

OPPORTUNITIES AND ISSUES

The Northeast Neighborhood has wide-ranging opportunities and issues that must be thoroughly considered while planning for future development. This process will help shape the platform for which land use decisions can be discussed and decided. Our consideration of opportunities and issues of importance in the Northeast Neighborhood is organized on a topical basis as follows:

- Population
- Housing
- Schools
- Educational Levels
- Employment Characteristics
- Income Levels
- Land Use
- Topology
- Natural Features
- Urban Service Area (USA)
- Transportation
- Parks and Open Space

Population

According to the US Bureau of the Census (Census), the population of Fitchburg was 20,501 in 2000 and reached an estimated population of 22,604 by 2005. Based on these numbers, the City experienced an increase of 2,103 residents over five years. The City of Fitchburg is growing faster than the City of Madison and Dane County. Fitchburg experienced a 10.26 percent growth from 2000 to 2005 according to the State of Wisconsin - Department of Administration.

Table 1: Population Estimates

Municipality	2000 Census	2005 Estimate	Numeric Change	Pct. Change
City of Fitchburg	20,501	22,604	2,103	10.26
City of Madison	208,054	221,735	13,681	6.58
Dane County	426,526	458,297	31,771	7.45

SOURCE: Wisconsin Department of Administration:

January 1, 2005 Final Population Estimates

These population growth numbers represent the City as a whole. Because of limitations on land division and development outside the Urban Service Area (USA), population growth was concentrated within areas served by municipal services. The Northeast Neighborhood is not within the USA; so little population growth can be expected to have taken place there.

Municipal utility services, such as sanitary sewer and water, are available within the USA. For that reason, these areas are permitted to develop into dense urban neighborhoods as opposed to the limitations placed upon rural development. If the USA is expanded to include the Northeast Neighborhood it can be expected that development in the area will occur sooner, and at much greater densities than would otherwise be the case. Should that occur, the percentage of City

population growth occurring in the Northeast Neighborhood would increase significantly, increasing the demand for other City services such as police and fire in that area.

The population of the City of Madison and Dane County as a whole is increasing. However, the City of Fitchburg’s population is projected to have grown even more rapidly between 2000 and 2005. It is expected that the City of Fitchburg will continue to grow at a more rapid pace than Madison or Dane County.

Table 2: Population Projections, Wisconsin Department of Administration

	City of Fitchburg		City of Madison		Dane County	
2005	22,659		219,242		455,927	
2010	24,569	8.43%	228,154	4.06%	480,573	5.41%
2015	26,348	7.24%	236,094	3.48%	503,017	4.67%
2020	28,220	7.10%	245,079	3.81%	527,534	4.87%
2025	30,234	7.14%	255,391	4.21%	554,848	5.18%

SOURCE: Wisconsin Department of Administration

According to the Fitchburg General Land Use Plan, as of 1990 the population within the CTH MM corridor was 527 people. The CTH MM corridor was essentially the part of the City of Fitchburg that is located east of USH 14. The Northeast Neighborhood is not synonymous with the CTH MM corridor area. The Northeast Neighborhood is limited to the northern portion of the CTH MM corridor.

In 2003, the Dane County Regional Planning Commission calculated demographic forecasts through 2030. These population projections are similar, but not identical to the more recent calculations conducted by the Wisconsin Department of Administration. The Dane County Regional Planning Commission figures indicate that Fitchburg will grow quicker than calculated by the Wisconsin Department of Administration. Both sets of calculations indicate that the population of the City will be increasing significantly in the near future.

Table 3: Population Projections, Dane County Planning Commission

City of Fitchburg		
1970	4,704	
1980	11,973	154.53%
1990	15,648	30.69%
2000	20,501	31.01%
2010	25,477	24.27%
2020	30,431	19.44%
2030	35,386	16.28%

SOURCE: US Census, Wisconsin Department of Administration, Dane County Regional Planning Commission

Another set of population projections was calculated prior to the approval of the Fitchburg General Land Use Plan. At that time, the City’s population was projected to be 19,287 in 2000. Based on Census numbers, the actual year 2000 population was 20,501, for a difference of 1,214 residents. In the General Land Use Plan, the population was projected beyond 2000 to 2010 and

2015. The most recent population projections available from Wisconsin Department of Administration exceed the General Land Use Plan's projections by more than 2,000 residents in each of the two noted years. This does not help prove or disprove any of the recent calculations. The differences merely suggest that the population of Fitchburg has historically grown faster than what could be projected.

Opportunities and issues relative to population growth: It can be expected that the City of Fitchburg will continue to grow at levels that exceed projections within the four neighborhoods identified through the FUDA Study, if the four FUDA areas are brought into the urban service area. Because most of the land in the Northeast Neighborhood is held as large undeveloped tracts at this time, the opportunity exists to plan for appropriate densities to accommodate a portion of the overall growth for the long-term benefit of the citizens of Fitchburg.

Housing

The number of dwelling units in the City of Fitchburg increased over 29 percent from 1990 to 2000, with the addition of over 1,863 units. The value of houses in Fitchburg also increased dramatically over that same ten-year period. According to the 2000 Census, the median housing value increased 84.7 percent, from \$95,800 to \$176,900.

Table 4: Occupancy and Median Housing Value Change

	1990	2000	% Change
Occupied housing units	6,399	8,262	29.1
Owner-occupied median housing values	95,800	176,900	84.7

SOURCE: 2000 US Census

The number of dwelling units in Fitchburg reached 8,262 as of the 2000 Census. The Census also revealed that there were more renter-occupied dwelling units than owner-occupied units in Fitchburg in 2000. Approximately 45 percent, or 3,738, of all dwelling units in the City of Fitchburg were owner-occupied. As can be seen in the table below, this is a higher proportion than the City of Madison or the County as a whole. The ratio of owner-occupied to renter-occupied housing in the entire City may not reflect the ratio within the Northeast Neighborhood. Based on a review of property ownership records, it appears that improved properties in the Northeast Neighborhood have higher levels of owner occupancy than does the city as a whole, which is expected due to the fact that they are predominantly single-family homes.

Table 5: Housing Occupancy

	City of Fitchburg		City of Madison		Dane County	
	Dwelling Units	Percentage	Dwelling Units	Percentage	Dwelling Units	Percentage
Owner occupied:	3,738	45.2%	42,496	47.7%	99,895	57.6%
Renter occupied:	4,524	54.8%	46,523	52.3%	73,589	42.4%
Total:	8,262		89,019		173,484	

SOURCE: 2000 US Census

The City has expressed the desire to reach a 50:50 ratio of owner-occupied to renter-occupied housing. This can be achieved through careful land use planning and controls on future

residential development in the City. Projections indicate that the City will average 900 additional households per year through 2025.

Table 6: Projected Households

	Total households 2000	Projected Households				
		2005	2010	2015	2020	2025
City of Fitchburg	8,262	9,261	10,178	11,002	11,839	12,666

SOURCE: Wisconsin Department of Administration

Opportunities and issues relative to housing: The City of Fitchburg is home to a vigorous housing market, exhibiting both high levels of new development and rapid increases in per-unit value. As non-residential development in the Nine Springs Green-Tech Village neighborhood occurs to the immediate west, it can be expected that housing demand for areas in close proximity will only increase. Careful consideration must be given to determining appropriate densities for any future residential growth that may occur upon the expansion of the USA to include portions of the Northeast Neighborhood. The Northeast Neighborhood may assist the City in achieving the desired 50:50 ratio of owner-occupied to renter-occupied housing, through the construction of housing types favored by the owner-occupant market sector.

Schools

When it comes to School Districts, the Northeast Neighborhood is divided between the Oregon and Madison school districts. The Oregon School District encompasses the majority of the Northeast Neighborhood. Enrollment in the Oregon School District appears to vary in a cyclical fashion. For several years the School District will drastically increase in population, while the following several years, the enrollment may plateau. This school district rapidly increased in enrollment in the early 2000’s and then began to plateau. Recent figures indicate that the number of school-aged children may be on the rise again. Expansions and improvements are being made throughout the school district, including the recent construction of a new school and a multitude of capital improvements to the existing schools.

Only a small part of the Northeast Neighborhood is within the Madison School District. This land is located north of E. Clayton Road and most of it is owned by the City of Madison. Because much of this land is part of an extensive wetland ecosystem and is under municipal ownership, it is highly unlikely that major future development will occur in the part of the Northeast Neighborhood located within the Madison School District.

Opportunities and issues relative to schools: It is vital that future development within the Northeast Neighborhood be designed and paced in such a way that it is not a detriment to the well being of either school district’s operations. For the Madison School District, little demand for district services is forecast from growth in the Northeast Neighborhood. On the other hand, future residential growth within portions of the Northeast Neighborhood served by the Oregon School District can reasonably be expected to have significant impacts on the school district in terms of student population numbers. Fitchburg’s desire to increase City-wide rates of owner occupancy may result in higher levels of school-age population growth than would otherwise result. Deliberate pacing and open lines of communication with the school district will help to mitigate negative impacts.

Education

The general levels of educational attainment for residents of a municipality merits consideration relative to land use and economic development. For example, this information may provide insights and inferences as to the type of careers people have and the amount of expendable income in an area. The higher the levels of educational attainment, the more likely expendable income is present due to the direct correlation with increased earning power. Over two-thirds of the adult residents of Fitchburg have had some college experience, over a quarter have a bachelor's degree and more than 13% have graduate or professional degrees; these numbers are relatively high.

Table 7: Educational Attainment

Less than 9th grade	267	1.7%
9th to 12th grade, no diploma	1,034	6.7%
High school graduate (includes equivalency)	3,100	20.2%
Some college, no degree	3,756	24.5%
Associate degree	1,265	8.2%
Bachelor's degree	3,851	25.1%
Graduate or professional degree	2,065	13.5%
Total	15,338	100.0%

SOURCE: 2000 US Census

Opportunities and issues relative to education: It is clear that the general population of the City of Fitchburg has had no significant impediment to completion of a high-school education and furthermore is comprised of people who have been able to avail themselves of the higher education system. For the Northeast Neighborhood this higher-than-average general education level has its most direct land use planning implications for the residential sector. It is likely that the City of Fitchburg will experience continuing demand for higher value housing to satisfy the better educated, more affluent population. Due to its convenience and proximity to the Nine Springs Green-Tech Village, the Northeast Neighborhood may be an appropriate location for housing of this type.

Employment

When Census data regarding occupations is considered, big changes have occurred over the ten-year period of 1990 to 2000. The number of residents reporting an occupation increased by 17%, with a total of 11,768 providing this information in the year 2000. Based on a comparison of 1990 and 2000 data, over the course of this decade, the City has experienced a sizeable decrease in the number of residents involved in sales and office, farming, fishing, and forestry, and construction, extraction, and maintenance occupations. At the same time there has been a profound increase in the number of people involved in management, professional, service, and production, transportation, and material moving occupations. Because it is unlikely that such a large proportion of the resident population made significant adjustments in their career paths over the course of a decade, it must be assumed that a high proportion of the population growth the city experienced was the in-migration of adults with established careers in certain sectors. Of course some parts of the occupation shift parallel a general realignment of occupation sectors, such as the ongoing growth trend in the service sector. The vast majority of land in the Northeast Neighborhood is currently being farmed. Once developed, the Northeast Neighborhood is likely

to be home to more people engaged in professional, management, service, and production occupations.

Opportunities and issues relative to occupations: As the Nine Springs Green-Tech Village is developed immediately west of the planning area, it can be expected that the trend toward management and professional occupations will be reflected in any future population growth in the Northeast Neighborhood. The convenience of USH 14 will only be enhanced with the addition of the planned interchange at the western edge of the neighborhood, increasing the appeal of the area as a residential location for workers who are employed elsewhere in the Madison metropolitan area.

Table 8: Occupation Analysis

Occupation	1990	2000	% Change
Management, professional, and related occupations:	3,454	5,150	49.1
Service occupations:	1,032	1,701	64.8
Sales and office occupations:	3,863	3,082	-20.2
Farming, fishing, and forestry occupations	176	37	-79
Construction, extraction, and maintenance occupations:	788	586	-25.6
Production, transportation, and material moving occupations:	727	1,212	66.7
Total:	10,040	11,768	17.2

SOURCE: 2000 US Census

Income

The median income for the individual residents and households of Fitchburg is slightly higher than that of the City of Madison and Dane County as a whole. This may be a direct result of the higher levels of educational attainment for the residents of the City.

Table 9: Median Income Comparison

	City of Fitchburg	City of Madison	Dane County
Individual	\$25,641	\$21,222	\$25,081
Household	\$50,433	\$41,941	\$49,223

SOURCE: 2000 US Census

Opportunities and issues relative to income. Because the City of Fitchburg has higher income levels than the City of Madison and the County as a whole, residents of Fitchburg can support, and are likely to demand, higher quality development and higher levels of provision public amenities. Due consideration must be given to maintaining quality of life for all affected residents relative to any proposed new development.

Land Use

Nearly all of the existing land uses in the Northeast Neighborhood have been a part of Fitchburg, and more specifically the Northeast Neighborhood for an extended period of time. The operations and locations of these uses must be considered prior to planning land uses for the remainder of the neighborhood. Existing uses are able to remain at their current locations. It is

when individual land use changes occur that the planned uses in the Northeast Neighborhood Plan come into affect.

The land in the Northeast Neighborhood is held by a relatively small number of property owners. Several of the property owners in the Northeast Neighborhood control large parcels and / or multiple parcels. Most of the large tracts are presently used for agricultural purposes and the smaller lots are single-family residential properties. The planning area is home to several businesses; those are located along CTH MM. The existing businesses include a motel and a towing service.

A borrow pit located between CTH MM and USH 14 is in the process of being filled with clean materials, and may have the potential to accommodate additional long range future development. Parts of the planning area are comprised of upland woods, wetlands, steep slopes, and other factors that impede development.

Land uses adjacent to the Northeast Neighborhood must be reviewed to ensure that all future development within the Northeast Neighborhood is compatible. There are several municipalities bordering the Northeast Neighborhood. The City of Madison is toward the north, the Town of Blooming Grove and the Town of Dunn are on the eastern border, the Nine Springs Green-Tech Village Neighborhood is to the west, and rural Fitchburg lies to the south.

Separating the City of Madison and the City of Fitchburg is a large open area that is comprised of environmentally sensitive land, most of which is part of an extensive wetland complex associated with Nine Springs Creek. As previously mentioned, the City of Madison and Dane County own the majority of planning area land north of East Clayton Road.

An area north of the Northeast Neighborhood has been included in the City of Madison, City of Fitchburg, and Town of Madison Cooperative Plan. By 2023, the lands under the Town of Madison jurisdiction will be attached to either the City of Madison or the City of Fitchburg as detailed in the Cooperative Plan. The area south of the Beltline between USH 14 and Rimrock Road will become part of the City of Fitchburg.

The Town of Blooming Grove borders the City of Fitchburg for approximately ½-mile at the City's northeast corner. These are large parcels ranging in size from 2.5 acres to 34 acres. By comparison, the Town of Dunn is much more densely developed as it abuts Fitchburg. The Town of Dunn has a residential neighborhood immediately east of Larsen Road. These residential lots range from ½-acre to 1.2 acres in size. A large undeveloped parcel lies south of the residential areas.

United States Highway 14 is basically the eastern boundary to the Northeast Neighborhood. Directly west of USH 14 is an area identified by the City as Nine Springs Green-Tech Village. A Neighborhood Plan has been completed for the Nine Springs Green-Tech Village in 2002. A large amount of high-tech business and research facilities are planned for the area immediately west of USH 14. Through this study and a transportation study for the northeastern portion of Fitchburg, it has been determined that a new interchange with an extended East Cheryl Drive and USH 14 is needed. Immediately west of the Village is the Swan Creek subdivision. This large subdivision is in the midst of construction.

Opportunities and issues relative to land use: Portions of the Northeast Neighborhood are already developed with residential uses, as is much of the east side of Larsen Road immediately adjacent to the planning area. It is likely that these properties will remain in their current use. Though planning in the immediate proximity of existing homeowners will merit special consideration, extensive areas throughout the planning area are still held in large tracts, providing an opportunity to plan cohesive development that is likely to take place over extensive areas in a coordinated manner. Remediation of the borrow site may be necessary prior to redevelopment of that property, and several sites will remain undeveloped for the foreseeable future due to natural resource constraints.

Topology

The historical action of glaciers left elevation changes of over 150 feet within the neighborhood. Several parts of the Northeast Neighborhood have very steep slopes including hills and ridges of glacial moraine.

Opportunities and issues relative to topology: There are significant challenges for the Northeast Neighborhood in regards to the existing topography. The steep slopes may not only hinder the future development of certain areas due to cost constraints, but may also have environmental impacts associated. Environmental impacts may include stormwater runoff and erosion that may cause difficulties for future development. The City currently requires public sanitary sewer for all new development and does not permit the use of permanent lift stations. This means that portions of the planning area are likely to remain undeveloped because of topographic challenges to the provision of gravity flow sewer.

Natural Features

Dane County efforts have allowed an environmental corridor known as the Nine Springs E-Way (E-Way) to be conserved to preserve the most delicate natural resources in the area. The E-Way is located immediately north of the Northeast Neighborhood. The natural areas contribute significantly to preserving the purity of drinking water, recharging the atmosphere, as well as maintaining integral portions of our ecosystem.

The Nevin Hatchery, to the west of the planning area, is also supplied by natural groundwater free of pollutants. The Nevin Hatchery, which is run by the Wisconsin Department of Natural Resources, is located along tributaries to the Nine Springs Creek. The natural springs allow the fish hatchery to continue operations without additional chemicals. This is due to clean natural spring water. It is vital that development in the Northeast Neighborhood adequately protect both ground and surface water resources from contaminants in order to assure that chemical-free operations at the hatchery can be maintained.

The Nine Springs Creek flows immediately north of the Northeast Neighborhood. The creek is nearly surrounded by municipally owned lands in the Northeast Neighborhood. Future development must ensure that the creek remains clean.

A smaller area of wetlands and open waters exists in the southwest corner of the planning area. Because of its proximity to the planned USH 14 interchange special consideration must be given to the protection of natural resources in this area.

Many of the areas of steep slopes in the Northeast Neighborhood are heavily wooded, meriting special consideration on both accounts.

Opportunities and issues relative to natural resources. While much of the planning area consists of gently rolling open farm fields, environmentally sensitive lands and delicate habitats comprise a not-insignificant portion of the Northeast Neighborhood, in the form of woodlands, wetlands and open water. Some of these areas are already protected through public ownership, while others are vulnerable to potential future development impacts. Every effort must be maintained to protect the northerly wetland complex, and due consideration must be given to appropriate utilization of other environmentally sensitive land and adjacent developable land elsewhere in the Northeast Neighborhood.

Urban Service Area

The City has a defined Urban Service Area (USA), which is the area that currently receives municipal sanitary sewer and water. The Northeast Neighborhood is not within the USA at the present time. Even if the Northeast Neighborhood were to be included in the USA, parts of the area could not be developed without City policy changes. The City of Fitchburg does not allow permanent lift stations for sanitary sewers. Therefore, the areas within the Northeast Neighborhood that could potentially be added to the USA must be able to be served by a gravity-type system.

Water service for the Northeast Neighborhood is equally as important as the sanitary sewer system. Water flow is not only an amenity that residents enjoy for everyday living, but essential for emergencies such as house fires. A complete system of municipal wells and water towers provides this water flow. Allocation of sufficient area for these utility needs must be provided at appropriate locations within the Northeast Neighborhood.

Opportunities and issues relative to the Urban Service Area. Until such time as the Urban Service Area is expanded to include the Northeast Neighborhood, or portions thereof, the development potential of the neighborhood is severely restricted. At the point in time that the City amends the USA to include land in the Northeast Neighborhood it can reasonably be expected that development may occur in those areas with access to public utilities. Any plan created at this time must allow for the contingency that City policy prohibiting the use of lift stations could change at a future date and should, therefore, plan for cohesive development of such lands in conjunction with those which can be served more immediately.

Transportation

Multimodal transportation is a reality in the City of Fitchburg, and may expand to include yet one more mode if a contemplated rail line comes to fruition at a future date. Motor vehicle transportation is predominant in the planning area, and key to any plan for future growth and development is establishing patterns of connectivity for future through-streets. The Capital Bike Trial offers residents the option of bicycling across the City for necessary transportation or for recreation and follows East Clayton Road through the Northeast Neighborhood. While the planning area has extensive open land, once developed, the neighborhood will be small enough

to have realistic pedestrian accessibility throughout. Enhancements to the bicycle network will also be incorporated.

Past planning efforts have concluded that an interchange at a future intersection of USH 14 and East Cheryl Parkway would be beneficial to the City of Fitchburg. The addition of an interchange will elevate the level of motor vehicle activity throughout portions of Fitchburg, including the Northeast Neighborhood. An increase in vehicle activity often correlates to an increase in pedestrian traffic. The Nine Springs Green-Tech Village will surely increase both pedestrian and vehicular traffic in the Northeast Neighborhood.

Vehicular transportation will likely increase along CTH MM as any future Fitchburg or outlying area development occurs, as noted in the Northeast Fitchburg Transportation Study. Significant improvements along the existing roadways with accompanying sidewalks or walkways may also promote and enhance future developments.

Public transportation is available in portions of Fitchburg through the Madison Metro Transit System. A portion of Fish Hatchery Road is included in several separate bus routes. The Northeast Neighborhood is not currently served by public transportation. The nearest bus route is just north of the Northeast Neighborhood. The Transportation 2020 Study has identified USH 14 as a route for a regional express bus line during both the start up and full system phases. A park and ride facility located at the future interchange was not included in the Study. However, an additional stop for the regional express bus would benefit both the City of Fitchburg as well as the entire region.

The Nine Springs Green-Tech Village discusses the viability of a rail system developed along the vacant railroad line. If a rail system for the region is developed, a stop in the Nine Springs Green-Tech Village will also enhance the Northeast Neighborhood.

Opportunities and issues relative to transportation. The City of Fitchburg is well endowed with multi-modal transportation availability. Any plan for future development in the Northeast Neighborhood must maintain and enhance current levels of service provision including motor vehicle, bicycle, and pedestrian connectivity while improving the public transportation located in the near proximity. The USH 14 interchange will have a transformative impact on its immediately adjacent lands and influence the character of a large part of the planning area. Opportunities for economic development initiatives, including interchange dependant service businesses, will be provided in the vicinity of the interchange. Efforts must be made to maintain pedestrian and bicycle connectivity between the Northeast Neighborhood and the Nine Springs Green-Tech Village with sufficient amenities and enhancements to insure its continuing use.

Parks and Open Space

Realizing that parks and open space for recreation are important amenities to many residents, the City is in the process of updating the Parks and Open Space Plan. This plan details how and where future parks should be located. The Parks and Open Space Plan along with the Land Division Ordinance ensure that sufficient lands are set aside to accommodate future residents with recreational and open space areas.

The Parks and Open Space Plan essentially details where parks should be located based on population figures, walkability from residential areas, as well as the size of the future parks or recreational areas. To maintain walkability and spacing goals, during a preliminary study, the Northeast Neighborhood was identified as a location for five future neighborhood parks. Future development must incorporate open space at identified locations. The City is amenable to accepting some of the dedicated land that is otherwise undevelopable as long as recreational opportunities exist on the land; however, the City reserves the right to refuse particular land donations that are not consistent with the City's land acquisition goals.

The Parks and Open Space Plan includes neighborhood, area, and community parks. Each of the three levels of parks has standards pertaining to area, facilities, and the number of residents served by each park. There are no parks in the Northeast Neighborhood prior to this plan. However, there are two community parks, which are larger parks that service more than a single neighborhood, that include the Northeast Neighborhood within their service radii. McGaw Park is part of the Fitchburg Park System and is located approximately one mile from the Northeast Neighborhood. Capital Springs Centennial State Park and Recreation Area is also in close proximity to the Northeast Neighborhood, however this park is not part of the Fitchburg Park System nor is it within the City limits. These community parks have more amenities than neighborhood parks. Because the Northeast Neighborhood is within the service radii of the other parks, does not mean that ample open space and recreational opportunities exist for future residents of the neighborhood.

Opportunities and issues relative to parks and open spaces. The opportunity exists to plan for a cohesive and well-connected neighborhood with appropriate locations for parks and open spaces identified in advance of future development. Pedestrian and bicycle connectivity can be coordinated with the planning of neighborhood and community-scale parks throughout the Northeast Neighborhood. Public acquisition of wooded and sloping land may be worthy of consideration for areas toward the northern portion of the planning area, in order to preserve this significant woodland habitat. Areas will be identified to aid in achievement of the goals expressed in the draft Parks and Open Space Plan.

SUMMARY

In conclusion, the initial review of opportunities and issues in the Northeast Neighborhood illuminates the fact that this plan is being undertaken in a timely fashion for an area that has a high degree of potential from nearly every angle, and few restrictive limitations. Due to the fact that intensive residential as well as non-residential development is planned for the west side of USH 14, and the Northeast Neighborhood is immediately adjacent to the Nine Springs E-Way on the north and rural density lands to the east and south, it seems most likely that residential uses are in store for those areas of the Northeast Neighborhood which may eventually be brought into the Urban Service Area, with the exception of land in immediate proximity to the proposed interchange, where commercial development may be the most appropriate. At this time, identification of future street patterns and lands that should be considered for future public acquisition is essential. The Northeast Neighborhood has a bounty of opportunity in its future and has few major issues to constrain its success.