CITY OF FITCHBURG
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WISCONSIN

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April 22, 1999

Mr. Robert McDonald, Acting Director
Dane County Regional Planning Commission
Suite 400
217 South Hamilton Street
Madison, WI 53703-3238

RE: Nine Springs Neighborhood

Dear Bob:

The City of Fitchburg is requesting an amendment to the Dane County Land Use and Transportation Plan, The Dane County Water Quality Plan, and the Dane County Farmland Preservation Plan to expand the Central Urban Service Area to include the Nine Springs Neighborhood. Generally, this area runs from the current CUSA boundary south to Lacy Road, (but does include some area south of Lacy Road), and from the current CUSA boundary west to USH 14. Attached you will find the Proposed Central Urban Service Area Adjustment Request which includes, in relevant appendices, the Nine Springs Neighborhood Plan, the storm water management plan, and, for your information, a copy of the E-Way Study Committee report.

The Nine Springs Neighborhood Plan was adopted by the Plan Commission on December 1, 1998 and by the Common Council on December 8, 1998.

We appreciate your consideration of this matter. If you have any questions or require additional information, please contact me.

Sincerely,

Thomas D. Hovel

Thomas D. Hovel
Zoning Administrator/City Planner

cc: Mayor Mark Vivian (w/o enclosures)
Common Council (w/o enclosures)

RECEIVED
APR 22 1999

Proposed Central Urban Service Area Adjustment Request For Nine Springs Neighborhood City of Fitchburg

April, 1999

Prepared by:
City of Fitchburg
Planning Department
5520 Lacy Road
Fitchburg, WI 53711

INTRODUCTION

The Nine Springs Neighborhood Plan has been in the planning process since 1996. The Plan has undergone significant changes since the first plan, prepared by the Discovery Group, was considered by the City Council in early 1997. To reach consensus on the main environmental issues facing the plan (and the E-Way), the Mayor appointed a multi-jurisdictional E-Way Advisory Committee, co-chaired by Professor Phil Lewis and Douglas Yanggen. The Plan, however, retains its basic goals of being a transit friendly, balanced, and diverse neighborhood. Efficiency in land use is promoted, and ample open space is anticipated. The Plan, however, is not viewed as a static document. The dynamic nature of the plan allows it to change as conditions warrant and new information is made available. The intent of evaluation, and possible changes, is to build further on the main goals and objectives identified for the planning area. It is the City's belief that the Nine Springs Plan meets the goals of the Dane County Land Use and Transportation Plan, Vision 2020.

The Nine Springs Neighborhood Plan, attached as Appendix 1, provides the specific maps, and tables, and text for the proposed neighborhood. This document relates to the specific impacts intended as the neighborhood reaches build out.

LOCATION AND DESCRIPTION OF PROPOSED ADDITION TO CENTRAL URBAN SERVICE AREA

The proposed addition to the Central Urban Service Area (CUSA) is in northeast Fitchburg, east of the main Fitchburg portion of the USA and south of the City of Madison and west of USH 14. About 70 acres of the proposed addition lies south of Lacy Road and west of McGaw Park.

The proposed addition to the CUSA includes the following portions of sections 1, 2, 10,11, 12, and 15 T6N R9E, City of Fitchburg.

1) Part of the W1/2 SW1/4 section 1, and part of the SW1/4 NW1/4 sect. 1.
2) Part of S1/2 sect. 2, and part of the S1/2 NE1/4 sect. 2.
3) Part of SE1/4 sect. 10, and part of N1/2 NE1/4 sect. 15.
4) All of Section 11.
5) Part of W1/2 NW1/4, and par of the W1/2 SW1/4 sect. 12.

The proposed USA addition is well positioned within Dane County as it is just south of the South Beltline Highway and only about 10 minutes commuting time from the Capitol Square in Madison. In combination with the proposed land use, this USA meets the eleven goals as set forth in the 1997 Dane County Land Use and Transportation Plan (Vision 2020). The location of this proposed USA expansion is vital to compact growth, and it helps to preserve the isthmus area as the region's major activity center by providing for housing, recreation, and economic opportunities within minutes of downtown Madison. The proposed neighborhood is also within a five mile radius of the University of Wisconsin and other major activity centers within the southern portion of the Madison Metropolitan area. With over 100,000 residents expected in

Dane County by the year 2020, the City of Fitchburg recognizes it is necessary to provide manageable growth that is compact and within close proximity to the central core of the urban area--the Madison isthmus.

The proposed Nine Springs Neighborhood currently consists of predominantly open agricultural land, with several residential clusters along Lacy Road and West Clayton Road, as well as residential and commercial uses established along Syene Road. The proposed addition comprises 1270 acres, of which 1166 are in Fitchburg.

The following is a list of major property owners:

Ownership

Wisconsin Alumni Research Foundation	158.5 acres
Eugene C. and Duane Osborn	40.0 acres
Thomas F. Holmes	140.3 acres
James F. Holmes, et al	52.9 acres
James Holmes & Anna Boberschmidt	75.0 acres
Marc Jones	70.3 acres
R. Haight	52.0 acres
Richard W. McKeown	33.8 acres
Wisconsin Department of Natural Resources	76.0 acres
Richard E. and Marjorie M. Blaney	40.0 acres
Dane County/City of Madison/Fitchburg (Nine Springs Creek Corridor E-Way)	266.0 acres
Small Tracts, street and RR r/w	265.20 acres

PURPOSE

The purpose of the proposed amendment is to allow the City of Fitchburg to provide sanitary sewer, water and other urban services to the lands included in this addition to the Central Urban Service Area.

NEED

In March 1995, the City of Fitchburg adopted a revision to the General Land Use Plan which represents the most important component of the City's Master Plan documents. The General Land Use Plan, accomplished with planning assistance from the Regional Planning Commission, reviewed and identified long term growth options for the City. The City has followed policies requiring growth to occur within an Urban Service Area (USA), in order to provide urban services, preserve agricultural lands, and to meet other major objectives of the General Land Use Plan. Since the original USA was adopted in the 1970's, the City has made only minor modifications to the USA boundary. The 1995 plan noted that, based on the 1990 census, RPC land use inventory, and a preliminary population forecast, the Fitchburg portion of the CUSA should not exceed 6,586 acres. With the current Fitchburg portion of the USA at 5,106 acres, the City has the potential to add 1,480 acres to the CUSA.

The City is proposing to add 1,270 acres, of which 104 acres are located within Madison city limits (leaving 1166 acres in Fitchburg), 420 acres is environmental corridor or proposed greenspace, 281 acres is existing small tract development or right of way, leaving a total of 481 developable acres.

The General Land Use Plan also referenced potential other urban service expansion areas, including land east of USH 14, lands near Lacy Road and Seminole Highway, and the possible Syene neighborhood south of Lacy Road. These are not currently proposed for inclusion into the CUSA due to timing issues: the first two would require some services to be extended from the Nine Springs Neighborhood, and the other raises issues of potential service provisions and possible incompatible land use near existing mineral extraction sites. These areas may be considered for development in the future once these issues have been properly addressed.

The City of Fitchburg has been very consistent in requiring new growth to be in the USA. It is the City's intent to grow in a compact and orderly manner rather than to "leap frog." The proposed Nine Springs Neighborhood is contiguous to the current Central Urban Service Area and serves to connect the Rimrock Road portion of the Fitchburg portion of the CUSA to the main portion of the Fitchburg CUSA.

The City currently has 47 homes in the Rimrock neighborhood (an additional 3 lots on which construction has not yet occurred) served, through an intergovernmental agreement, by the City of Madison water utility. The agreement was necessary to protect the public health when private wells were contaminated by industrial chemicals. The agreement expires in August 2004, and unless the City of Fitchburg has provided public water to those residences, they will be detached to the City of Madison. Rather than undertake a separate and costly water system to serve this small area, the City prefers to connect the area to water coming from the City's utility area by water main that would be extended from the Nine Springs Neighborhood.

NINE SPRINGS NEIGHBORHOOD PLAN

In March 1995, the City of Fitchburg adopted the revised General Land Use Plan as the City's long-range land use policy document. The General Land Use Plan includes a statement of community goals and policies, generalized land use and circulation plans, and a staging plan for future expansions of the urban service area. The plan has a general time frame of 10 to 20 years.

One of the key recommendations of the revised General Land Use Plan is to concentrate the City's resources in the development of the Nine Springs Neighborhood. The Nine Springs Neighborhood is identified as the next logical addition to the CUSA.

As described in the General Land Use Plan, the Nine Springs Neighborhood consists of most of the land north of Lacy Road, west of U.S. Highway 14 and east of the Fitchburg Center, with the exception of approximately 160 acres in the Swan Creek watershed near the intersection of Lacy Road and U.S. Highway 14. The Nine Springs Neighborhood Planning Area in this report has

been expanded to include all of the land north of Lacy Road and west of U.S. Highway 14, as shown on the Planning Area Map in the adopted Neighborhood Plan. This was accomplished because the services for this area are integrally tied to the service provisions for other parts of the Nine Springs Neighborhood.

The Nine Springs Neighborhood Plan (Appendix 1) includes approximately 1166 acres in Fitchburg. The plan is to guide city, landowner, and developer decision making in order to foster a well-designed and efficient neighborhood, to serve resident and business needs and to protect the quality of the environment. The Nine Springs Neighborhood Plan provides guidance regarding the type of development, development densities, circulation system, and other public facilities and services. One of the guiding principals in developing the plan has been to protect and preserve the unique environmental characteristics of the Nine Springs Creek E-Way Corridor and create a system of open spaces that will provide a continuous link between residential neighborhoods and the E-Way.

The plan also provides for compact urban development, a transit friendly urban design that will allow for the use of mass transit, a balanced community that provides for a combination of uses and a variety of residential types of housing. The park and open space system emphasizes linear connections and protection of important natural resources. In addition, the residential density of 6.4 dwelling units per net acre of residential land will preserve rural lands outside of the CUSA for a greater period of time, than if they were developed at a lower density (e.g. 3 du/acre).

The land use calculations for the proposed neighborhood are presented below:

Land Use Acre Calculations

Use Classification	Gross Acres	Net Acres
Low Density Residential (Average 3.25 Dwelling Units/Net Acre)	272	182.24
Medium Density Residential (Average 7.0 Dwelling Units/Net Acre)	107	71.49
High Density Residential (Average 15 Dwelling Units/Net Acre)	93	62.31
Total Residential Acres	**472**	**316.04**
Institutional--Education	26	17.42
Commercial	27	18.09
Business Park	111	74.37
Total Economic Development	**164**	**109.88**
Total Developable Acres	**636**	**425.92**
Area Park	12	12
Wetlands	193	193
Storm Basins	42	42
Storm water conveyance, buffers, and other open space	100	100
Acquisition reserve	73.3	73.3
Total Environmental Acres	**420**	**420**
Proposed major roads, existing roads and railroad	110	110

Local Streets, storm water, parks and other public purposes	N/A	199.78
Total Acres	**1166**	**1166**

Land Use Percentages

Use Classification	% Gross Acres	% Net Acres
Residential	40.48	27.11
Economic Development	14.07	9.43
Environmental	36.02	36.02
Public Purpose lands*	9.43	26.57

*Public purpose lands for net acreage includes existing right of ways, and proposed major streets. Net acres includes anticipated dedications from gross area for additional lands such as for streets, local park lands, and other such public purposes.

Including existing small tract areas, about 472 acres will be used for residential purposes. The plan proposes a combination of residential development to encourage a mix of housing opportunities, and to help achieve the density necessary for transit friendly development. Multi-family housing is expected to produce just about 46% of the dwelling units in the plan. The multi-family areas are concentrated near Syene Road and the Union Pacific railroad tracks in order to be closest to transit routes. The high density residential will occupy about 93 gross acres of land, or 62 acres of net land area.

Medium density residential uses, at an average of 7 dwelling units per acre, will occupy 107 gross acres or 71.49 net acres. These areas are expected to provide for a mix of housing from single family, generally on small lots, to multi-family condominium projects. The medium density areas will produce about 24.6% of the dwelling units in the neighborhood.

Single family development, or low density residential, is expected to occur on just under 182.24 net acres (272 gross acres) at an average density of around 3.25 du/acre. This low density use will produce the remaining dwelling units, about 29.2 percent of the total dwelling units.

Commercial and business park opportunities exist in strategic areas with the commercial area being centrally located in order to provide ease of access from the neighborhood population. The main employment (business park) area is located between USH 14 and the Union Pacific railroad tracks to take advantage of the areas proximity to USH 14.

The City requires architectural and design review for all multi-family, commercial and industrial projects. This process allows for specific site, landscaping and architectural analysis of each project. In addition, prior to building multifamily housing of more than 8 dwelling units, the developer is required to obtain Planned Development District Zoning. In many instances the City will require the developer to institute understructure parking, but yet retain the same unit to land ratio as if it did not have understructure parking. The result is substantially less impervious area--perhaps more than 20% less--than if the project had not had understructure parking. Less

impervious area leads to more open space and reduced storm water runoff. The intent of the plan is to produce well designed areas that provide suitable open space and amenities through the planned development zoning process.

The park and open space system is characterized by three main features: linear open space corridors, preservation of major wetland and environmental features, and park locations to serve the neighborhood population. McGaw Park will serve as the community park for the neighborhood, but an area park and some neighborhood parks are planned to serve the population.

The plan also indicates circulation patterns, sanitary sewer and water main infrastructure options, plus institutional, or school site options. A unique and innovative storm water management plan, undertaken by Vierbicher and Assoc., emphasizes infiltration and natural prairie grass plantings to both treat and reduce the amount of storm water runoff to the streams.

URBAN SERVICE PROVISIONS

It is intended that the proposed Nine Springs addition to the Central Urban Service Area of the City of Fitchburg be provided with the full range of urban services when urban development occurs. The full range of services would include public sanitary sewer, public water, police and fire protection, and highway and public works maintenance and management services.

In 2015 the total City population is estimated to be 24,058 persons. In 2000, the City's estimated population is 19,287 persons. Assuming that 35% of the population growth between 2000 and 2015 will occur within the current urban service area, 3,102 persons would locate in the Nine Springs neighborhood between 2000 and 2015, and an additional 1,626 from 2015 and beyond. These figures assume full and complete build out. These figures assume redevelopment of the existing lots to the densities noted in the plan, and such a complete occurrence is unlikely to happen within a twenty-year planning period.

Utility Services

Sanitary Sewer

The proposed development will be served by gravity flow sanitary sewer from two main lines. The area is within the Madison Metropolitan Sewerage District (MMSD) boundaries and the MMSD Nine Springs Valley Interceptor has sufficient capacity to handle the anticipated sanitary sewer flow. In conformance with the City's Land Use Plan and City Policies, gravity flow sewer service can be provided to the MMSD Nine Springs Interceptor for the whole plan area. The City believes gravity flow sewer service is the most efficient, maintenance-friendly, and safest way to transport waste water.

The proposed Syene interceptor will follow much of an old road course as it makes its way

through the wetland area to the MMSD Nine Springs Valley interceptor. This line will head southerly to Lacy Road, and as it approaches Lacy Road, additional lines will branch off to serve lands to the east and west. While this interceptor and its westerly extension could also serve lands in the existing USA south of Lacy (Stage 1B on plan Staging Map), as well as part of the proposed addition south of Lacy, these small areas could also be served by a possible Woods Hollow extension.

The second major sewer line may come off the Nine Springs Extension and head east to serve the WARF property. If the land acquisition occurs to take the north part of the WARF property, then this sewer is not likely to be required as the southerly part of the WARF lands can be served by flow into the Syene Interceptor lines.

Water

Primary water service for the area will come from the existing Utility District water system. The District, in February 1999, realized that it was no longer feasible to install a blending reservoir at Well #2 which has seen increasing levels of nitrates (although they are currently under the federal limit), and had decided to abandon Well #2 and construct a new well on the Eby property, south of Lacy Road and just east of Fish Hatchery Road. The new well would be located in the current urban service area. The Utility will continue to study whether or not an additional well is required beyond the one to replace Well #2. At the time a new well is proposed for the Nine Springs Neighborhood, hydrologic studies and other studies as may be required will be undertaken for evaluation of the well's effects.

The Utility District has undertaken, and will continue to promote water conservation. Leak detection analysis was undertaken in 1997 and in 1999 or 2000 a public education campaign will be considered, beyond the current news letter articles and summer press releases, in an effort to promote water conservation. A pro-active approach to water conservation should reduce water demand and lengthen the time frame before another well is required.

The Utility District estimates that, over the course of full and complete build out of the Nine Springs Neighborhood, one to two additional crew members may be required. Two recent measures, however, have reduced Utility manpower needs. First, a new telemetry system provides automated controls for the wells and water facilities. The new system significantly increases hours available for other tasks as workers no longer have to check the various facilities on a daily basis. Second, a water meter radio-read system is being implemented. This system will allow for meter reading while the worker remains in a vehicle, and drives down the street, rather than walking from house to house.

Public Safety

Public Safety, including police, fire and emergency medical services, will be provided. Police and Fire services are provided by the City, while EMS services are provided by Fitchrona EMS, an

intergovernmental service of the Cities of Fitchburg and Verona and the Town of Verona. Staffing levels utilized in this report represent the maximum staffing addition expected., and would not necessarily be required within the build out time frame. Calls for service would be analyzed prior to staff adjustment or addition. As with all staffing and equipment requests, budget consideration and approval would be required.

Police

The Police Department is housed at 5520 Lacy Road, just west of the Nine Springs neighborhood. The police do not expect response time to be a significant factor as officers are currently deployed in specific districts throughout the City. Resources to these districts are allocated based on the number of calls for service in a specific district. As the area develops and police calls are analyzed, personnel shifts may occur. Current sworn officer staffing is at about 1.9 officers /1000 population, with civilian staffing at .7–.8/1000 population. Using the 1.9 and .8 figures as a suitable ratio, the following additional staffing can be expected (assumes complete and full build-out):

Time Frame	Neighborhood Population	Sworn	Civilian	Total
1999-2015	3,102	5.9	2.5	8.4
2015 on	1,626	3.1	1.3	4.4
TOTAL	4,728	9.0	3.8	12.8

No office space expansion is required as police quarters have suitable accommodations for the increased staff level that may be expected.

The police currently operate two precinct offices–one at Ridgewood Country Club Apartments to serve the north central part of the City, and another in the west part of the City housed at Fire Station #2. Another precinct would be considered in this neighborhood only if future conditions warrant. Planning and development techniques can be utilized to promote strong neighborhoods that are diverse in use and housing type. The number, type, and size of commercial and business establishments, schools, and related uses can also effect the number of officers required. It is known that police calls tend to be greater in the older, more transient, neighborhoods of the City.

Fire

The City of Fitchburg Fire Department takes a very pro-active approach to fire prevention, public education, and fire suppression. The fire prevention code for the City is one of the most comprehensive and restrictive codes in the state. This is a deliberate effort to minimize, if not try to eliminate, the effects that fires have on the residents, business owners, and patrons of the City. The Fire Department has enacted ordinances dealing with fire detection and suppression systems n occupancies to meet certain fire protection and life safety criteria.

The Fire Department is currently staffed by over 50 professionals that are comprised of full time and paid on call personnel. The department has recently implemented a staffing program to maximize the number of available fire fighters on duty for delivery of emergency services. As the City of Fitchburg continues to grow, the Fire Department will look to expand its staff in order to

effectively and efficiently deliver services.

The City is currently served by two fire stations, 5791 Lacy Road, and 5415 King James Way. Response time to the Nine Springs Neighborhood is expected to be 4 to 5 minutes. Approximately 90 % of the personnel are crossed trained in emergency medical techniques and are licensed Emergency Medical Technicians. The Fire Department works closely with Fitchrona EMS to deliver emergency medical services.

EMS

Emergency medical service is primarily provided by Fitchrona EMS. The main factor affecting EMS calls are social factors, such as the amount of elderly population. The EMS expects a 7–9 minute response time from their King James Way location, and foresee no problem serving this neighborhood. An additional fully-staffed ambulance is being considered at this time, but is likely to be accomplished for reasons beyond the growth of the Nine Springs area.

Public Works

The Public Works department estimates that, at ultimate buildout, 1.5 additional FTE staff and one additional patrol truck will be required. The existing Maintenance Facility is more than adequate to handle this increase. Refuse and recycling pickup is accomplished through contract with a waste hauler which provides services to single-family, two-family, and three and four-family residential units. Uses not covered by this pickup are required to provide service through their own contract. For those properties covered under the City contract, a charge is placed on the tax bill for the service. The City collects recyclables beyond that required by the State of Wisconsin. For a description of Fitchburg recycling services please refer to Appendix 2. The City is a recognized recycling leader in Wisconsin.

Storm water management

Storm water management is provided through a variety of methods and procedures that increase infiltration, reduce pollutant loadings, and protect the natural environment. The methods used are pioneering and unique to the management of storm water runoff. Storm water is used as a resource to be infiltrated, rather than to be viewed as a nuisance. The storm water system is described in the Vierbicher report, which is attached as Appendix 3.

The storm water management system is based on the use of prairie grass channels to convey runoff to the retention ponds. Retention ponds are also bordered by prairie grass buffers. The planting of prairie grass, the Vierbicher study found, enhances infiltration through three main measures: 1) Prairie grass has significantly deeper root zones than does normal blue grasses or fescue. The deeper root zones are better able to distribute storm water to the lower levels of the soil, providing storage within the soil structure and allowing for infiltration. 2) There is a significantly greater presence of macro pores in the soil structure from earthworm activity, which enhances infiltration. 3) Prairie grass plants provide a significantly greater co-efficient of roughness that slows water runoff down to allow for greater infiltration and capture of pollutant

loadings. Prior to discharge into the receiving water body, the runoff will also pass through retention ponds that will detain the storm water and also provide additional pollutant removal.

Storm water management is vital to the success of the overall neighborhood development, and the proposed plan meets the challenge. The City will also look to encourage on-site measures, such as prairie grass swales and infiltration basins where appropriate and necessary. In addition, the City also intends to look at reduced setbacks and other mechanisms that can reduce impervious surface in new developments.

Transportation

The Nine Springs Plan is predicated on providing for transit friendly development and to allow for provisions to allow ease of bicycling and walking. Private vehicle transportation is also handled by a system of proposed collector streets and a major collector with access to USH 14.

The promenade, described below under the park discussion, will provide a major focus and form for development opportunities relative to pedestrian and bicycle transportation opportunities. The promenade connects to the proposed transit station at the railroad tracks just east of Syene Road. Other linear linkages for pedestrian and bicycle connection will also be examined, such as a connection between McGaw Park and the Nine Springs E-Way. The City land division ordinance requires sidewalks on all streets except cul-de-sacs. The combination of sidewalks on the street network, and the use of the promenade and linear parks will provide ample and suitable pedestrian and bicycle access for the neighborhood.

The City of Fitchburg, in cooperation with the WIDOT and the Village of Oregon, has acquired the former Union Pacific lines that run through the neighborhood. This will preserve the rail corridor for future rail use, including commuter rail. The neighborhood design and layout has taken advantage of the opportunities provided by the rail corridor to designate the higher density areas adjacent to the corridor. An invaluable opportunity exists to undertake commuter rail at the same time as the land use develops.

Vehicular traffic is handled by a major collector that would extend East Cheryl Parkway east to USH 14. This would allow for better access to USH 14, divert traffic from Lacy Road, which has a number of private residences fronting on it, and place the traffic on a route that will head east to South Fish Hatchery Road through the Fitchburg Center area, where major employment opportunities exist and will continue to develop, as well as future commercial opportunities. Syene Road would continue to function as a north/south collector street. In addition, local collectors would loop through proposed neighborhoods on both the east and west sides of Syene Road. Local streets would tie to the collectors and then ultimately distribute to the arterial roadways. The City would examine street layout and construction of critical streets to assure ample capability to handle bus traffic.

The proposed transportation system involves balancing and meeting the needs of transit users, bike/pedestrians and the motor vehicle. The unique positioning of the neighborhood to rail and

major motor vehicle routes allows for enhanced design options to promote transit friendly development.

Parks, Recreation, and Open Space

The proposed park system anticipates one area park, to be located on the WARF property, and two additional neighborhood parks. The City's Plan for Open Spaces and Recreation looks to place a neighborhood park within one-quarter mile walking distance of most residential enclaves in the City. Area parks generally use a one-half mile radius. An area park also serves as a neighborhood park. One neighborhood park would be located east of the railroad track, and the other west of the railroad track and north of Lacy Road. The community park needs for the neighborhood can be served by McGaw Park. The City would see the major hard surface improvements being located in the southern portion of the proposed area park. One major feature of the open space plan is the pedestrian promenade that would extend from the railroad track to the high point on the DNR property. The promenade would consist of a surface to transport bicyclists and pedestrians from the residential and institutional land uses to the proposed commuter transfer station to be located at the railroad tracks. Given the relatively close position of the railroad tracks to Syene Road, the transfer station could be located near Syene Road to serve bus transit opportunities if mass transit by use of commuter rail fails to occur.

Beyond the promenade, other lineal open space areas, related to storm water management, present opportunities for trail connections, as well as lineal open space for wildlife movement.

The Parks Department added a new crew member in mid-1998. The staff has three FTE and six LTE positions that have park maintenance responsibilities. The Parks Department expects, of the total new park land to be added, that 25–30 acres will be placed into the regular mowing rotation. Over 275 acres are currently in the regular mowing rotation, and they expect to be able to absorb the added acreage.

Park improvements are accomplished both by in-house staff and by contract installation. The City collects a park improvement fee to fund the improvements required for neighborhood parks. In 1999 dollars, the park improvement fee would collect approximately $290,000 at full build out. City neighborhood park development costs about $95,000–$100,000 per park, thus with 3 neighborhood parks to be constructed (area parks also serve as a neighborhood park) the total estimated expenditure is $285,000 to $300,000.

The City's recreation program staff employs two full time persons, and a number of part time persons to provide recreational programming for the Community. The City provides over 30 different programs, in which over 5000 persons currently participate. There are some self-run programs such as Women's and Men's softball. In addition, the Oregon School District, in which the vast majority of the neighborhood lands are located, also provides recreational opportunities. The City Community Center provides space for recreation as well as community groups and

organizations.

SCHOOLS

The majority of the proposed neighborhood is within the Oregon School District. Land is programmed near the E-Way for an institutional site that could house the schools that may be required for the neighborhood. The location of a school near the E-Way would provide for a large open field laboratory for the students and teachers. School age population is noted within the report, and it is critical to note that such figures represent full and complete build out of the neighborhood and redevelopment of the current smaller tract areas to the density levels noted in the plan. For low density residential areas, the plan anticipates .5 students per dwelling unit, .39 students/du for medium density areas, and .29 students/du for high density areas. This would produce a total of 762 school children. Given the anticipated growth in the neighborhood, by 2015 the school-age population is anticipated to be about 495 students an average of 38 students per grade. From 2015 and beyond, the neighborhood is expected to produce an additional 267 students, or an additional 20–21 students per grade. Grade structure utilized is K–12.

APPENDIX 2

Fitchburg Recycling Program

In 1986, due to anticipation of future shortages of landfill space and in recognition of the need for communities to take responsibility for the waste they generate, Fitchburg's City Council instituted a pioneering recycling program. Beginning with voluntary recycling in 1987, the program moved to mandatory recycling in 1988 with weekly curbside pickup.

Originally only newspapers, aluminum, glass, and tin were collected, but shortly thereafter HDPE, PET, mixed paper and corrugated cardboard were added to the list of materials to be recycled. The program has continued to evolve over the past ten years, with new strategies continually being introduced to reduce waste and maximize recycling.

During the evolution of the program, the City has worked to develop partnerships with many entities. For example, the City worked with AMOCO to develop a polystyrene recycling program. Later, the City worked with Goodwill Industries to begin a reusable item collection program. Most importantly though, City staff has worked with the residents to make the program more efficient and cost effective for both the City and the hauler.

Fitchburg has a long list of recycling innovations to its credit, including the first curbside recycling program, the first mandatory recycling ordinance, and the first multifamily recycling ordinance in Wisconsin. In addition, Fitchburg was the first city in the nation to implement curbside polystyrene collection. Working with AMOCO Chemical Corporation, the City developed a one-year pilot program to evaluate the economic feasibility of recycling polystyrene in a residential setting. Because of the success of this program, polystyrene continues to be recycled in Fitchburg today.

Recognizing the significant health risk posed to workers in the waste disposal industry, Fitchburg passed an ordinance regulating the disposal of household sharp medical waste, including hypodermic needles. This was the first local ordinance to address this important issue in the State of Wisconsin, and predated the state ordinance by several years. Fitchburg's ordinance has been used as a model by other communities concerned about disposal of household medical waste.

In April 1993, the City began providing monthly collection of reusable household items at the curbside. The City's waste hauler collects reusable items, such as clothing, toys, and housewares from the curbside in specially marked bags. Although originally donated to Goodwill Industries, Fitchburg currently donates reusable items to St. Vincent DePaul in Madison. Usable items are sold in St. Vincent DePaul stores to support social services that the agency provides. St. Vincent DePaul sells unusable textiles to textile brokers and are eventually converted into industrial wiping cloths or automobile sound deadening material by textile recyclers. In November, the City also collects food through the reusable item collection for donation to a local food pantry. Through this public/private/nonprofit partnership, Fitchburg continues to strengthen its recycling leadership role.

In January 1994 Fitchburg furthered waste reduction efforts by implementing a volume-based refuse collection program. Through this program, residents "subscribe" to one of three different container sizes. Residents discarding more than 32 gallons per week pay more to rent

a 64 or 95-gallon container from the hauler. After adopting the volume-based refuse collection program, the amount of refuse generated by Fitchburg residents decreased about 10% and the amount of recyclables set out increased accordingly.

Over the past ten years, the City's recycling program has evolved to where it is today, offering collection of office paper, corrugated cardboard, newspaper, magazines, aluminum, steel and bimetal containers, glass containers, plastic containers (#1-#7), and polystyrene foam. Tires and old appliances are collected on a fee basis, and, along with lead-acid batteries, are required to be recycled by City ordinance. Used motor oil is collected at the City's drop off center, as is yardwaste, mixed paper and scrap metal. Perhaps due to the rural nature of Fitchburg, the scrap metal bin generates a large amount of material. In 1994, over 45 tons of scrap metal were collected, accounting for more than 1% of the waste stream.

Other facets of the City's recycling program include a mandatory recycling ordinance for all homes, apartments, and businesses within the City. The City also requires that apartment owners and managers provide educational information to all tenants. The success of Fitchburg's recycling program is apparent in the amount of material recycled. In 1996 the estimated 12,016 residents served by the program recycled more than 2,480,000 pounds of material, or about 40% of the waste stream.

Fitchburg has taken additional measures to reduce the loading on local landfills by providing frequent brush collections and a yard-waste drop-off site. Educational efforts have helped increase the number of households that compost or mulch yardwaste on site. In 1996, the City began to sell compost bins for at a subsidized rate to encourage home composting.

A 1990 study estimated that the City diverted 15% of its total waste volume from the landfill through the yard material management program. The combined effect of the recycling, yardwaste, and reusable item programs results in an estimated diversion of well over 50%.

Fitchburg has been active in purchasing products made from recycled materials for more than eight years. The City has a purchasing ordinance that mandates the purchase of recycled products by City Hall and other City government offices. Examples of purchases of products with recycled content include paper products as well as durable goods such as park benches, recycling bins, and compost bins. The City's recycling newsletter is currently printed on 100% post-consumer recycled paper, a rarity even within the recycling industry.

The managers of the Fitchburg recycling program have always felt that education and communication were keys to a successful program. Therefore, significant efforts have been made to communicate extensively with the residents served by the program as well others in the recycling industry. To keep residents thinking about the program, quarterly newsletters known as the "Fitchburg Recycling Update" are sent to all residences. The newsletters give important seasonal information and provide an opportunity to share recycling and waste reduction tips. Residents can also tune in to the City's cable television channel, where recycling information is frequently broadcast. The City has also produced several videos to promote the recycling program.

Because immediate feedback is sometimes required, the recycling truck driver uses preprinted cards to inform residents that they are not preparing their recyclables properly. The

card lists various reasons that recyclables were not collected, as well as mentioning some tips to improve recycling collection.

A citizen advisory committee works with the Public Works Department to help promote the recycling program. Recycling Committee projects have included distribution of educational material and educational displays at local events, such as the City's O' Fitchburg Days celebration and the popular Madison Area Builder's Association "Parade of Homes" sites in Fitchburg.

Information learned through the program has been disseminated to the industry through technical journal articles, including summaries of the polystyrene pilot program and experiments using bar codes to calculate program participation rates. In addition to publishing journal articles, Fitchburg Public Works employees have delivered presentations of the City's solid waste programs to state recycling conferences and classes at UW-Madison.

Other educational efforts have involved "show and tell" visits to local schools to discuss the importance of recycling and to demonstrate products made from recycled materials. The City has also worked with a local business to develop a recycling poster contest for school children.

Anyone who enters Fitchburg is reminded of this community's role in recycling. The City's entrance signs proclaim Fitchburg as "Wisconsin's Recycling Leader." Fitchburg plans to continue its pioneering tradition by continuing to expand recycling and waste reduction efforts. At present, the City is investigating the possibility of requiring builders to submit construction and demolition waste plans for all projects over a certain value. Through such efforts Fitchburg will continue to strengthen its recycling leadership role.

Fitchburg's recycling program has won numerous awards including the following:

- Downtown Rotary Club Award for Best Environmental Program, 1989
- EPA Administrator's Award for Excellence in Recycling, 1991
- Best Local Government Recycling Program from the Associated Recyclers of Wisconsin, 1991
- Runner up for the NRC's best rural recycling program, 1991
- Meritorious Achievement award from SWANA, 1993
- Governor's Waste Reduction and Recycling Award (Communities 5001 - 25,000), 1993
- Governor's Waste Reduction and Recycling Award (Communities 5001 - 25,000), 1996
- Associated Recyclers of Wisconsin, Recycler of the Year, 1997