distances around wetlands, streams, and drainageways in the Amendment Area is designated as environmental corridors and identified as follows, 1. – 9.:

1. A 300-foot buffer around the Dane County Nine Springs E-Way located at the northern boundary of the Amendment Area;
2. A 50-foot buffer around a drainageway located just south of East Clayton Road, west of U.S. Highway 14;
3. A 100-foot buffer around the wooded wetland south of East Clayton Road;
4. A varying distance (75-foot minimum) buffer around the isolated wetland located between U.S. Highway 14 and County Highway MM;
5. A 75-foot buffer around the disturbed/farmed wetland located just east of County Highway MM;
6. A 75-foot buffer on the west side, and an expanded buffer on the north and south sides to provide an area equivalent to that of a 300-foot buffer, around the disturbed/farmed wetland north of Goodland Park Road and west of Larsen Road;
7. A 100-foot buffer around the wetland immediately north of Goodland Park Road;
8. A 100-foot buffer around the stream located adjacent to Goodland Park Road;
9. A 300-foot, and varying distance from existing residential parcels, buffer around the Swan Creek wetlands located at the southern boundary of the Amendment Area (These wetlands and their related buffers, from U.S. Highway 14 east to the eastern City boundary, are designated in the *Dane County Parks and Open Space Plan 2006—2011* as a Natural Resource Area Boundary);

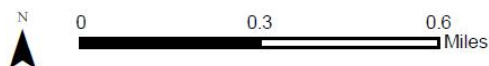
The location of wetlands and environmental corridors predicated the location and type of other proposed land uses within the Amendment Area. Development within these areas is to be prohibited unless it is consistent with CARPC standards and requirements, the City's Comprehensive Plan, and subject to and in accordance with any required approvals by relevant City committees and commissions. Efforts are to be undertaken to restore and maintain these areas in their natural state.

Map 4 identifies wetlands* and environmental corridors* in the Amendment Area, with the numbers on the map corresponding to the numbers as identified for the environmental corridors above.

**Wetland boundaries have not been formally delineated with State of Wisconsin Department of Natural Resources concurrence. As such, the City will require formal wetland delineation at the time of any proposed development, with the respective environmental corridors in Map 4 potentially modified to reflect application to the formal wetland delineation.*

Map 4: Northeast Neighborhood: Wetlands and Environmental Corridors

NORTHEAST NEIGHBORHOOD: WETLANDS AND ENVIRONMENTAL CORRIDORS



CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 12/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



Habitat diversity within the Amendment Area is deteriorating due to encroachment of non-native species, affecting the numbers of species the habitat can support. Future habitat maintenance and restoration will assist in maintaining the diverse wildlife species within the Amendment Area. Significant habitat restoration potential exists but could prove challenging due to the invasive plant species and segmented land ownership pattern.

Endangered, Threatened, and Special Concern Species

Early in the initial planning process, the DNR Bureau of Endangered Resources, along with the State of Wisconsin Natural Heritage Inventory (NHI), undertook an analysis of the Amendment Area and adjacent and proximate lands (hereafter “Study Area”) to identify any Threatened, Endangered, and Special Concern Species within the Study Area.

As a result of the analysis, three endangered vegetative species were documented in the Study Area, the wetland communities calcareous fen, shrub-carr, and southern sedge meadow. Based on the common species found in each of these communities, and the inventory of understory species in the Study Area, the analysis did not indicate that any of the these endangered wetland communities are located in the Amendment Area. The Pasley property at the south end of the Amendment Area has sedge meadow and fresh meadow wetland communities. Although not observed, the biologist undertaking the study noted that a portion of the wetland may be a calcareous fen.

Additionally, analysis of historical records of rare species known to occur in the vicinity of the Amendment Area indicated a possible existence of eleven rare plant species, if appropriate habitat to support these species exists. A comparison of the plant species database and the inventory of understory species in the Amendment Area indicate that none of the rare plant species are present in the Amendment Area. The DNR notes in their analysis that “the lack of additional known occurrences does not preclude the possibility that other endangered resources may be present.” The DNR further notes that “absences of an NHI occurrence in a specific area should not be used to infer absence of rare species.” Thus, even though rare and endangered species were not identified in the understory inventory of the Amendment Area, this does preclude the presence of an endangered or threatened species in the Area. In 2013, a wetland survey by CARPC staff noted the presence of calciphile plants, which are indicators of a calcareous fen, east of the Amendment Area.

Cultural Resources

In accordance with the Northeast Neighborhood Plan, no known historic or archeological resources are located in the Amendment Area.

III. FUTURE CONDITIONS

This Element provides an analysis of land use demand in the City and also planned future conditions in the Northeast Neighborhood including land use, development phasing, and urban services to be provided by the City and other entities. Urban services include but are not limited to sanitary sewer, water, storm water management and erosion control, transportation, police/fire/emergency medical, parks/open space, and public school systems.

CITY LAND USE DEMAND

The City utilized housing and employment projections formulated by the Dane County Regional Plan Commission in 2003, along with general City goals and policies for community development as stated in the Comprehensive Plan, to forecast land use demand in the City for a twenty-year period (2010-2029).

Table 3 identifies a projection of land use demand in the City from 2010 – 2029.

Table 3: City of Fitchburg: Land Use Demand Projection: 2010 - 2029

	Years				
	2010-2014	2015-2019	2020-2024	2025-2029	2010-2029
Residential Units	1,123	1,138	959	951	4,171

Land Use Type	Years and Acres				
	2010-2014	2015-2019	2020-2024	2025-2029	2010-2029
Residential	160	163	137	136	596
Business/Industrial/Commercial	69	70	79	79	297
Communication/Utility/Institutional	11	12	12	12	47
SUB-TOTAL	240	245	228	227	940
Streets	52	51	58	57	218
Storm water	9	11	13	12	45
Parks and Recreation	74	68	76	79	297
TOTAL	375	375	375	375	1,500

	Years and Acres				
	2010-2014	2015-2019	2020-2024	2025-2029	2010-2029
Agriculture/Vacant Land	15,565	15,190	14,815	14,440	1,125

Source: Dane County Regional Planning Commission and City of Fitchburg Planning and Zoning Department – 2013

The City is projecting an additional 4,171 residential units in the City from 2010 – 2029. Utilizing an average net density of approximately 7 units per acre, and given the aforementioned unit projection, residential land uses will account for approximately 596 acres in the City from 2010 – 2029.

The City projects approximately 297 acres for business, industrial and commercial land uses from 2010 – 2029. This projection is based on Floor Area Ratios (FAR) of approximately 0.33. These land uses are extremely variable, dependent on various market conditions and demands. As such, if higher FAR are evident, less acreage is likely to be used whereas if lower FAR are evident more acreage is likely to be used.

In accordance with Table 4 on page 17 herein, if the Amendment Area is approved for inclusion in the CUSA, approximately 498 acres (excluding environmental corridor and existing Residential, Commercial, and Right of Way uses) would be added to the CUSA as developable land. This acreage equates to approximately 6.5 years of development, in accordance with aforementioned City land use policy (75 acres per year). This acreage is in accordance with the projected land use demand (1,500 acres total) in the City from 2010 – 2029 identified in Table 3 herein.

The City is concurrently applying to bring the North Stoner Prairie Neighborhood into the CUSA. **If the North Stoner Prairie Neighborhood is approved for inclusion in the CUSA, approximately 247**

acres (excluding environmental corridor and existing Residential and Right of Way uses) would be added to the CUSA as developable land. This acreage equates to approximately 3.5 years of development, in accordance with the aforementioned City land use policy (75 acres per year). This acreage is also in accordance with the projected land use demand (1,500 acres total) in the City from 2010 – 2029 identified in Table 3 herein.

NORTHEAST NEIGHBORHOOD

Land Use

The Northeast Neighborhood Plan's Land Use Element identifies the desire for a walkable* neighborhood consisting of a variety of compatible land uses that preserve and enhance the neighborhood's environmental resources. Future land uses in the Neighborhood Plan are generally categorized as follows, 1. – 8.:

1. Residential;
2. Commercial;
3. Institutional;
4. Mixed Use;
5. Agriculture;
6. Right of Way
7. Wetland, Open Space, and Green Space;
8. Undetermined;

Future land uses were designated within the Amendment Area after an analysis of factors including transportation access, land owner interests, impact upon environmental resources, and compatibility with and impact upon adjacent and proximate land uses. The land uses identified in the Neighborhood Plan will allow for the preservation and restoration of environmental resources within the Amendment Area and mitigate land use change impact upon adjacent and proximate resources and lands.

Table 4 identifies a projection of future land uses and associated information in the Amendment Area.



**All newly constructed public streets, with the exception of cul-de-sacs, require sidewalks, per City Ordinance.*

Table 4: Northeast Neighborhood: Future Land Use

Future Land Use Type	Future Acres / Percent	Future Acres to be in Environmental Corridor	Existing Developed Acres	Developable Acres	Number of Future Residential Units	Existing Acres
Residential	289.1 / 29.4%	5.7	98.8*	190.3	944-1,570	109.0
Existing	98.8 / 10.0%	5.7	98.8	0		
R-1: Minimum Average 5 dwelling units/acre	134.1 / 13.6%	0	0	134.1	477-763	
R-2: Minimum Average 10 dwelling units/acre	56.2 / 5.7%	0	0	56.2	401-641	
Commercial (Business Park, Office, Limited Retail, and Services, Retail, and Existing Commercial)	64.5 / 6.5%	1.2	8**	56.5	NA	47.7
Institutional	12.7 / 1.3%	0	0	12.7	NA	0
Mixed Use	23.4 / 2.4%	0	0	23.4	66-166	0
Agriculture	69.3 / 7.0%	30.4	0	38.9	NA	577.5
Right of Way	131.5 / 13.3%	1.0	103.7^	27.8	NA	101.6
Wetland	135.3 / 13.7%	135.3	0	0	NA	135.3
Open Space	32.3 / 3.3%	1.2	1.2	29.9	NA	14.8
Green Space	217.6 / 22.1%	98.7	0	118.9	NA	
Undetermined	10.2 / 1.0%	0	10.2^^	0	NA	0
Total	985.9 / 100.0%	273.5	221.9	498.4	944-1,570	985.9

Source: City of Fitchburg Planning and Zoning Department – 2013

* 5.7 environmental corridor acres are included in existing developable acres.

**1.2 environmental corridor acres are included in existing developable acres.

^1.0 environmental corridor acre is included in existing developable acres.

^^ These acres are in existing residential use and are not counted in the “Residential – Existing Developed Acres” cell but are counted in the “Residential – Existing Acres” cell.

The following identifies the Amendment Area’s future land uses in further detail.

Residential

Approximately 289 acres (29.4%) within the Amendment Area are designated for future residential uses.

A variety of residential uses are planned in the Amendment Area including Low-Density Residential (R1), Medium to High-Density Residential (R-2), and Mixed Use. R1 development is characterized by single-family residences on small lots at a minimum average density of five residential units per acre. R2 is characterized by single-family and multiple-family residences at a minimum average density of ten residential units per acre. Mixed Use areas are characterized by a variety of compatible land uses in close proximity to one another, including multi-story buildings with retail or service uses on the first floor and residences or offices uses located above. Mixed Use may also include a horizontal mix of land uses consisting of single uses in separate but adjacent buildings, provided that the uses/buildings are integrated within a comprehensive development plan. Typical Mixed Use developments in the City range from eight to twenty residential units per acre.

944-1,570 residential units are anticipated in the Amendment Area, with 477-763 units in R1, 401-641 units in R2, and 66-166 units in Mixed Use-Residential.

A swath of lands planned for R1 and R2 run diagonally through the Amendment Area, from the Area's southwest corner to its northeast corner, both east and west of County Road MM, and northwest and southeast of Lacy Road. Mixed Use is planned in the Amendment Area west of County Highway MM, north of the Lacy Road/U.S. Highway 14 interchange.

Commercial (Business Park, Office, Limited Retail, and Services, Retail, and Existing Commercial)

Approximately 65 acres (6.5%) within the Amendment Area are designated for future Commercial uses.

A variety of uses comprise the Commercial designation in the Amendment Area including, Business Park, Office, Limited Retail, and Services, Retail, and Existing Commercial. Use of the Existing Commercial site will maintain a low intensity so as to not drastically impact the function and integrity of a nearby environmental corridor. The Business Park use is intended to be a mixture of professional offices, specialized manufacturing, or other non-nuisance light industrial uses. Office and commercial service designations within the Business Park are to provide at least a 50% FAR, if not greater, although specialized manufacturing and non-nuisance light industrial uses will be considered at not lower than 25% FAR. The principles of conservation design should be applied to the Business Park area, striving for a density of at least 0.5 FAR (using the LEED-Neighborhood Design definition). Additionally, Business Park design should respect the environmental corridor at its southern end and incorporate it into the overall site use.

The Existing Commercial site is located at the intersection of Lacy Road and County Highway MM, within the Swan Creek environmental corridor. The Business Park site is located west of County Highway MM, in the northwest portion of the Amendment Area. The Business Park site will pose development challenges as much of the site historically served as a borrow pit for U.S. Highway 14 and has served as a clean fill site for the past 30 years. The fill was not engineered which poses issues for underground public utility construction, and potentially building construction. The Office, Limited Retail, and Services sites are located along County Highway MM and East Clayton Road, at the entrance to the Amendment Area. The Retail site is located immediately south of the Lacy Road/U.S. Highway 14 interchange, immediately adjacent to the planned R2 and Institutional use sites.

Institutional

Approximately 13 acres (1.3%) within the Amendment Area are designated for future Institutional uses. Institutional uses typically include land and facilities owned by a municipality, school district, or non-profit entity that provide services for residents such as government administration buildings, police/fire stations, schools, places of worship, parks, playgrounds, and wells.

Two areas are identified for Institutional uses in the Amendment Area. The first area is a City-owned parcel at the northeast corner of County Highway MM and Goodland Park Road. There are no current plans for this area. If this land is sold, its land use designation may change to accommodate the buyer, however any proposed use would also need to accommodate surrounding uses. The second Institutional use area is south of the Lacy Road/U.S. Highway 14 interchange. This area cannot be serviced by gravity flow sewers, and lift stations are not allowed in the City. Thus, it is anticipated that the City will require the site to be serviced by a single private grinder pump.

Mixed Use

Approximately 23 acres (2.4%) within the Amendment Area are designated for future Mixed Use of which approximately 12 acres each are designated for Business/Commercial and Residential land uses. Mixed Use areas are characterized by a variety of compatible land uses in close proximity to one another including multi-story buildings with retail or service uses on the first floor and residences or offices uses located above. Typical Mixed Use developments in the City range from eight to twenty residential units per acre.

As previously stated, between 66-166 housing units are anticipated in Mixed Use areas.

Mixed Use areas are planned in the Amendment Area both east and west of County Highway MM, north of the Lacy Road/U.S. Highway 14 interchange. The Mixed Use area on the east side of County Highway MM is envisioned as the focal point of the neighborhood, consisting of commercial uses with adjacent green space and a surrounding residential density supportive of said uses.

Agriculture

Agriculture use is designated for approximately 69 acres (7.0%) of land in the Amendment Area, located in the northern portion of the Area north of East Clayton Road. The Agriculture use was designated for this area to continue the pastoral setting for this portion of the Nine Springs E-Way and wetland complex. Additionally, the large lot single-family land use south of East Clayton Road will remain, further enhancing the pastoral feel of this area. Furthermore, the private landowner in the eastern portion of the area designated for Agriculture use preferred this designation. Finally, the inclusion of this area in the urban service area sets a logical and easily describable urban service area boundary.

Right of Way

Right of Way uses are designated for approximately 131 acres (10.3%) of land in the Amendment Area. These uses will service the various other land uses in the Amendment Area and are or will be located accordingly.

Wetland, Open Space, and Green Space

Wetland, Open Space, and Green Space account for approximately 135 acres (13.7%), 32 acres (3.3%), and 218 acres (22.1%) respectively within the Amendment Area (Environmental corridor account for approximately 274 acres (27.7%) of the Amendment Area, with approximately 135 of these acres in the aforementioned Wetland land use category.).

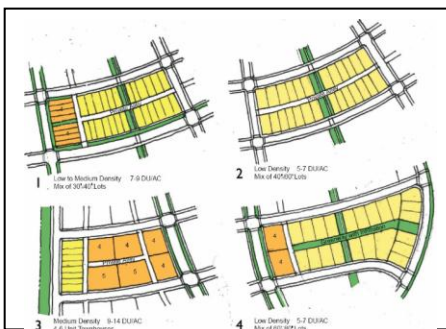
The City's Conceptual Parks and Open Space Proposal identified a large system of open space designated as "NEN Green Space" throughout the Amendment Area. These lands are intended to provide a continuous corridor of open space connecting areas of important natural, cultural, and historical resources, while also providing for wildlife movement and habitat. This land use category includes but is not limited to steep slopes, the dry mesic forest east of County Highway MM in the northern part of the Amendment Area, the Swan Creek and other environmental corridor in the southern and eastern portions of the Area, and the drumlin and related land area west of County Highway MM. NEN Green Space lands are primarily under private ownership. Portions of NEN Green Space may be subject to land use change (i.e. development), following a process detailed in the Land Use Element of the Northeast Neighborhood Plan. City staff estimate approximately 30 acres of NEN Green Space may be subject to development.

As residential development occurs within the Amendment Area, parkland will be dedicated to the City, through the parkland dedication process, as neighborhood or area parks. In accordance with the City's Land Division Ordinance, when using standard zoning, the City currently requires parkland dedication of 2,900 square feet per new residential unit. In accordance with said Ordinance, and the projected Residential land uses within the Amendment Area, approximately 66 acres of new parkland dedicated to the City will be required. Parkland dedication may also be met through off-site dedication or payment of a fee-in-lieu of dedication.

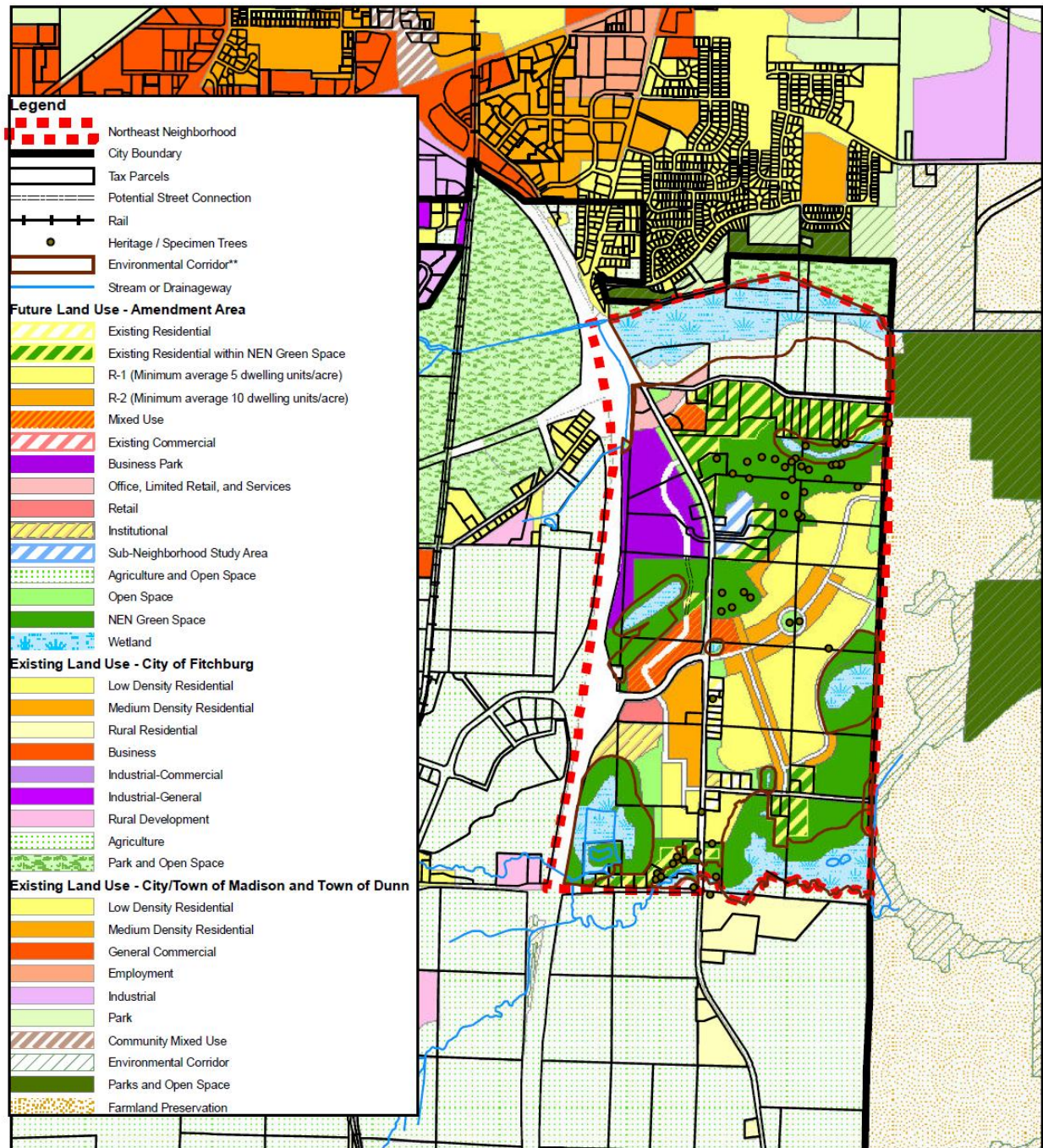
Undetermined

Approximately 10 acres (1.0%) of the Amendment Area has been designated with an Undetermined land use, requiring further study to determine suitable land uses. Further study will examine natural resource issues such as topography, soils, groundcover, tree growth and water management, along with transportation and connectivity, utility, and land use relationships. Further study is to be completed by or for the owner of these lands. A Comprehensive Plan amendment is not required if the study has been approved by both the City's Plan Commission and Common Council. The study area will not be subject to land division or land use change without said approval.

Map 5 identifies future land use (under standard zoning) in the Amendment Area and existing land use surrounding the Area. Map 6 identifies future land use (under standard zoning) in the Amendment Area and future land use surrounding the Area. Map 7 identifies the Sector Plan use for Smart Code Zoning in the Amendment Area and future land use surrounding the Area. The City's Smart Code Zoning District is a form-based district which offers greater development flexibility, focusing on the overlying development form and design. The Sector Plan provides guidance as to the community unit type to be used under Smart Code zoning. The Smart Code zoning district encourages development on a more "human" scale, focusing on high-quality design, walkable streets, and access to community amenities, and also provides development parameters. Amendment Area developers may petition the City to rezone the Amendment Area from standard zoning to Smart Code zoning, at which point development would occur in general accord with the Sector Plan identified in Map 7.



**Map 5: Northeast Neighborhood: Future Land Use (Standard Zoning)
and Surrounding Area Existing Land Use**



NORTHEAST NEIGHBORHOOD: FUTURE LAND USE AND SURROUNDING AREA EXISTING LAND USE

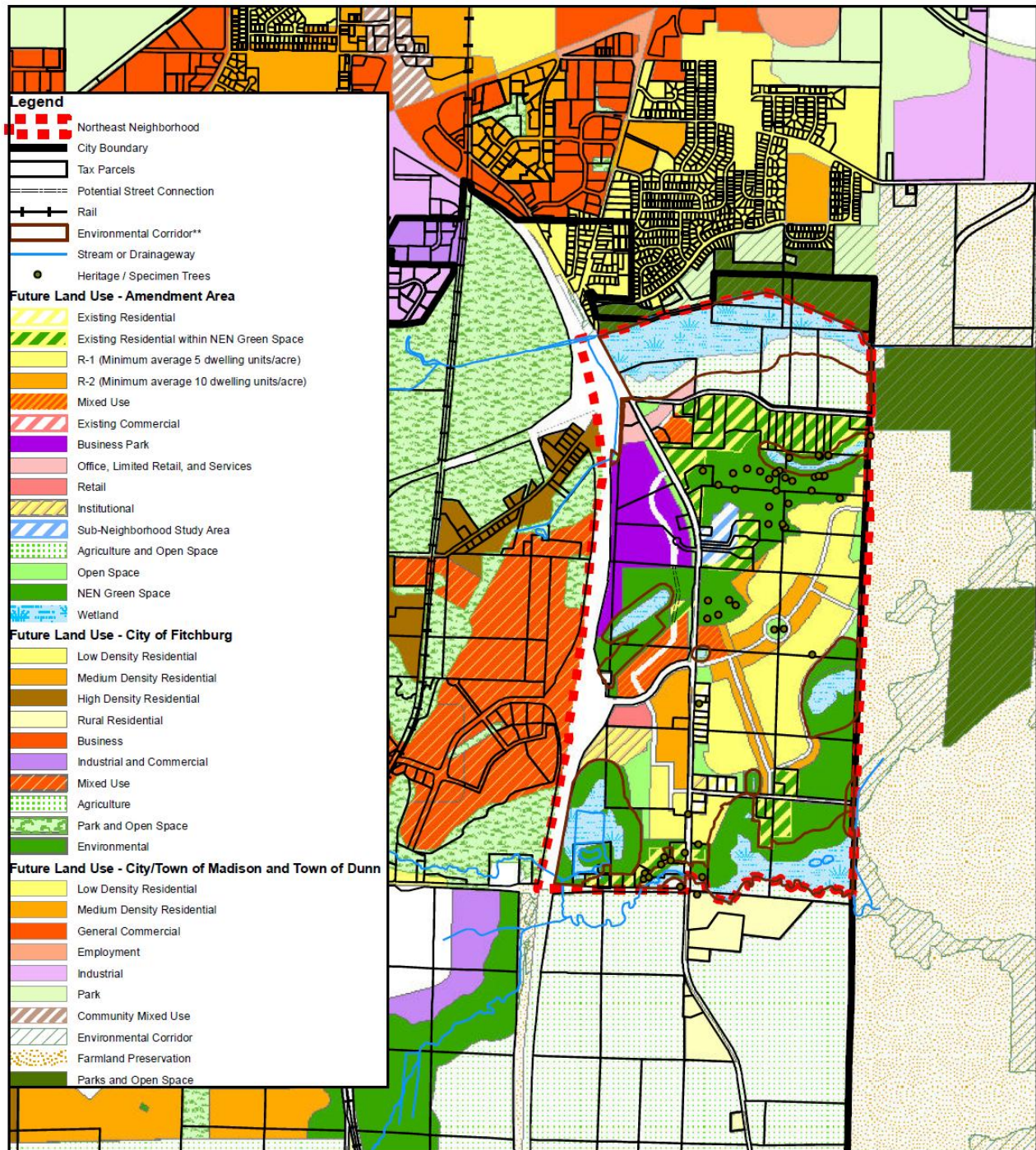
***Wetland boundaries have not been formally delineated with State of Wisconsin Department of Natural Resources concurrence. As such, the City will require formal wetland delineation at the time of any proposed development, with the respective environmental corridors in Map 4 herein potentially modified to reflect application to the formal wetland delineation.

0 0.5 1 Miles

CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 06/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



**Map 6: Northeast Neighborhood: Future Land Use (Standard Zoning)
and Surrounding Area Future Land Use**



NORTHEAST NEIGHBORHOOD: FUTURE LAND USE AND SURROUNDING AREA FUTURE LAND USE

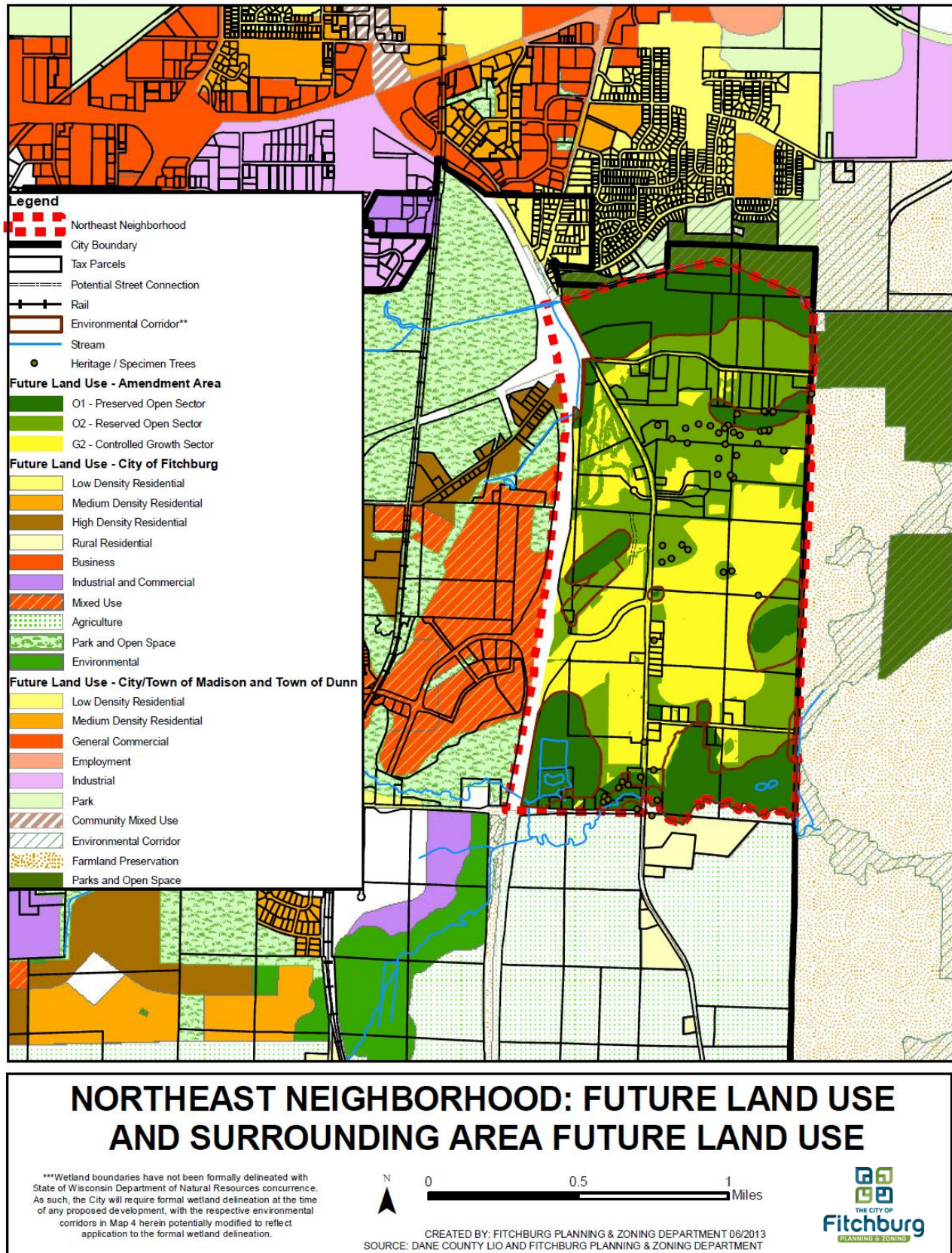
***Wetland boundaries have not been formally delineated with State of Wisconsin Department of Natural Resources concurrence. As such, the City will require formal wetland delineation at the time of any proposed development, with the respective environmental corridors in Map 4 herein potentially modified to reflect application to the formal wetland delineation.

0 0.5 1 Miles

CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 06/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



**Map 7: Northeast Neighborhood: Future Land Use (Sector Plan - Smart Code Zoning)
and Surrounding Area Future Land Use**



Development Phasing

Development within the Amendment Area is proposed to be phased over time and in accordance with the Comprehensive Plan and the City's land use policies as identified in the Existing Conditions Element of this document. Development phasing attempts to balance sanitary sewer and water requirements and corresponds geographically to service areas of proposed sanitary sewer interceptors and water mains in the Amendment Area as follows:

1. Phase 1:

- *Northeast Sewer Interceptor*: Lands immediately north and south of Lacy Road and immediately east and west of County Highway MM;
- *Water Main*: Extend east on Lacy Road from the west side of U.S. Highway 14 to County Road MM;

2. Phase 2.A and 2.B:

- *Northeast Sewer Interceptor*: Lands immediately north of Goodland Park Road, south of East Clayton Road, and immediately west of Larsen Road;
- *County Highway MM Sewer Interceptor*: Lands immediately north of East Clayton Road and immediately east of County Highway MM, and lands immediately south of East Clayton Road and immediately east and west of County Highway MM;
- *Water Main*: Extend north on Syene Road from Ninebark Drive, east on West Clayton Road, and south on County Highway MM to Lacy Road (A water main loop will be built with Phase 2.A and development of Phase 2.B may proceed after this loop is completed);

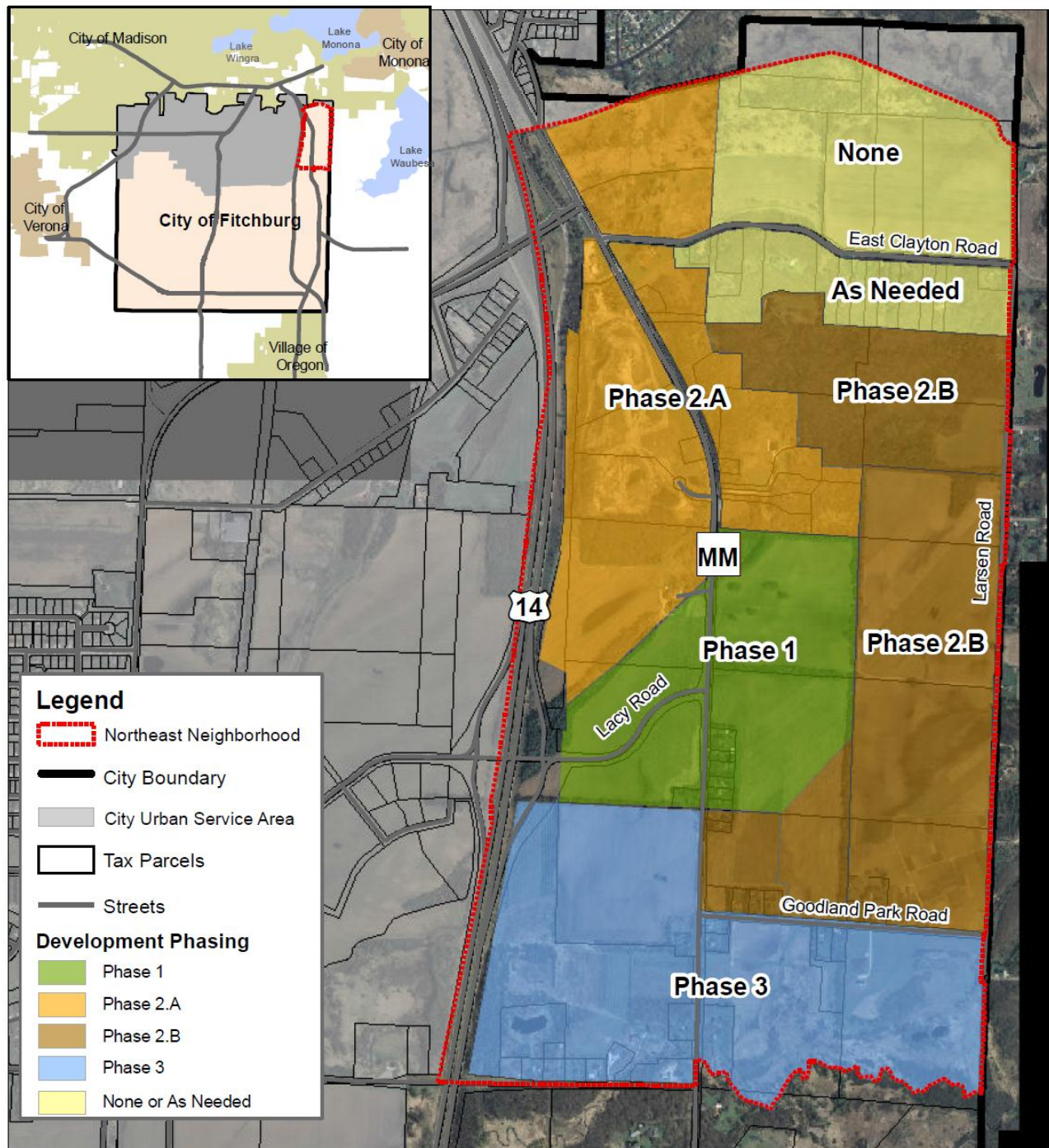
3. Phase 3:

- *Northeast Sewer Interceptor*: Lands south of Lacy Road between U.S. Highway 14 and County Highway MM and lands immediately south of Goodland Park Road between County Highway MM and Larsen Road;
- *Water Main*: Extend from previously installed water mains;

4. None or As Needed:

- *Northeast Sewer Interceptor*: Lands immediately north and south of East Clayton Road and immediately west of Larsen Road;
- *Water Main*: Extend from previously installed water mains;

The Council reserves the right to amend the development phasing as identified previously. Map 8 depicts the boundaries for each development phase in the Amendment Area.

Map 8: Northeast Neighborhood: Development Phasing

NORTHEAST NEIGHBORHOOD: DEVELOPMENT PHASING



0 0.125 0.25 0.5 Miles

CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 06/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



Urban Services

A full range of urban services, including those related to public works, police, fire and emergency medical, parks/open space, and public school systems, will be provided in the Amendment Area by various City departments or other applicable entity if/when development occurs in the Area.

City Public Works Department

The City's Public Works Department provides sanitary sewer, water, storm water management, and erosion control services to residents within the CUSA. The City utilizes a Sanitary Sewer, Water, and Storm Water Utility to assist in administering these respective services.

The City's Public Works Department also develops and maintains an integrated transportation system including street design layout, street snow removal, and refuse/recycling collection. The Department contracts with a private entity to provide refuse and recycling collection to most residences in the City. City residences and businesses not covered by the aforementioned collection service are required to provide service through their own contract.

Sanitary Sewer

The Amendment Area will be serviced by the Madison Metropolitan Sewerage District (hereafter "MMSD"). The City will collect all wastewater from the Amendment Area and discharge it into MMSD's Nine Springs Valley interceptor ("NSVI") located north of East Clayton Road. The NSVI will convey all wastewater to MMSD's wastewater treatment plant located approximately 0.5 miles northeast of the Amendment Area. Average daily flow to MMSD is projected to be 366 k.g.p.d. This projection is based on the largest ratio of yearly flow billed by MMSD to yearly water sales in the past 10 years of 0.95 and the projected average daily water usage for the Amendment Area as provided in Table 5 herein.

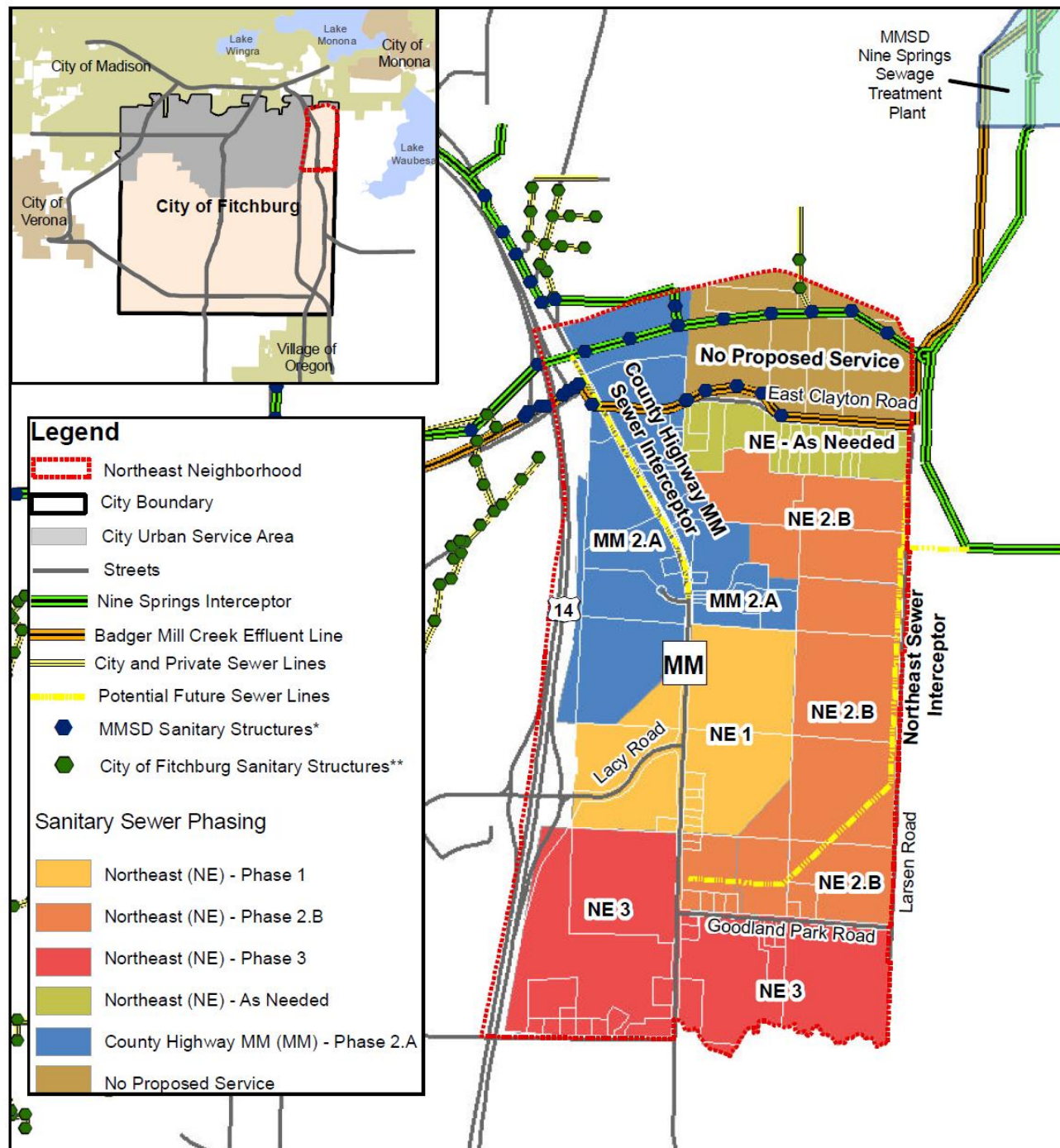
Two sewer interceptors are proposed within the City's wastewater collection system to convey wastewater from the Amendment Area to the NSVI. The City will obtain all necessary permits from the DNR, Dane County, and MMSD for all municipal sewer extensions and MMSD sewer interceptor connections. These proposed interceptors are identified as follows:

1. *Northeast Sewer Interceptor*: This interceptor will connect to the NSVI on Meadowview Road, extending west on Meadowview Road to Larson Road, continuing south on Larsen Road, and then southwest to County Highway MM and north of Goodland Park Road. This interceptor will service approximately 252 acres in the Amendment Area. Based on proposed land uses, a 12-inch interceptor will be required to collect the estimated peak wastewater flow of 1.66 c.f.s. for this area.
2. *County Highway MM Sewer Interceptor*: This interceptor will connect to the NSVI north of East Clayton Road near U.S. Highway 14, extending south along U.S. Highway 14 to Lionello Court. This interceptor will service approximately 73 acres in the northwestern portion of the Amendment Area. Based on proposed land uses, an 8-inch interceptor will be required to collect the estimated peak wastewater flow of 0.49 c.f.s. for this area.

All of the Amendment Area, with the exception of the planned Institutional land use located in the southwest portion of the Area, will be serviceable by gravity sewer. The aforementioned Institutional land use may require private grinder pumps.

Map 9 identifies existing and proposed sanitary sewer infrastructure and facilities in and within close proximity to the Amendment Area, as well as a sanitary sewer phasing plan. The City's intent is to avoid construction of sewer service infrastructure and facilities within any wetlands.

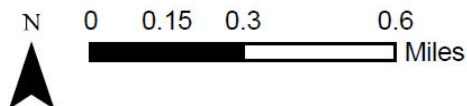
**Map 9: Northeast Neighborhood: Urban Services:
Sanitary Sewer**



NORTHEAST NEIGHBORHOOD: SANITARY SEWER

* "Sanitary structures" are either above-ground manholes or structures to facilitate underground flow (i.e. gravity pumps).

** A small number of these structures are privately owned.



CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 06/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



Water

The City has a groundwater supply system consisting of wells, storage facilities, booster stations and a pressure reducing station to provide water for daily usage and fire protection. The City's water distribution system currently has three pressure zones:

1. West Zone
2. East Zone
3. Northeast Zone

The Amendment Area is located within the Northeast Zone. Due to the absence of a dedicated water supply and storage facility, the Northeast Zone is currently supplied by the East Zone. Installation of future water supply and storage facilities to service the Northeast Zone will be dictated by system demands. Currently there is not enough system demand to warrant construction of additional facilities in the Northeast Zone, nor is a municipal well currently proposed within the Amendment Area.

Future water usage for the Amendment Area is projected at 385,000 g.p.d. at full build-out. This projection is based on current water usage rates and planned land uses in the Amendment Area and is highly variable as different business/commercial and industrial land uses have varying water needs. Peak hour water demand for the Amendment Area is projected to be 55,377 g.p.h. This projection is based on the highest maximum day and maximum hour ratios recorded in the past 10 years for the City. Maximum day ratio used is 2.04 and maximum hour ratio used is 1.69. Table 5 provides average daily water usage projections for each development phase identified in Map 9 herein.

**Table 5: Northeast Neighborhood:
Projected Water Usage per Development Phase**

Development Phase	Residential Water Usage g.p.d.	Commercial/Industrial Water Usage g.p.d.	Average Daily Water Usage g.p.d.	Cumulative Peak Hourly Water Usage g.ph.
I	100,277	20,699	120,977	17,378
2A	6039	73,167	79,206	28,756
2B	108,616	2,012	110,628	44,648
3	58,445	16,244	74,689	55,377
4	0	0	0	55,377
TOTAL	273,377	112,124	385,501	55,377

Source: City of Fitchburg Public Works Department – 2013

Due to the distance between the Amendment Area and existing water system facilities, water quality, fire flow capacity, and system reliability will be a concern during the initial phases of development. If the Amendment Area develops prior to the Uptown area to the west and the installation of additional water system supply facilities, the main extensions will need to be strategically timed and located in the Amendment Area to provide the optimum system under present conditions.

The Amendment Area is currently approximately 1.25 miles from any water system use. The water system that will service this area is currently serviced by one dead end main on East Cheryl Parkway. The current average daily usage on this main is 74,000 g.p.d. With the continued extension of a dead-end main on Lacy Road to service the initial phase in the Amendment Area, 57 equivalent

residential units will be necessary to bring the water age down to the City’s water age goal of three days or less. For Phase 2.A and 2.B, 3.37 miles of water main will need to be installed to service the Amendment Area with a looped water system, necessitating 172 equivalent residential units to reduce the water age to three days within this system. Table 6 provides the number of equivalent residential units required to meet water ages of one, two, and three days in the Amendment Area.

Table 6: Northeast Neighborhood: Water Age

Water Age – Days	Dead-end System – Residential Units	Looped System – Residential Units
1	170	515
2	113	343
3	57	172

Source: City of Fitchburg Public Works Department – 2013

With existing water facilities, modeled fire flows range between 800 g.p.m. and 1,500 g.p.m. in the Amendment Area with one water system connection to Uptown, and between 900 g.p.m. to 2,000 g.p.m. with two water system connections to Uptown. The Amendment Area will meet the minimum fire flow requirement of 500 g.p.m. set by the DNR for municipal systems but will be less than typical industry standard fire flow requirements for many uses. These standards are as follows:

1. Single-family housing: 1,000 g.p.m.
2. Multi-family housing: 2,000 g.p.m.
3. Commercial; 2,500 g.p.m.
4. Industrial: 3,500 g.p.m.

Redundancy is important in a water system for system reliability and fire flow capacity. The extension of a long dead-end main to service the initial phases of development may impair the Utility’s ability to provide continuous service to the Amendment Area in the event of a water main break.

Ability to provide higher water quality, fire flow capacity, and system reliability will need to be balanced with each development phase. As installation of looped mains will improve reliability and fire capacity in the Amendment Area, it will decrease water quality. Similarly, as installation of storage will improve fire flow capacity, it will decrease water quality. For these reasons, development phasing plans will need to be reviewed, reevaluated, and possibly modified during development to ensure timely, effective, and efficient expansions of the water system.

Existing Well #11, located near the intersection of Lacy Road and Jones Farm Drive approximately 0.8 miles from the Amendment Area, provides water supply to the East Zone and could service the Amendment Area.

New water transmission mains are required to move water from Well #11 to the Amendment Area. Existing water mains are currently located to the west of U.S. Highway 14 along Lacy Road, just west of the Amendment Area, and at the westerly terminus of Ninebark Road approximately 1 mile west of the Amendment Area. If Well #11 were to serve the Amendment Area, initially water would be provided from the existing water main along Lacy Road, west of U.S. Highway 14. A new water main would then be

constructed, routing north along South Syene Road from the existing water main at Ninebark Drive, and then northeast along West Clayton Road to County Highway MM and Lacy Road, connecting back into the existing Lacy Road water main.

Some level of development in Uptown is highly preferable so as to avoid construction of water transmission mains through undeveloped land. More than one water main connection to the Amendment Area is necessary to provide some redundancy in service, although water quality concerns may require only one water main for an interim period of time.

Map 10 identifies water supply infrastructure and facilities in and within close proximity to the Amendment Area.

Storm Water Management and Erosion Control

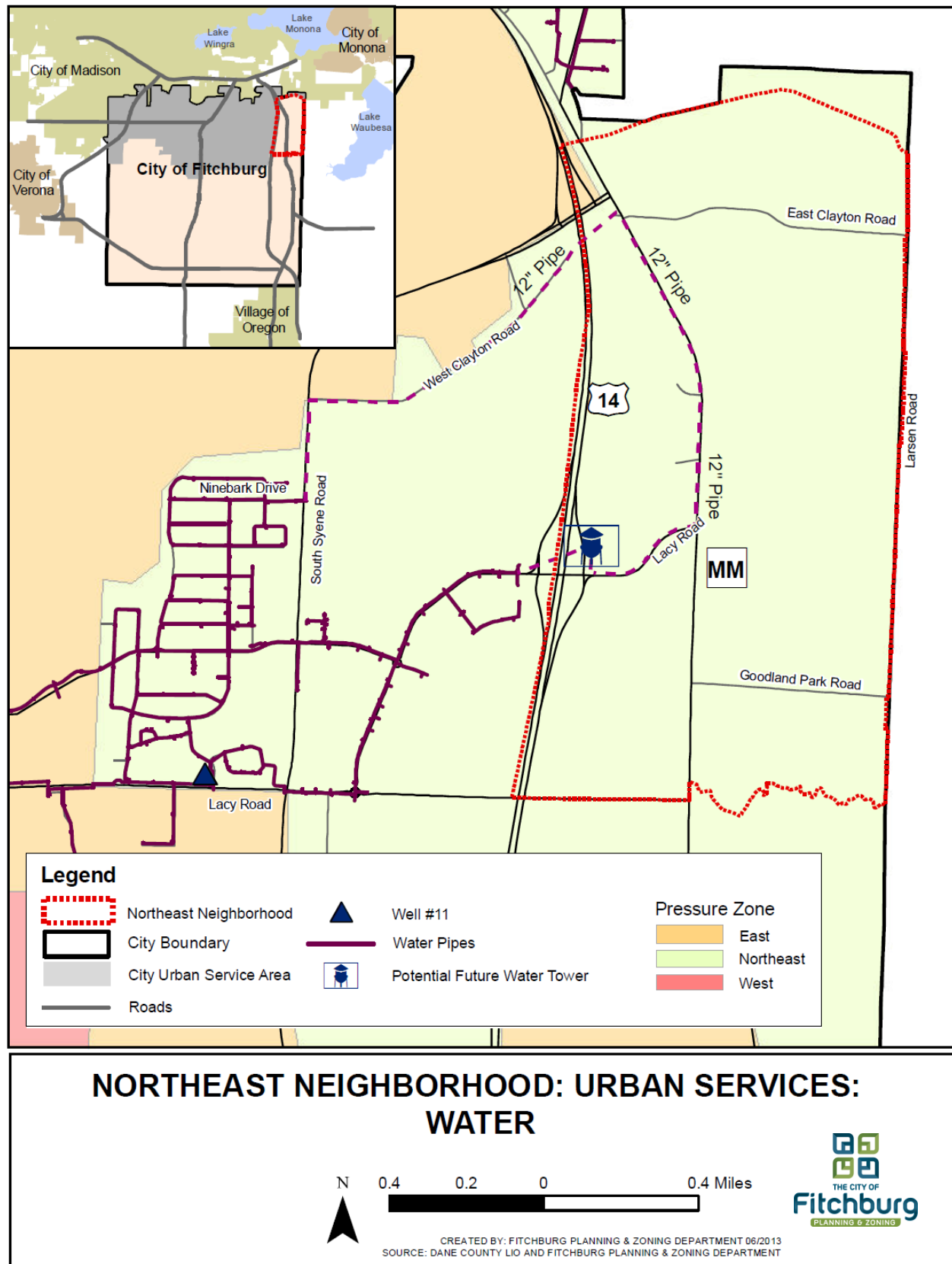
Storm water runoff from the Amendment Area drains to Lake Waubesa through a series of existing culverts, ditches, and open channels. Runoff from the southern portion of the Amendment Area drains to the south and on to Swan Creek. Swan Creek collects runoff from both the City and the Town of Dunn and is a tributary to Lake Waubesa. Runoff from the northern portion of the Amendment Area drains to Nine Springs Creek (which in turn drains to Upper Mud Lake and Lake Waubesa), passing through both the City of Madison and the Town of Blooming Grove.

Just west of Larson Road, about a quarter mile north of Goodland Park Road, storm water ponds and remains in place particularly after heavy rainfall events. The extent of ponding of this low point was located using GPS following the extreme precipitation events in the summer of 2008. This low point collects storm water runoff and that runoff remains in place until it infiltrates and evaporates. Concern has been raised that the ponding elevation will equal groundwater elevation, and hence any basements constructed within 8 feet of the noted peak pond elevation in 2008 will flood. The City has a number of areas where water collects that are now storm water basins and those basins are above surrounding homes, yet there is not a significant flooding issue that results from these detention basins. The ponding of surface drainage does not necessarily relate to the ground water being at that elevation. City engineers believe this is a low point in which heavy rainfall accumulates and this does not necessarily indicate the water table is at that height. Map 11 provides an indication of the water ponding levels during heavy precipitation events in 2008.

Development in the Amendment Area, as it relates to storm water management and erosion control, will be subject to the following, 1. – 5.:

1. Respect existing topography to the maximum extent possible, with environmentally sensitive areas identified and protected and development phased to avoid large grading operations that could contribute to construction sediment leaving the site;
2. Storm water management layouts will be designed to fit the existing site, with runoff generally following natural drainage patterns. Exceptions shall be made where the storm water can be redirected to avoid areas experiencing existing downstream runoff problems or where site conditions do not allow for necessary water quality or quantity reductions;
3. Post construction peak runoff rates will be kept at or below existing conditions and will not be of a volume detrimental to water quality;

**Map 10: Northeast Neighborhood: Urban Services:
Water**



Map 11: Northeast Neighborhood: Larsen Road Ponding

4. Pollutants will be removed from the storm water;
5. Clean water will be infiltrated to reduce post construction runoff volume and recharge groundwater, and prevent flooding or damage to downstream properties;

Increases in peak runoff rates are common with development, resulting from increases in impervious surfaces. To meet both DNR and City storm water ordinance requirements, peak post construction runoff rates will be restricted to pre-development rates. This will be accomplished through the use of regional or on-site storm water detention facilities along with other infiltration and recharge method.

Water that has been treated to enhance water quality or water that is considered clean (rooftop) can be infiltrated. Developers will identify, subject to City approval, the best treatments for meeting infiltration requirements based on the existing soil conditions and proposed land use, with regional or private infiltration facilities potentially utilized.

Conveyance facilities and overland flow paths will be designed to allow a variety of development alternatives while providing protection from flooding up to a minimum of a 100-year recurrence storm event. Storm water management facilities will be designed to dissipate runoff at rates that will not contribute to downstream flooding problems. Management design could involve redirecting runoff from certain basins to different drainage paths in areas where downstream flooding problems occur. Infiltration and sound planning will also contribute to smaller volumes of runoff requiring treatment and conveyed to downstream waterways.

Storm Water Management - Performance Standards

The following, 1. – 11., identify minimum storm water management performance standards for development of the Amendment Area, as contained in the Northeast Neighborhood Plan (Other future policy as may be devised through applicable reviewing bodies, or ordinance or other City policy, may establish more restrictive standards for storm water management than those identified herein.).

1. Post-development peak runoff rate shall not exceed the pre-development peak runoff rate for the 1, 2, 10, and 100-year 24-hour design storm events;
2. Development sites shall maintain a recharge rate of 7.6 inches/year, or the recharge rate identified in the Wisconsin Geological and Natural History Survey (2009), under post-development conditions and maintain a post-development annual stay-on volume of at least 90% of the pre-development annual stay-on volume. This criterion is based on the desire to maintain baseflow discharge to streams and wetlands;

(While the 2007 Ruekert-Mielke Conceptual Northeast Neighborhood Storm Water Management Plan noted that 100% stay-on should be achieved, in 2010 the Northeast Neighborhood Plan Land Use Committee altered this requirement to the level proposed with this urban service amendment. This was accomplished for the following reasons:

- (1) Analysis conducted for the City's McGaw Neighborhood Plan demonstrated that a volume control standard of 90% *with no cap on infiltration area* will result in post-development groundwater recharge that is greater than the pre-development recharge rate indicated by the Wisconsin Geological and Natural History Survey's map of Dane County recharge rates. Meeting or exceeding current recharge rates will not decrease flow to the springs, and hence should help provide protection to any springs that may be hydraulically connected to the groundwater within the Amendment Area.
- (2) The increase in recharge that would likely result from mandating 100% stay-on infiltration volume may lead to groundwater mounding due to enhanced recharge beyond pre-development conditions and could have a negative impact on existing development to the east of the Amendment Area.

The City recognizes that neither a 90% nor a 100% stay-on infiltration volume requirement guarantees that all components of the hydrologic cycle, including evapotranspiration, will be maintained at pre-development levels.)

3. The exclusions and exemptions defined in State and County standards shall apply except that no exemptions from infiltration requirements for areas where the soil infiltration rate is less than 0.6 in/hr will apply. This criterion is based on recognition that water quality treatment and runoff volume reduction through evapotranspiration may be feasible with biofiltration systems even in areas of low-permeability soil. The maximum size of effective infiltration areas where soil infiltration rate is less than 0.6 in/hr is 4% of the total development site;
4. *Thermal Control: Reduce temperature of storm water runoff within watershed prior to discharge to creeks or similar water bodies (see asterisk on bottom of page 35);

5. Storm water infiltration and treatment Best Management Practices (hereafter “BMP”) designs shall limit ponding duration to 24 to 48 hours, a time period deemed appropriate for plant survival. This criterion is based on the importance of vegetation survival to sustainable infiltration area performance and the importance of not directing too much runoff to individual biofiltration areas;
6. Post Construction Total Suspended Solids Water Quality: Total Suspended Solids load shall be reduced by 80% based on an average annual rainfall as compared to no controls and 60% for a five year 24 hour event;
7. Oil and Grease Control: Potential for oil or grease, first 0.5 inches of runoff treated (commercial and industrial) using the best available technology;
8. *Phosphorous: Demonstrate a reduction of existing agricultural phosphorous loading to creeks or similar water bodies by at least 50% at fully-developed, stabilized conditions (see asterisk on bottom of page 35);
9. “In-line” wet ponds in areas of perennial stream flow or spring flow should be avoided to provide thermal protection for streams during dry weather (baseflow) conditions. Baseflow augmentation through storm water infiltration practices will also provide dry weather thermal benefits. There may be certain situations where in-line ponds are the BMP;
10. Conveyance of storm water through stream and wetland buffers shall be accomplished by open, vegetated drainage swales to the extent practicable. Outfalls to water bodies shall be designed to disperse water and avoid concentrated discharges;
11. City staff shall have flexibility in reviewing and approving storm water management plans to address site-specific challenges, such as the potential for groundwater-driven flooding, unsuitable soil conditions, or limited space for storm water management facilities;

Development review procedures utilized by the City in the Amendment Area should allow for variance from the aforementioned requirements, 1. – 11., if unique site-specific issues exist, and should also allow for the evolution of design practices and future regulatory standards (An example of an appropriate variance from the aforementioned requirements is in situations where maintaining the 90% of the pre-development stay-on volume results in groundwater recharge rates in excess of 7.6 inches per year that may cause concerns about groundwater-driven flooding downgradient, in which case the City may conclude that maintaining the 7.6 inches/year recharge rate alone is an appropriate requirement.).



Table 7 summarizes storm water management performance issues and standards for the Amendment Area.

**Table 7: Northeast Neighborhood: Storm Water Management
Issues and Performance Standards**

Issue	Performance Standard
Peak Discharge	Maintain pre-development peak discharge for the 1, 2, 10, and 100-year, 24-hour design storms;
Stay-on Infiltration Volume	Maintain at least 90% of the pre-development infiltration volume;
Groundwater Recharge	Maintain an average recharge rate of at least 7.6 inches per year or the recharge rate identified in the Wisconsin Geological and Natural History Survey (2009);
Water quality: Oil and grease	Treat the first 0.5 inches of runoff for oil and grease;
*Phosphorous	Demonstrate a reduction of existing agricultural loading by 50% at fully developed, stabilized conditions;
*Thermal Mitigation	Reduce temperature of storm water to all discharge points to a creek or similar water bodies (accomplished through storm water infiltration and vegetated buffers) and avoid in-line wet ponds in areas of perennial flow;
Total Suspended Solids	Reduce 80% based on 1-year 24 hour storm event;

Source: City of Fitchburg Public Works Department – 2013

Regional stormwater detention facilities are generally required to be constructed and vegetated prior to individual lot development and are typically dedicated to the City as public. Any public facilities are maintained by the Fitchburg Stormwater Utility. Infiltration facilities are generally recommended to be sited in a decentralized fashion and placed as close as possible to the sources of rainfall, typically on private property. For these situations, deed restrictions are required to be recorded at the Dane County Register of Deeds (The City has samples deed restrictions.). The Fitchburg Stormwater Utility administers and enforces private property owner maintenance of private stormwater facility maintenance required by new development.

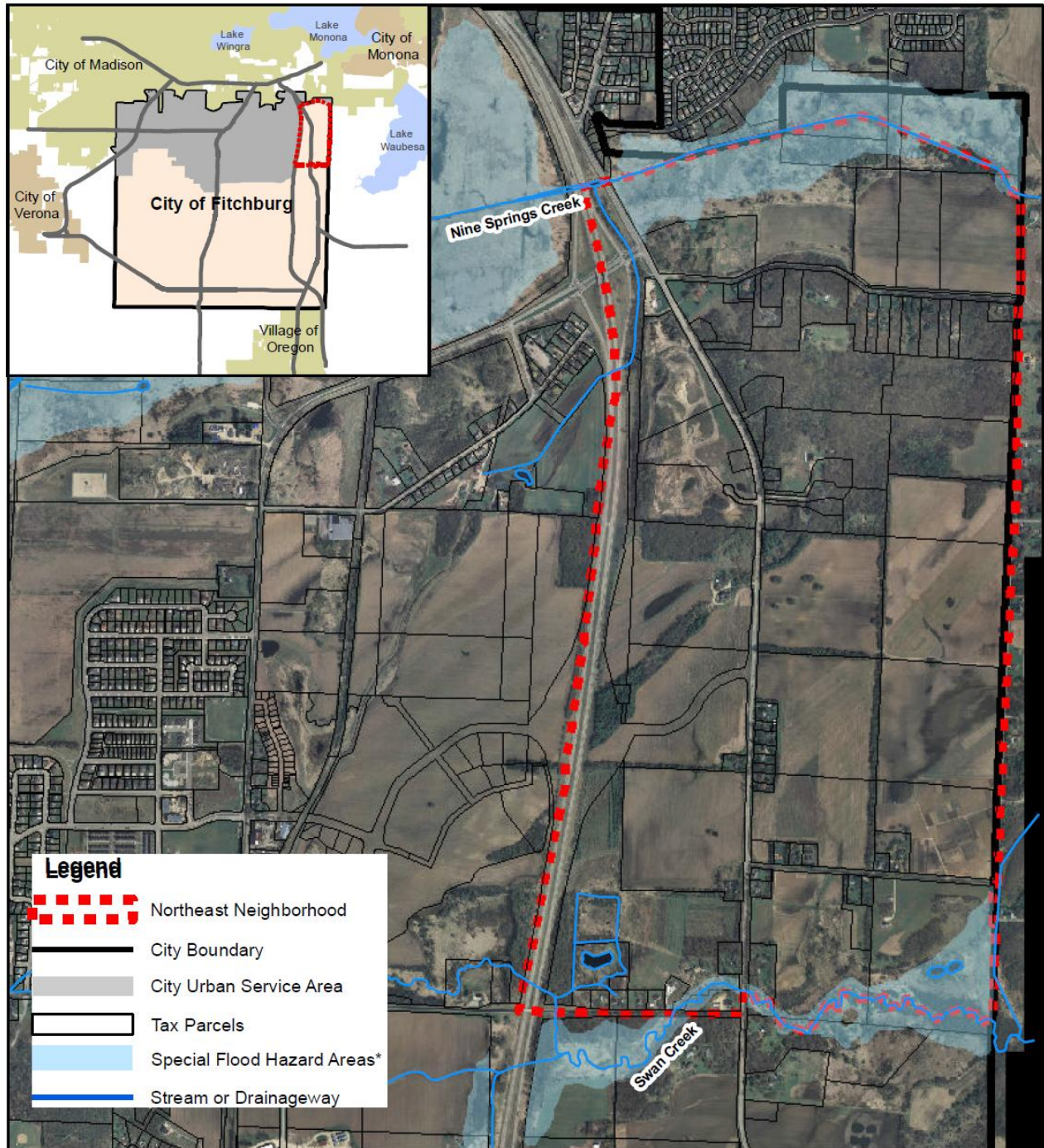
Map 12 identifies special flood hazard areas subject to inundation by the 1% annual chance flood (floodplain), per National Flood Insurance Program Rate Map 55025C0438G dated January 2, 2009.

Erosion Control - Performance Standards

The following, 1. – 4., identify minimum erosion control performance standards for development of the Amendment Area as contained in the Northeast Neighborhood Plan (Other future policy as may be devised through applicable reviewing bodies, ordinance, or other City policy may establish more restrictive standards for erosion control than those identified herein.).

1. Soil Erosion During Construction: Soil erosion during construction (or activity requiring land disturbing permits) is to use the RUSLE2 model to limit soil loss to five tons per acre annually. If this model is not available, the current USLE model at the county standard of 7.5 tons/acre annually may be used in its place;
2. Inspection every week or after every rain event, whichever is more frequent;
3. City staff should be the main inspectors with use of City contractors or limited-term City employees in time of high construction activity;

** In accordance with State Statute 281.33, the City is not able to directly enforce the performance standards identified in Table 7 related to these water management issues. However, it is anticipated that the performance standards will be met indirectly through quality and quantity control measures.*

Map 12: Northeast Neighborhood: Special Flood Hazard Areas (Floodplain)

NORTHEAST NEIGHBORHOOD: SPECIAL FLOOD HAZARD AREAS

* Identified as "Special Flood Hazard Areas Subject to Inundation By The 1% Annual Chance Flood", per National Flood Insurance Program Rate Map 55025C0438G, dated January 2, 2009.



0 0.3 0.6 Miles

CREATED BY: FITCHBURG PLANNING & ZONING DEPARTMENT 12/2013
SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT



4. City Building Inspection Department staff should review their enforcement methods and determine what they can do to provide more scrutiny and enforcement, to potentially include every inspector observe sites and note irregularities as they travel around the city and follow up for correction;

Transportation

The Northeast Neighborhood Plan Transportation Element describes multi-modal transportation opportunities and identifies policies for safe and efficient transportation of goods in, adjacent, and proximate to the Amendment Area. The Element recommends that existing local streets connect with any new proposed local streets within the Amendment Area so as to ensure adequate local street network connectivity. The Element also recommends a combination of sidewalks, on-street bicycle lanes, and multi-use trails to accommodate pedestrian and bike traffic within the Amendment Area.

The existing road network is sufficient for current land uses within the Amendment Area, with the recent completion of the Lacy Road/U.S. Highway 14 interchange in 2012. This full diamond-shape interchange offers direct east-west access to the City from the highway via Lacy Road. Additionally, Lacy Road has been extended northeast, beyond County Highway MM to Larsen Road. This road extension provides traffic to the east of the Amendment Area an easy route to traverse the Area as well as providing access to U.S. Highway 14.

As the Amendment Area develops, an efficient road network is essential. Recommendations contained in the Northeast Neighborhood Plan attempt to direct major traffic volumes to County Highway MM and U.S. Highway 14. The Northeast Fitchburg Transportation Study (KL Engineering and HNTB, 2002), completed prior to development of the Northeast Neighborhood Plan, indicated road improvements would be needed on County Highway MM if development occurred toward the southern portion of the Amendment Area.

U.S. Highway 14 acts as a boundary for east/west roads for the entire region. As such, a future north-south road in the Amendment Area between U.S. Highway 14 and County Road MM would be desirable to serve development along the western portion of the Area. This road is identified on the Amendment Area's Future Land Use Maps (Maps 5, 6, and 7 herein) in a dashed manner. This road would require additional review and approval by the Wisconsin Department of Transportation as it would not meet statutory distance requirements from the U.S. Highway 14/Lacy Road interchange. This potential north-south road provides an important internal land use connection for the development area west of County Highway MM, but the connection has to be balanced with open space. As such, the Land Use Element of the Northeast Neighborhood Plan notes that the NEN Green Space land use classification (as identified on Maps 5, 6, and 7 herein) may be modified as a result of detailed resource planning, with the street connection taking a different course than that identified on the aforementioned maps. At the time that sufficient additional resource planning is accomplished, the City Plan Commission will decide whether or not the street connection is to be undertaken based on an analysis of resources in the area and any additional land to be developed. If the street connection is not feasible, connection of the two street dead ends to County Highway MM will be necessary.

The Northeast Neighborhood Plan makes various other recommendations on existing and potential streets and connections. The current alignment of East Clayton Road in the Amendment Area results in multiple intersections in close proximity to each other. As such, the plan recommends shifting the East Clayton Road/County Highway MM intersection to the south. Additionally, the plan recommends connecting the current Werth family property east of County Highway MM in the Amendment Area to

County Highway MM so as to provide an additional access point to the highway, other than that provided by Lacy Road. Certain existing homes in the Amendment Area, particularly those along County Highway MM, may be subject to redevelopment. Drive access to these homes will need to be evaluated at the time of redevelopment planning with said accesses potentially relocated off of County Highway MM. Existing homes on the east side of County Highway MM between Goodland Park Road and Lacy Road may potentially have their drive accesses relocated to a street anticipated to be constructed to the east of these properties.

The proposed pedestrian and bike transportation network in the Amendment Area begins with the Capital City Bike Trail that traverses the northern portion of the Area from east to west. Accessible trails should be incorporated throughout the Amendment Area for both recreation and transportation uses, positioned in a north-south manner so as to effectively serve as transportation routes connecting to the Capital City Bike Trail. A grade separated shared use path at U.S. Highway 14 should be considered in the Amendment Area as recommended by the *2008 Bicycle and Pedestrian Plan, Fitchburg, Wisconsin*. Path construction will require cooperation by property owners or developers on both sides of the highway.

The City currently contracts with Madison Metro to operate a public transportation service within the City. Currently, there are 10 routes that provide service within the City. These routes vary based on their frequency and duration of service. Bus routes in relative proximity to the Amendment Area include 44 and 48, running along Fish Hatchery Road, west of the Amendment Area, from the northern border of the City south to Nobel Drive. After the route leaves the City at its northern border it continues north to the South Transfer Station on Park Street in the City of Madison and on to the University of Wisconsin-Madison campus.

Major roads within the Amendment Area are capable of serving transit, so additional future Madison Metro Transit System routes or route extensions, and associated infrastructure including bus pads, are possible within Amendment Area. The Northeast Neighborhood Plan was developed with attentiveness to transit opportunities. Transit route efficiency should be designed into the Amendment Area utilizing the following design considerations, 1. – 7.:

1. Ingress and egress from neighborhoods should not negatively impact directness of service. Loops that enter and exit at one location should be avoided;
2. Ingress and egress from neighborhoods should not require left-turns onto thoroughfares or collectors;
3. Walking distances within a neighborhood should be reasonable without forcing the creation of a circuitous bus route to maintain a quarter mile standard and avoid an excessive amount of turning movements;
4. Streets with planned bus routes should be constructed with appropriate asphalt mix and (perhaps) should be slightly wider if on-street vehicle parking is anticipated;
5. High density dwellings should front on streets that are planned for bus routes;
6. Bus stop locations should be anticipated along with shelter locations;
7. Bus layover locations should be planned and anticipated in residential areas;



The process of adding routes to the Madison Metro Transit System begins with residents that live in the proposed route area. As additional transit routes create added expenses for the City, residents requesting these new routes would need to contact their alderperson and work with the City's Transportation and Transit Commission to initiate this process.

An unutilized north-south rail corridor, jointly owned by the City and the Village of Oregon, is located along the east side of South Syene Road approximately 0.5 miles west of the Amendment Area. This corridor continues north to the City of Madison's downtown, including the Monona Terrace and State Capitol, and on to the Dane County Regional Airport. This corridor extends south into the Village of Oregon and beyond into the City of Evansville. The City envisions a future rail/bus rapid transit line along this corridor, connecting Oregon and Fitchburg to the City of Madison.

Map 13 identifies the Amendment Area's transportation network.

City Fire Department and Emergency Medical Service (EMS)

The City Fire Department and Fitch-Rona Emergency Medical Service (EMS) offers a wide variety of emergency and non-emergency services to the City, including but not limited to fire protection, vehicle rescue, ATV rough terrain rescue, emergency medical assist/support, mass casualty response, wild land fire-fighting, hazardous materials support, public fire education, plan review, and fire prevention inspections.

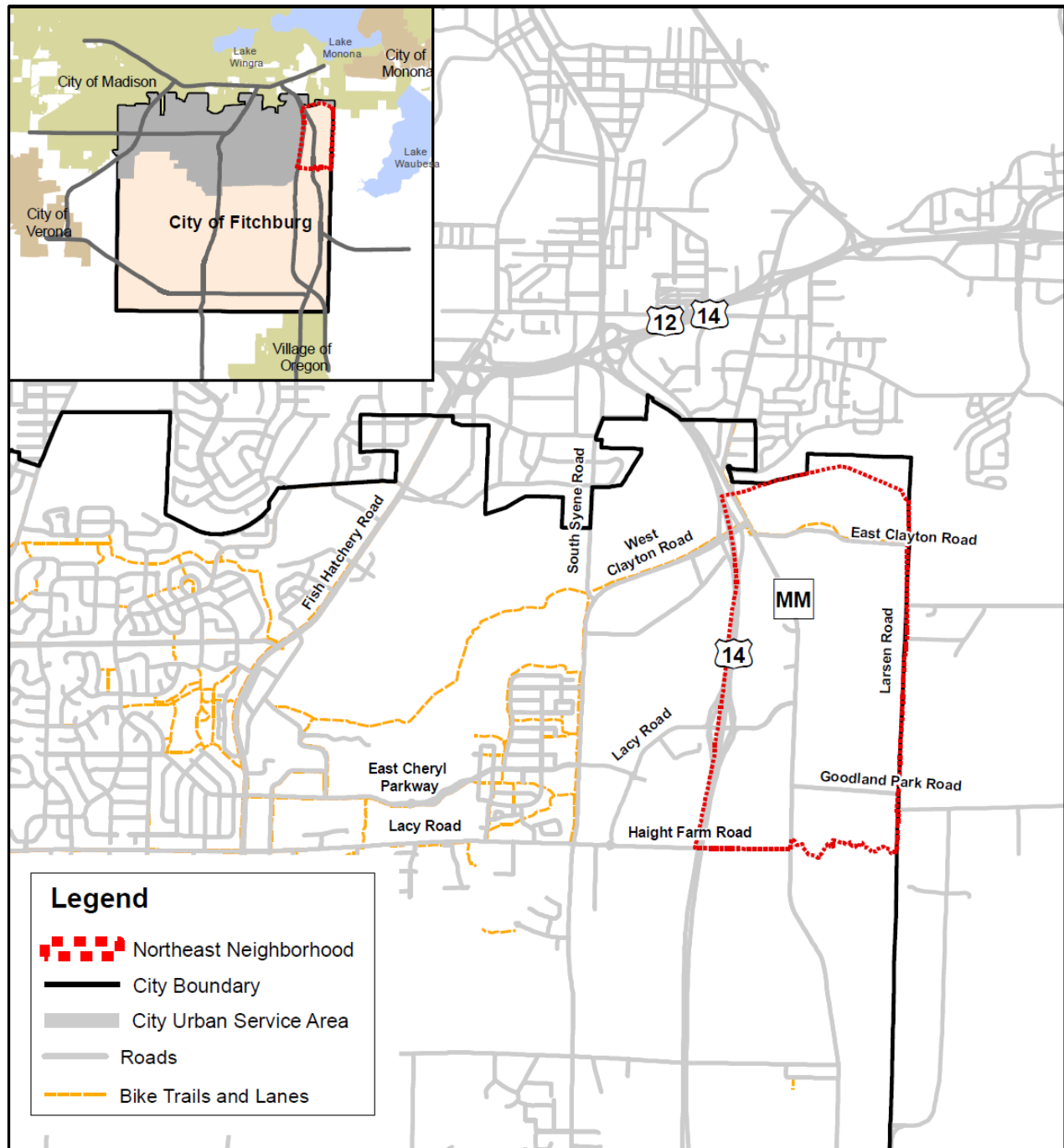
The Fire Department provides services out of two 24-hour staffed fire stations, Fire Station One also housing the Department's administrative headquarters and located at 5791 Lacy Road, and Fire Station Two located at 5415 King James Way.

EMS in the City is provided by the City Fire Department, operating as the first response agency for life-threatening calls, with Fitch-Rona EMS providing transport and paramedic services. Fitch-Rona EMS currently operates out of two locations, Fitchburg Fire Station Two/Fitch-Rona EMS at 5415 King James Way and 416 Venture Court in the City of Verona.

A Fire Station and EMS Unit Location Study was completed in early 2009 for the City by Short Elliott and Hendrickson. The study recommended that both existing fire stations be relocated, with Fire Station Two relocated first to a location in the vicinity of McKee Road and the Badger State Trail. A Fire Station Oversight Committee was created in the fall of 2013 and confirmed station relocations in January 2014. Construction of a relocated Fire Station Two, to be known as the Northwest Station, is expected to occur in 2015-2016 at the earliest. Fire Station One is expected to be relocated sometime between 2016 and 2018, in the area near South Syene Road, between McCoy and Lacy Road, and will be known as the Northeast Fire Station. Station relocation timing is subject to change. Additionally, a third EMS station will be needed to provide service to the Amendment Area, likely housed at the Northeast Fire Station. EMS response time to the Amendment Area will improve from the existing response time with a new/relocated Northeast fire station. A decision regarding providing a third manned ambulance by Fitch-Rona EMS has not yet been made.

Given the existing fire station locations, response time for a small section of the eastern portion of the planned Business Park and associated environmental corridor within the Amendment Area falls outside of a desired five minute response time. Once the Northeast Station is constructed, the entire Amendment Area should be within the City's goal of a 5-minute fire serve response time and 8-minute EMS response time. The City currently has a Fire Insurance (ISO) Rating of 3 for lands within the CUSA and 6 for lands outside of the CUSA but within five miles of a City or automatic aid fire station.

Map 13: Northeast Neighborhood: Urban Services: Transportation Network



NORTHEAST NEIGHBORHOOD: URBAN SERVICES: TRANSPORTATION NETWORK



0 0.3 0.6 1.2 Miles



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SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT

Map 14 identifies City Fire Department and Emergency Medical Service (EMS) areas and stations.

City Police Department

The City's Police Department is located at 5520 Lacy Road, with the Department distributing police services to the City among three police districts. Department resources are allocated to these districts based on the number and type of service calls, the population, and geography of each district.

As police districts develop and service calls are inventoried and analyzed, the police districts and department resources may shift. The Department currently has 46 officers and 12 civilian employees providing 24-hour service, equating to approximately 1.8 officers per 1,000 City residents and approximately .48 civilian employees per 1,000 City residents. The average response time for an officer from the time they were dispatched to the time of their arrival on-scene is 4 minutes and 31 seconds. This average includes City police response to all calls for service, regardless of priority, throughout the entire City.

Table 9 identifies a projection of new City Police Department members servicing the Amendment Area, given the projected population of the Area.

Table 9: Northeast Neighborhood: Projection of New City Police Department Members

Population	Sworn Police Department Members*	Civilian Police Department Members*	Total Police Department Members*
3,627*	4.0-6.5	1.0-1.5	5.0-8.0

*Assumes 2.31 people per housing unit at maximum residential unit capacity, per Table 4 herein. Other additional factors, beyond population, are taken into consideration when requesting additional Police Department staff, including but not limited to the number of service calls and the number, type, and severity of incidents.

Source: City of Fitchburg Planning and Zoning Department – 2013

Map 14 identifies City Police Department districts and station.

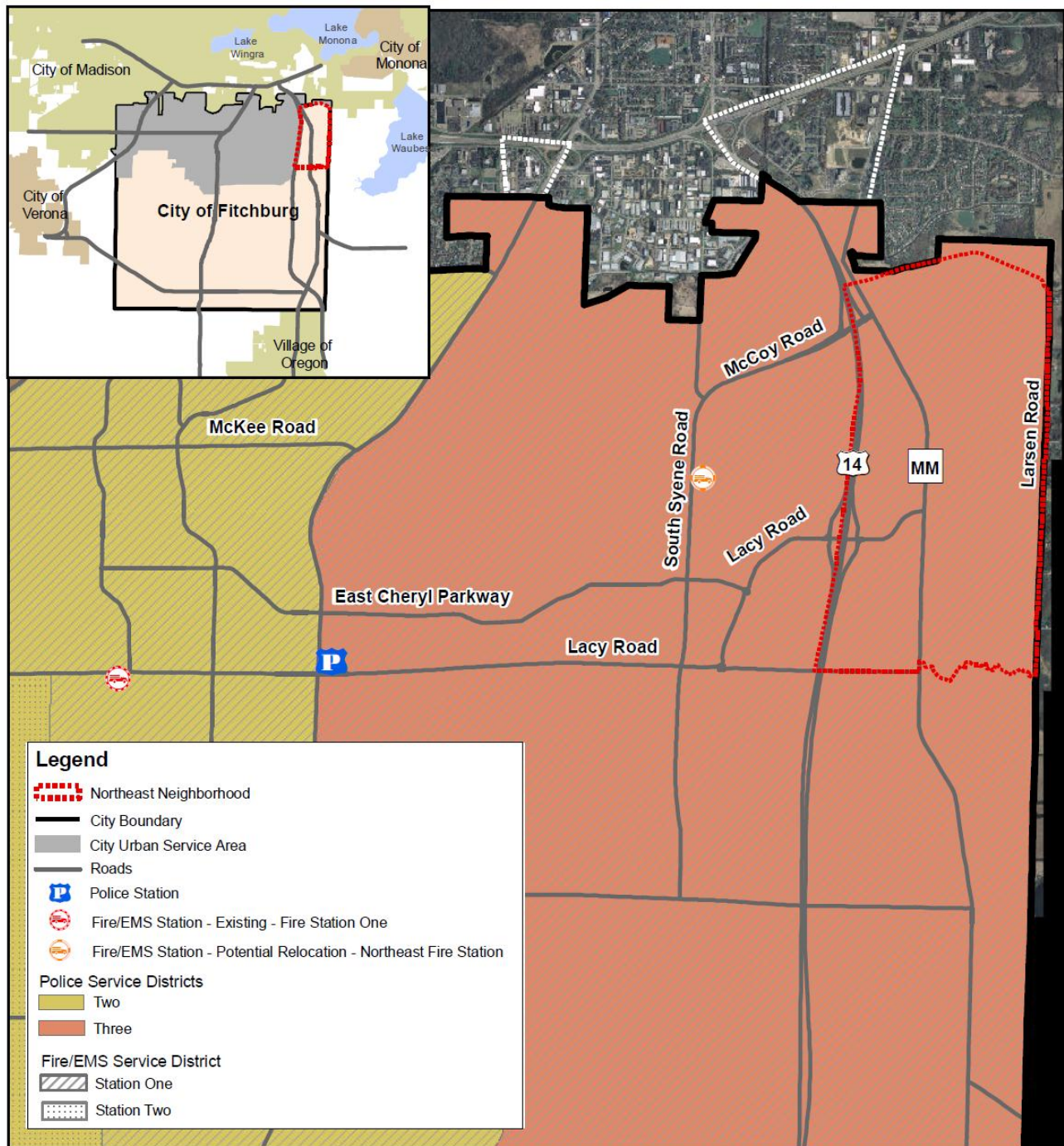
Parks and Open Space

The Amendment Area does not currently have any City parks, however there is a vast array of parks within close proximity, as well as other open space lands located within the Amendment Area.

Several City community parks, larger parks that service the entire City, include the Amendment Area within their service radius. The closest community park is McGaw, is located approximately one mile from the Amendment Area. Parks managed by other local government units, including Capital Springs Centennial State Park and Recreation Area, Goodland Park and Lake Farm Park, are also in close proximity to the Amendment Area. Additionally, the Capital City Bike Trail, a DNR-managed trail, extends through the Amendment Area paralleling East Clayton Road. The City's proposed Heritage Circle Trail runs in a north-south direction west of U.S. Highway 14. This proposed trail, if connected, would meet the Capital City Trail.

The *City of Fitchburg Comprehensive Park, Open Space and Recreation Plan – 2010-2015*, adopted by the Council on January 7, 2010, indicates the types, sizes, and general locations of future parks in the City. City policy, as stated in the Plan, is to site a neighborhood park within one-quarter mile walking distance of most City residents, area parks within a one-half mile radius of most City residents, and community parks so as to serve the entire City. Neighborhood and/or area parks may be provided with new residential development through the parkland dedication process, with new park locations determined during the Comprehensive

**Map 14: Northeast Neighborhood: Urban Services:
City Police and Fire Departments and Emergency Medical Service**



**NORTHEAST NEIGHBORHOOD: URBAN SERVICES:
POLICE, FIRE, AND EMERGENCY MEDICAL SERVICES**



0 0.25 0.5 1 Miles



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SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT

Development Plan and platting process. The City requires parkland dedication of 2,900 square feet per new residential unit (under standard zoning) in accordance with the City's Land Division Ordinance. As such, and given projected residential land uses within the Amendment Area, approximately 66 acres of new park land will be required. The City's park land dedication provisions can be met in one of three ways, or a combination thereof, as follows:

1. Site dedication
2. Fee-in-lieu of dedication
3. Off-site dedication;

Trail connections to existing trails and additional trails for both transportation and recreation in the Amendment Area are also desired. These trails could parallel new and existing roadways, environmental corridors, parks and open space areas, and drainage ways. Additionally, proposed park space at the northwest corner of Larsen Road and Goodland Park Road, along or just off of County Highway MM, is expected to meet neighborhood park demand in the Amendment Area.

Additionally, the City's Conceptual Parks and Open Space Proposal identifies a large system of open space (identified in Maps 5, 6, and 7 herein as "NEN Green Space") throughout the City that warrant protection consideration. This Proposal would connect areas of important natural, cultural, and historical resources, while also providing for wildlife movement and habitat. Land identified in this Proposal may remain privately owned, or become public through purchase, dedication, donation, or by other agreeable terms between the property owner and City. Portions of land identified as "NEN Green Space" are subject to land use change, following a process detailed in the Land Use Element of the Northeast Neighborhood Plan.

Map 15 identifies City public parks/open space in and in close proximity to the Amendment Area.

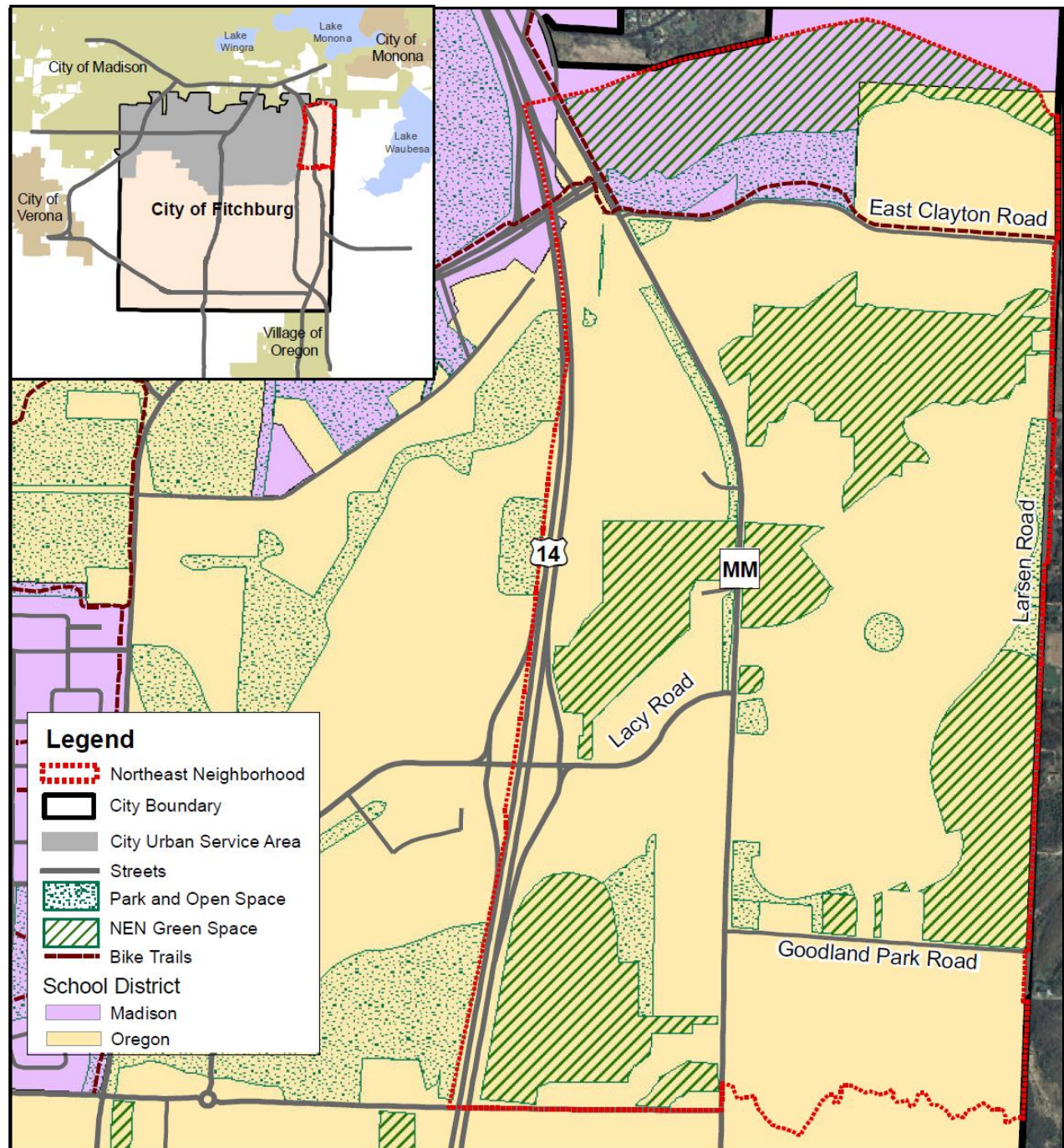
Public School Systems

The Amendment Area is located within both the Oregon and Madison Metropolitan School Districts. Approximately 892 acres of the Amendment Area lie within the Oregon School District, while approximately 93 acres lie within the Madison Metropolitan School District, in the extreme northern section of the Area. Between 944 and 1,570 residential units are planned within the Oregon School District and no new residential units are planned within the Madison Metropolitan School District, in the Amendment Area. As such, an estimate of between approximately 300 and 455 new students is projected in the Oregon School District and no new students are projected in the Madison Metropolitan School District, in accordance with proposed future land uses identified in the Amendment Area.

Oregon School District schools that serve the Amendment Area include Netherwood Knoll Elementary School at 276 Soden Drive, Oregon, or Prairie View Elementary School located at 300 Soden Drive, Oregon, both located approximately 5.2 miles south of the Amendment Area, Oregon Middle School located at 501 Pheasant Oak Drive, Oregon, approximately 5.1 miles south of the Amendment Area, and Oregon High School located at 456 N. Perry Parkway, Oregon, approximately 4.7 miles south of the Amendment Area. Madison Metropolitan School District schools that serve the Amendment Area include Frank Allis Elementary School located at 4201 Buckeye Road, Madison, approximately 3.0 miles northeast of the Amendment Area, Badger Rock Middle School located at 501 East Badger Road, approximately 0.8 miles north of the Amendment Area, and LaFollette High School located at 702 Pflaum Road, Madison, approximately 3.6 miles northeast of the Amendment Area.

Map 15 identifies the public school systems servicing the Amendment Area.

**Map 15: Northeast Neighborhood: Urban Services:
Parks, Open Space and Public School Systems**



**NORTHEAST NEIGHBORHOOD: URBAN SERVICES:
PARKS, OPEN SPACE, AND PUBLIC SCHOOL SYSTEM**



0 0.1 0.2 0.4 Miles



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SOURCE: DANE COUNTY LIO AND FITCHBURG PLANNING & ZONING DEPARTMENT

IV. CONCLUSION

The General Community Development Goal for the Northeast Neighborhood, as contained in the Northeast Neighborhood Plan, is as follows:

To attain a pattern of community development that includes environments suited to a variety of needs, including privacy, productivity, convenience, beauty, sustainability and diversity.

To develop a compact urban community that is both visually and functionally distinct from its agricultural surroundings.

- *Encourage development that is compatible with adjacent land uses.*
- *Ensure that, when the Northeast Neighborhood is completely built-out, it is an interconnected neighborhood; mandate that future development proposals consider implications of their development on neighboring properties.*
- *Ensure that future development uses appropriate measures to properly manage storm water runoff such as site or regional detention/infiltration areas, while incorporating an emphasis on storm water quantity and quality.*
- *Strive for a balanced neighborhood by providing for a variety of land uses.*
- *Ensure a phasing program consistent with the Comprehensive Plan.*

If this document is approved, development within the Northeast Neighborhood will be consistent with that goal, other goals identified in the Northeast Neighborhood Plan, the Comprehensive Plan, and all other applicable plans, ensuring preservation of environmental resources and minimizing the effects of land use change on these resources both within the Amendment Area and throughout the region.

The Amendment Area is within the City's long-term growth boundary in accordance with the City's Comprehensive Plan. Inclusion of the Amendment Area in the CUSA is reasonable given the limited amount of developable land currently with the CUSA, the land use demands projected by the City, and the City's land use policies, all in accordance with the Comprehensive Plan. The City has made a commitment to grow and develop in close proximity to U.S. Highway 14, committing financial resources and focused, responsible planning efforts to this area, as evidenced by the future land use plan for the Amendment Area and development of the Uptown Neighborhood, just south of the Amendment Area.

As the Amendment Area develops, a full range of urban services including sanitary sewer, water, storm water management and erosion control, transportation, police/fire/emergency medical, parks/open space, and public school systems will be provided in the Area.

Inclusion of the Amendment Area into the CUSA and subsequent development of the Area will ensure that the City and the region grow and develop in a responsible, appropriate manner consistent with the Comprehensive Plan, all other applicable plans, and sound land use planning and development principles.

Appendix I –

City of Fitchburg Northeast Neighborhood Urban Service Area Amendment Application –
Authorization Resolution (R-18-14)

Mayor Pfaff
Introduced by

Planning Dept
Prepared by

Plan Commission
Referred to

February 11, 2014
Date

RESOLUTION R-18-14**APPROVING CENTRAL URBAN SERVICE AMENDMENT REQUESTS FOR
NORTHEAST AND NORTH STONER PRAIRIE NEIGHBORHOODS**

WHEREAS, the City of Fitchburg Common Council has adopted into its Comprehensive Plan neighborhood plans for the Northeast Neighborhood (NEN) on April 27, 2010, and the North Stoner Prairie Neighborhood (NSPN) on November 26, 2013, and

WHEREAS, at the request of the Common Council urban service adjustment requests have been produced by planning staff for the NEN and NSPN, and

WHEREAS, applications for urban service adjustments to the Capital Area Regional Planning Commission are to be approved by the governing body

NOW BE IT HEREBY RESOLVED, by the Fitchburg Common Council it hereby:

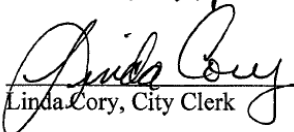
1. Finds the applications for the NEN and NSPN to be consistent with the City's Comprehensive Plan, and
2. Approves and directs City staff to make applications to the Capital Area Regional Planning Commission (CARPC) to amend the Central Urban Service Area (CUSA) to include the Northeast Neighborhood and North Stoner Prairie Neighborhood, with said applications subject to edits to address items raised by CARPC staff

Adopted this 25th day of February, 2014.

Approved:


Shawn Pfaff, Mayor

Attested:


Linda Cory, City Clerk

Appendix II –

City of Fitchburg Northeast Neighborhood Plan
(City of Fitchburg Comprehensive Plan – Appendix A3)

SEE ENCLOSURE

Appendix III –

City of Fitchburg Northeast Neighborhood Traffic Impacts

**MEMO****CITY OF FITCHBURG
DEPARTMENT OF PUBLIC WORKS**

5520 LACY ROAD
 FITCHBURG WI 53711
 (608) 270-4260
 FAX: (608) 270-4275

To:	Plan Commission
From:	Paul Q. Woodard, P.E., Director of Public Works
Date:	October 31, 2007
Subject:	Northeast Neighborhood Traffic Impacts

The MPO has completed traffic modeling for the City to analyze the traffic impacts associated with the growth that is anticipated on the east side of the City. Attached to this memo is a map showing the roads included in the MPO model and the 2030 volumes along with a table showing existing traffic compared to projected volumes in 2030. This model was created to illustrate the right-of-way needs for the existing and future roads within the Green Tech Village as well as consider the traffic impacts to the existing rural roads in the Town of Dunn. The modeling assumes full build-out of the following developments:

- Green Tech Village (using the numbers provided in the NE Transportation Study by KL Engineering and HNTB),
- Northeast Neighborhood (NEN),
- Fitchburg Technology Campus, and
- Fitchburg Center (although the total number of employees at full build-out was dropped from 4600 in the NE Transportation study to 3500 as MPO felt the 4600 number was too high).

This regional modeling also includes projected growth in the county to 2030.

A significant amount of residential development was also added to bring the population up to a level more consistent with the assumed employment. Current proposed City plans have provided significant employment areas. The MPO then needed to match residential growth to projected employment growth. The residential growth was allocated to areas within the 50-yr growth boundary that was recently approved. The total amount of new growth allocated for the whole City within this model assumes the addition of 11,000 dwelling units, 26,000 residents, and 20,500 employees. According to the MPO, even under a "fast growth" scenario, this is a 50-year development scenario.

The model suggest that the only 4-lane sections of road are E. Cheryl Parkway from Syene Road to New Lacy Road and New Lacy Road from E. Cheryl Parkway to CTH MM ("MM"). If the NEN is approved, all roads east of "MM" are 2 lane roads. "MM" can remain as a 2-lane roadway, although turning lanes will be needed at the intersections. The MPO will provide projected turning movements at the key intersections so we can properly design the intersections. New Lacy Road from the interchange to "MM" is shown as a 4-lane road even

though the volumes don't warrant it. This is to draw traffic from adjoining roadways, in particular "MM".

There is some increase in traffic on the Town of Dunn roads. Some of that growth is attributable to regional growth verses the development in Fitchburg. We asked the MPO to break out the growth on Town of Dunn roads between background growth and the addition of the NEN. The background growth on Goodland Park Road accounts for about 90% of the growth in traffic and about 40% on Meadowview Road.

The results of the model show that the roadway system can safely carry the anticipated volume in 2030 with the planned and proposed developments in the City. The overall grid system for the major roadways allows the traffic to spread over multiple roadways. Unless there is a significant change to the land use proposed by Ruekert-Mielke, we have no concerns with the projected traffic volumes by the addition of the NEN.



Figure 1
Average Daily Traffic
Existing and Future Conditions

Roadway	Section	Existing	Count Year	Future Base 2030	Future **LOS D Capacity	2030 Volume to Capacity Ratio
Syene Road	Post Rd to McCoy Rd	4,000	2005	7,800	12,000	65%
	McCoy Rd to E. Cheryl Pkwy	5,500	2005	10,300	12,000	86%
	E. Cheryl Pkwy to Lacy Road	5,000	2007	9,400	12,000	78%
	South of Lacy Rd	2,350	2006	9,500	12,000	79%
N-S, GTV	McCoy Rd to West Clayton Rd	x		7,600	12,000	63%
	West Clayton Rd to E. Cheryl Pkwy	x		6,400	12,000	53%
USH 14	Park St. I/C to McCoy Rd I/C	15,300	2005	62,100	72,000	86%
	McCoy Rd I/C to New Lacy I/C	21,100	2005	53,700	72,000	75%
	New Lacy I/C to Oregon I/C	21,100	2005	35,800	72,000	50%
CTH MM	North of McCoy Rd	9,800	2005	15,500	23,500	66%
	McCoy Rd to New Lacy Rd	5,000	2007	10,600	15,000	71%
	New Lacy Rd to Lacy Road	5,000	2007	7,800	12,000	65%
	South of Lacy Rd	6,000	2007	7,600	12,000	63%
Lacy Road	Sunflower Dr to Syene Rd	4,800	2007	9,000	12,000	75%
	Syene Rd to New Lacy	x		9,800	15,000	65%
	New Lacy Road to CTH "MM"	2,500	2007	7,600	12,000	63%
New Lacy Road	Lacy Rd to East Cheryl Pkwy	x		10,000	15,000	67%
	East Cheryl Pkwy to USH 14	x		25,400	28,000	91%
	USH 14 to CTH "MM"	x		13,700	28,000	49%
E. Cheryl Parkway	Sunflower Dr. to Syene Rd	2,100	2006	12,000	12,000	100%
	Syene Rd to New Lacy Rd	x		15,200	12,000	127%
McCoy Road	Syene Rd to N-S, GTV	7,400	2005	6,400	12,000	53%
	N-S, GTV to USH 14	7,400	2005	13,300	28,000	48%
	USH 14 to CTH MM			13,600	28,000	49%
Goodland Park Road	CTH "MM" to Larsen Rd	630	2002	1,400	12,000	12%
	Larsen Rd to Lake Farm	600	2007	900	12,000	8%
East Clayton Road	CTH "MM" to Larsen Rd	650		1,300	12,000	11%
Meadowview Road	Larsen Rd to Lake Farm	550	2007	2,500	12,000	21%
Larsen Road	Meadowview to E. Clayton Road	650	2007	1,900	12,000	16%
South Beltline	West of Fish Hatchery Rd			133,600	105,000	127%
	Fish Hatchery Rd to Park St	113,000	2005	128,400	105,000	122%
	East of Park St			122,200	105,000	116%

** 12,000 vpd is the maximum capacity for LOS D on a 2-lane roadway
 15,000 vpd is the maximum capacity for LOS D on a 2-lane improved roadway
 23,500 vpd is the maximum capacity for LOS D on a 3-lane roadway
 28,000 vpd is the maximum capacity for LOS D on a 4-lane roadway

Appendix IV –
City of Fitchburg Bicycle and Pedestrian Plan

SEE ENCLOSURE

Appendix V –

City of Fitchburg Northeast Neighborhood Conceptual Stormwater Management Plan

SEE ENCLOSURE