

NORTHEAST NEIGHBORHOOD PLAN

DRAFT

CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

JUNE 2007

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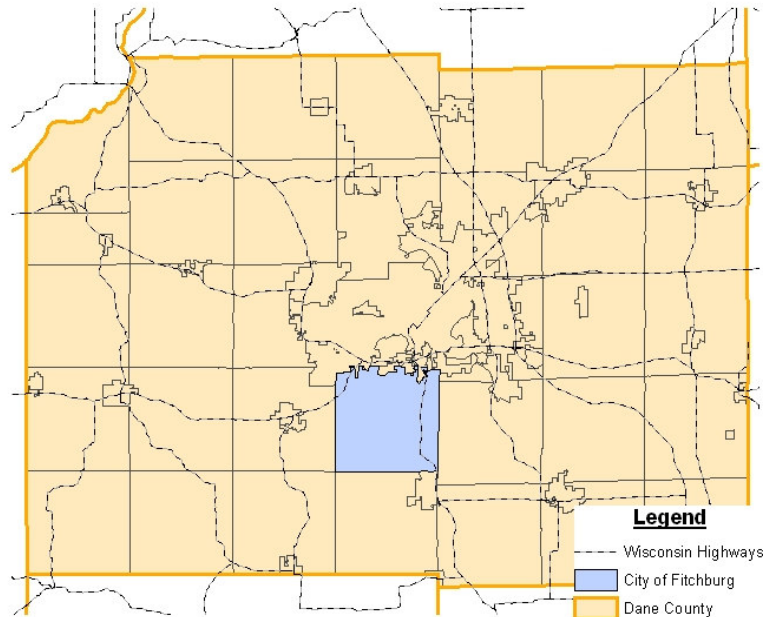
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CHAPTER 1: INTRODUCTION AND BACKGROUND

The City of Fitchburg has a history inextricably tied to the expansion of the Madison Metropolitan Area within Dane County. A governmental, educational and cultural hub of south central Wisconsin and the entire State, the metropolitan area has grown to meet the demands of those activities. Immediately adjacent to Madison, Fitchburg residents and businesses are just minutes from the State Capitol and the campus of the University of Wisconsin. The well-defined transportation corridors that link Fitchburg to Madison also link Madison with communities to the south of Fitchburg. The Fitchburg to Madison routes is not the only significant transportation influence impacting growth in Fitchburg. Major highways frame Fitchburg on the north (Highway 12-18), east (Highway 14), and on the west (Highway 18-151), allowing an easy reach to Fitchburg from all four directions.



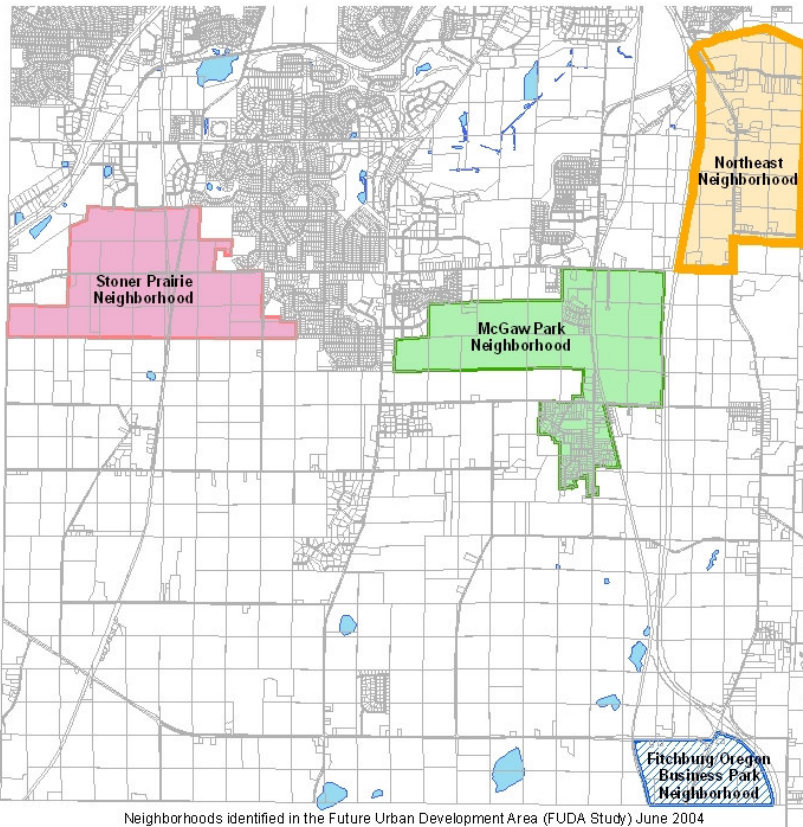
The metropolitan influence on Fitchburg can be easily seen in the style and extent of recent new development in the City. High tech and research industries are extensions of the University's influence and provide employment for urban professionals, who in turn live in the new residential developments. Those developments range from multiple-family dwellings for young professionals to urban scale single-family housing for growing families. New retail establishments reflect the needs of both young professionals and families constantly on the go.

The relationship between the City and the surrounding environs can be seen in relative increases in population of the City and Dane County. Between the 1990 and 2000 Census counts, Dane County experienced a 16% population gain. Using the State of Wisconsin population estimates, the County grew 25% from 1990 to 2005. Likewise, Fitchburg experienced increases of 31% and 45%, respectively.

Accordingly, while being part of the regional growth, Fitchburg recognizes its own population growth rate has been above the County rate, and proactive steps are needed to insure that the rate of growth remains manageable and follows an adopted set of Planning Goals and Policies as established in the General Land Use Plan of the City.

Future Urban Development Area

To provide proactive planning for the future, in June of 2004 the City adopted Appendix H of the General Land Use Plan, called the Future Urban Development Area study (FUDA). The FUDA identified several homogenous neighborhoods within the City, accessible to urban services, and located adjacent to established developed areas. Each FUDA neighborhood has the intent of identifying appropriate areas that may have the potential of meeting the demand for new growth



and development. At the same time, the funneling of growth to each FUDA neighborhood serves the purpose of protecting the remainder of the City from urban sprawl, until which time far into the future that the growth systematically extends to that area. Protection of the non-FUDA neighborhoods from sprawl benefits the City and entire region.

Appendix H clearly states that the extension of urban services into a FUDA neighborhood must not occur until completion of a comprehensive study of recommended land uses after a thorough analysis of the land conditions and the many factors that serve the land uses. The study, called

a neighborhood plan, provides guidance for rational decision making when development proposals are received from the private sector, so that the City is proactive to development and not reactive. Although the recommendation of land uses is the predominant result of a neighborhood plan, the plan may recommend how to provide services for those land uses. These services include the capacity and extension of sanitary sewers, storm sewers, and a public water supply. It may also recommend street patterns, park and school sites, existing site conditions needing preservation, and so on.

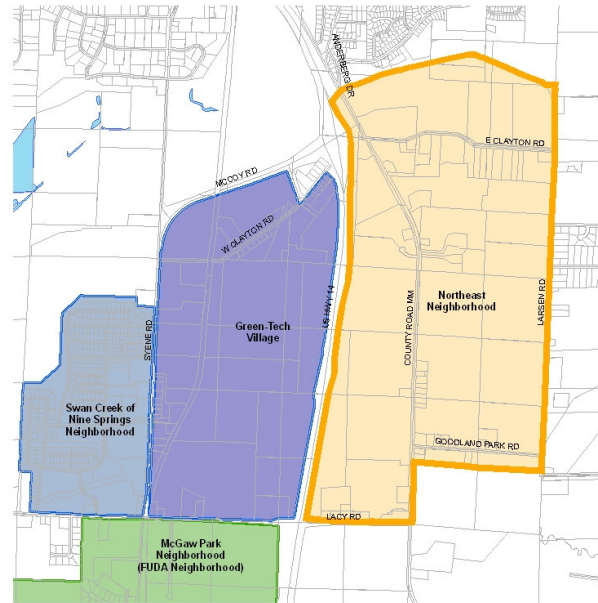
Even prior to the establishment of the FUDA policy, the City had a strong track record of neighborhood planning. In 2002, the City adopted the Nine Springs Green-Tech Village Neighborhood Plan. Located between United States Highway 14 and Syene Road, and north of Lacy Road, the plan recommended the combination of a high tech business center and mixed residential areas. The area is now part of a development plan that implements the neighborhood plan.

Now, the City has commenced the planning process for the Northeast Neighborhood, one of the identified FUDA neighborhoods.

The Northeast Neighborhood Plan

The Northeast Neighborhood is east of the Nine Springs Green-Tech Village Neighborhood. Officially, Larsen Road on the east, Nine Springs Creek on the north, USH 14 on the west and the Lacy Road/Goodland Park Road corridor on the south bound the neighborhood. It encompasses approximately 868 acres, or slightly under 1.4 square miles.

Neighborhoods in Fitchburg or elsewhere are never exactly the same, and this Northeast Neighborhood has unique characteristics that will shape the resultant plan. Highway 14 dominates the west side of the neighborhood and the proposed new interchange north of Lacy Road are planning issues that will be addressed through the preparation of this plan. County Trunk Highway MM bisects the neighborhood parallel to USH 14. A mixture of highway business and homes on large lots dot the CTH MM frontage. Additional homes on large lots front Clayton Road, Lacy Road and Goodland Park Road. Similar era homes exist adjacent to the neighborhood in the Towns of Blooming Grove and Dunn, along the eastern side of Larsen Road and extending beyond into the towns.



Diversity of the landscape will be a factor requiring serious consideration as the Northeast Neighborhood is planned. Just as major transportation routes frame the neighborhood, drainage patterns dominate the landscape. The neighborhood has two distinct drainage basins, with the environmental corridors of Nine Springs Creek to the north and Swan Creek to the south. Nine Springs Creek is part of the regional preservation area known as the E-Way. Between the low points to the north and south are a mix of steep slopes with dense woodlands, upland wetlands and relatively flat farm fields. This diversity provides and an opportunity for creation of an exciting place.

Northeast Neighborhood Plan Process

The Northeast Neighborhood planning process involved the input of the public, other units of governments and other stakeholders, to accomplish the creation of a neighborhood plan that will achieve the goals and policies of the City while building upon the direction of the FUDA study. Many pieces of information were considered including transportation, environment and external factors. Two written newsletters were mailed to property owners in the neighborhood and others in the vicinity; copies may be found in the appendices. At four points during the study, Public Informational Meetings were held to engage the public and stakeholders to provide meaningful direction. Attendance at the first three meetings ranged between 60 and 100 people (the fourth has not been held as of this writing). Written comments received at, and subsequent to, those meetings may be found in the appendices. Prior to plan adoption, a final public hearing will be held.

Adoption of the plan; however, does not mean the neighborhood will be totally rebuilt the next day. The general purpose of the plan is to provide a rational basis for decision-making by the City when the private sector proposes a development/redevelopment opportunity to the City. It

is incumbent upon the City to be prepared when properties owners decide to sell or change the land use of their property. This plan, therefore, will provide direction to the City at the time development is proposed.

CHAPTER 2: 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 22,900 by 2006. Based on these numbers, the City experienced an increase of 2,399 residents over six years. The City of Fitchburg is growing faster than the City of Madison and Dane County. Fitchburg experienced a 11.70 percent growth from 2000 to 2006 according to the State of Wisconsin - Department of Administration.

Table 1: Population Estimates

Municipality	2000 Census	2006 Estimate	Numeric Change	Pct. Change
City of Fitchburg	20,501	22,900	2,399	11.70
City of Madison	208,054	223,280	15,226	7.32
Dane County	426,526	464,513	37,987	8.91

SOURCE: Wisconsin Department of Administration:
January 1, 2006 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	Projected Households				
	2000	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 US Highway 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 US Highway 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. The environmental lands are part of both the Nine Springs E-Way and the Capital Springs State Recreational area. 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 US Highway 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.

US Highway 14 is basically the western boundary of the Northeast Neighborhood. Directly west of US Highway 14 is an area identified by the City as Nine Springs Green-Tech Village. A Neighborhood Plan was 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 US Highway 14. Through this study and a transportation study for the northeastern portion of Fitchburg, it has been determined that a new US Highway 14 interchange at East Cheryl Drive is needed. Immediately west of the Nine Springs Green-Tech Village is the Swan Creek subdivision. This large subdivision is currently under 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 such as wetlands, proximity to wetlands, steep topography, or mature tree canopy.

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, or has the ability to receive, public sewer. 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. However, a private grinder station may be allowed for limited uses, such as an institutional use.

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 to those parts of the City within the USA. 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.

CHAPTER 3: GOALS AND POLICIES

Goals and policies ultimately guide the planning process. These goals and policies will ensure that all future development reflects the collective interests of City of Fitchburg residents as well as concerned residents of neighboring communities. Goals and policies have been thoroughly discussed and evaluated for the entire City by Fitchburg residents and concerned neighbors prior to this neighborhood plan.

Goals are broad statements that reflect the desired outcome of the planning process. The City has identified the Northeast Neighborhood as an area for possible future growth. Therefore, the goals for the Northeast Neighborhood are identical to the goals of the General Land Use Plan, the FUDA study, and the draft Comprehensive Plan goals as developed to date.

Policies are specific steps and when collectively attained result in complete success of the individual goal. Where the goals of the entire City should reflect the goals of the Northeast Neighborhood, the policies of the entire City may not reflect the individual neighborhood. Specific guidelines have been generated to reflect the neighborhood and will guarantee the success of the Northeast Neighborhood Plan.

General Community Development

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

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

- 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 also include neighboring properties.
- Ensure that future development uses appropriate measures to prohibit stormwater runoff considering site or regional detention / infiltration areas while incorporating an emphasis on stormwater quantity and quality.

Residential / Housing

To provide for balanced residential growth in the City with a variety of housing types, to promote decent housing and a suitable living environment for all residents, regardless of age, income or family size, and to encourage an adequate supply of affordable housing in each new urban neighborhood.

- Promote a mix of housing to help the entire City achieve a ratio of fifty percent single-family and fifty percent multi-family.

- Promote a mix of housing sizes and styles to allow all residents the option of locating in the Northeast Neighborhood.
- Promote a mix of densities that transition from higher density to lower density to ensure that the least dense areas abut neighboring low-density uses and rural communities.
- Promote residential development up to eight net dwelling units per acre to preserve agricultural land and promote transit friendly development.
- Promote cluster development to help the preservation of environmentally sensitive areas.

Economic Development – Commercial

To locate new commercial uses in planned business or highway commercial districts in a convenient, safe, and attractive manner to provide goods and services for the Fitchburg area.

- Promote commercial and mixed-use development nearest the planned interchange to allow for easy access to and from the business areas.
- Encourage clustered mixed-use centers, and avoid strip commercial development.
- Promote neighborhood commercial or commercial uses that will compliment existing and future development within the Northeast Neighborhood.

Economic Development – Industrial

To create industrial and business park areas that are reasonably attractive and contribute to the economic stability of the Fitchburg area without degrading the natural environment or residential neighborhoods.

- Limit industrial development to locations in Fitchburg where industrial uses are currently planned for and where existing light industrial uses are located.
- Locate future light industrial uses in the Northeast Neighborhood to areas where no other types of development are possible.
- Locate and sufficiently buffer light industrial uses in the Northeast Neighborhood from other future development.

Agriculture

To maintain agriculture as a significant economic activity within the City.

To preserve prime agricultural land as a resource for the use and benefit of current and future generations.

- Promote reasonably dense developments to ensure the protection of prime agricultural lands elsewhere in the City.
- Promote agricultural uses in areas where public services are unable to serve under current City policy.

Community Identity

To preserve historic, cultural, aesthetic, geological and natural resources that strengthen Fitchburg's community identity and to prevent development that would destroy such resources or values.

- Protect all historic features within the Northeast Neighborhood.
- Encourage development that incorporates existing natural features in the Northeast Neighborhood.

Park, Open Space, and Environmental Protection

To recognize that the natural environment is an integrated unit composed of interacting land, water, and air resources, and living organisms, and to ensure that the health and stability of the ecosystem are maintained.

To focus on the preservation of forested areas to maintain canopy, which helps reduce stormwater runoff, mitigate heat island affects, aids water infiltration, and reduces the level of air pollution.

To regard all land as an irreplaceable resource, and to ensure that its use does not impair its value for future generations.

To provide permanent open space throughout the City for outdoor recreation and environmental protection.

- Implement the Park and Open Space Plan to ensure the whole neighborhood is sufficiently served with parks and open spaces for recreational uses.
- Protect wetlands, steep slopes, forested areas, and other environmentally and culturally sensitive areas from degradation due to stormwater runoff, erosion, or other adverse affects from development.
- Incorporate multi-use trails for non-vehicular access to future parks and open spaces as well as the existing City parks and trail networks.
- Integrate parks and open spaces into future development.

Community Facilities

To provide community facilities for the use and service of the residents of the City of Fitchburg. The facilities are the taxpayers' capital investment. They can take the form of sites, buildings, or other improvements which are considered either essential for municipal operation or the public interest and fall into the following groups: public, governmental, or administrative buildings and grounds; schools and grounds for education; recreational buildings and grounds including parks and open spaces; and publicly owned utilities, including sanitary sewer and water.

To provide the total community, which includes existing and future developments, with adequate, efficient public services.

- Limit development to areas that can be added to the Urban Service Area while upholding the City policy of prohibiting lift stations for sanitary sewer.
- Preserve a site to accommodate the potential for a new school, if the appropriate school systems deem necessary.
- Promote the location of sufficient wells and water towers in areas not detrimental to springs and other groundwater to not only serve the neighborhood with drinking water, but also to be able to guarantee sufficient fire protection.

Transportation

To provide a safe, convenient and efficient transportation system compatible with desired patterns of area-wide development.

- Limit access from new development to Larsen Road to ensure neighboring properties are not adversely affected with an increase in traffic.
- Promote a multi-modal transportation network, including the Capital City Bike Trail, a potential park-and-ride, the potential expansion of the Madison Metro Transit System, the potential creation of a light rail immediately west of the Northeast Neighborhood, and multi-use trails throughout for non-vehicular traffic.
- Promote a user-friendly road network throughout the Northeast Neighborhood stemming from the planned E. Cheryl / Lacy Road / USH 14 interchange that will ease future traffic congestion on CTH MM.
- Promote development of sufficient density to sustain the need for public transportation and / or a park-and-ride.

CHAPTER 4: SYSTEMS ANALYSIS

To plan for future land use within the Northeast Neighborhood, it is essential to understand and evaluate the potential services available to the area to meet the future needs of such development. A systems analysis for the City of Fitchburg includes many of the essential services provided by the City for its residents. These services include the water distribution system, sanitary sewer system, and storm water controls. More regional systems provide other essential services for future development including the public school system, both public transit and the transportation system, and power.

Storm Water Drainage

The existing land use in the area contained within the Northeast Neighborhood plan is primarily agricultural with smaller areas containing single-family homes, woods and wetlands. Runoff from the site is tributary to Lake Waubesa through a series of existing culverts, ditches and open channels. Several of these existing drainage ways pass through either the Town of Dunn, the City of Madison, or the Town of Blooming Grove, as this entire area drains to the east. Runoff from the southern portion of the plan area drains to the south and eventually into Swan Creek. Swan Creek collects runoff from both the City of Fitchburg and the Town of Dunn and is tributary to Lake Waubesa. Runoff from the northern portion of the plan area drains into Nine Springs Creek, another tributary of Lake Waubesa that passes through both the City of Madison and the Town of Blooming Grove. Development in the area without proper planning and controls could cause an increase in peak runoff rates and volumes and be detrimental to water quality. The preliminary drainage analysis has been created to address these issues.

The primary goals of the preliminary drainage analysis are to design the layout to fit the existing site, protect environmentally sensitive areas, keep post construction peak flow rates at or below existing conditions, remove pollutants from the storm water, infiltrate clean water to reduce post construction runoff volume and recharge groundwater, and prevent flooding or damage to downstream properties.

Planning will follow the existing topography to the maximum extent possible as well as phase construction to avoid large grading operations that could contribute to construction sediment leaving the site. Storm water runoff under proposed conditions will generally follow 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. Environmentally sensitive areas will be identified and protected.

Land use maps for the area identify several wetland complexes across the property. Further wetland categorizing was conducted on the Pasley property that is located south of Goodland Park Road. A March 29, 2006 letter prepared by Biologic Environmental Consultants, LLC of Fitchburg, Wisconsin describes the wetland on that property to be 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 compliment of native wetland species, very few invasive species and

requiring only a limited amount of targeted management to help it thrive. The March 29, 2006 letter also mentions the following, “Although not observed during the site visit, it’s possible that a portion of the wetland maybe a rare and unique type of wetland called a calcareous fen.” These wetland complexes serve important functions and shall be protected with any proposed development plans through the use of setbacks and/or buffers. Hydrology to these areas shall be designed to maintain as close as possible existing flow rates to those areas. In addition steps will be taken to protect the quality of the runoff entering these environmentally sensitive areas.

Increases in impervious surfaces are common with development and typically result in increases to peak runoff rates. To meet both DNR and City of Fitchburg storm water ordinance requirements, peak post construction storm water rates will be restricted to pre construction rates. This will be accomplished through the use of regional storm water detention facilities. These facilities will also be designed as wet ponds to meet runoff water quality requirements.

Water that has been treated for water quality or water that is considered clean (rooftop) can be infiltrated. Based on the existing soil conditions and proposed land use, we will identify the best treatments for meeting infiltration requirements. Regional or private infiltration facilities may be 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. The storm water management facilities will be designed to dissipate runoff at rates that will not contribute to downstream flooding problems. This could involve redirecting runoff from certain basins to different drainage paths in areas where downstream flooding problems occur. Infiltration and sensible planning will also contribute to smaller volumes of storm water runoff that need to be treated and conveyed to downstream waterways.

There is potential to redirect the runoff from the large drainage basin west of Larsen Road just north of Goodland Park Road to a basin just south. The runoff from this basin currently drains through a culvert under Larsen Road approximately 2000 feet north of Goodland Park Road and enters the ditch downstream of Meadowview subdivision. Although this water does not directly affect that subdivision, reduced flows to this ditch could potentially allow water from the subdivision to flow out more quickly because of reduced tailwaters in the ditch. East of Larsen Road, a large wetland reclamation project has been undertaken. This area must continue to receive a certain amount of the storm water runoff to sustain the reclaimed wetland. The potential redirection of some of the runoff to the culvert under Goodland Park Road would direct the water into a separate tributary of Swan Creek than the one that drains the Meadowview Subdivision. A potential redirection, or partial redirection of runoff from existing conditions would most likely require additional storm water easements.

The Northeast Neighborhood Plan will be designed to meet storm water regulatory requirements for water quantity and quality as well as protect the environmentally sensitive areas.

Parks and Open Space System

Parks and open space offer recreational areas that have a profound effect on peoples' lifestyles. The City of Fitchburg is in the process of creating a Park and Open Space Plan. This plan outlines the City's guidelines for providing these recreational areas for current and future residents of Fitchburg.

A network of recreational trails currently exists throughout the City. The Capital City Bike Trail extends through the Northeast Neighborhood north of East Clayton Road. The proposed Heritage Circle Trail runs in a north-south direction west of US Highway 14. This proposed trail would meet the Capital City Bike Trail if constructed.

If future development occurs, recreation and open space will be provided for as outlined in the subdivision ordinance. The draft parks and open space plan indicates the types, sizes, and general locations of future parks. Trail connections to existing trails and additional trails for both transportation as well as recreation should also be included. These trails could parallel new and existing roadways, environmental corridors, parks and open space areas, and drainage ways.

Transportation System Analysis

The existing road network is sufficient for the current land uses. The Northeast Fitchburg Transportation Study was completed prior to the Northeast Neighborhood planning efforts that indicated future development toward the south would cause the need for road improvements to CTH MM. Therefore, if development occurs throughout the Northeast Neighborhood and elsewhere, this road network would likely be inadequate for the amount of vehicle traffic that would use the roads.

The Northeast Fitchburg Transportation Study also revealed a need for a new interchange with US Highway 14 and East Cheryl Parkway. This full diamond-shape interchange is planned for the near future. Along with the new interchange, the study recommended the closing of two ramps at the US Highway 14 interchange with McCoy Road. The ramp from northbound US Highway 14 to McCoy Road will be closed along with the ramp from McCoy Road to southbound US Highway 14. Any future road pattern must accommodate the planned changes for the new interchange.

If future development occurs in the Northeast Neighborhood, an efficient road network is essential. An easy access to and from the area for new and existing land uses as well as emergency vehicles must be considered. There has also been very strong public opinion regarding future traffic in the area that must be considered. Several potential road projects would be able to address these considerations.

First, a road, or series of roads that connect Goodland Park Road and East Clayton Road will allow users to travel north and south while not using Larsen Road. This roadway should ease the concern regarding additional traffic on Larsen Road.

Second, an extension of East Cheryl Parkway that connects with Larsen Road to the east offers the residents from the Town of Dunn an easy route to traverse the Northeast Neighborhood to

enter onto US Highway 14. This road will also allow for access to and from any future development in the Northeast Neighborhood.

US Highway 14 acts as a boundary for east/west roads for the entire region. To properly serve any future development that may occur along the western portion of the Northeast Neighborhood, a north-south roadway between US Highway 14 and CTH MM would suffice. This possible roadway would also allow for an additional north-south route for vehicles. Because of WisDOT regulations, this potential route would need additional approvals from the State.

The current alignment of East Clayton Road causes multiple intersections to be within a close proximity of each other. A realignment of East Clayton Road that would meet McCoy Road will allow for a single intersection to serve the traffic from all directions. Due to environmental concerns, this may be a challenging alternative to the existing road network. An alternative route, shifting the current alignment to the south is also depicted on the future Land Use Map.

Public Transportation System

The City of Fitchburg does not currently operate a public transportation system. The Madison Metro Transit System provides public transportation to limited areas within the City of Fitchburg.

Additional public transit routes or route extensions that would serve the Northeast Neighborhood are possible in the future. A process to add routes to the Madison Metro Transit System begins with residents that live in the proposed area to be served. Because additional routes create added expenses for the City, residents requesting transit routes would need to contact their alderperson and work with the Transportation and Transit Commission for this process to begin.

The Nine Springs Green-Tech Neighborhood Plan included a rail transportation system along the old railroad corridor west of US Highway 14. This would provide a second public transportation system that would allow people to travel between Fitchburg and the City of Madison.

Water System

The City of Fitchburg Public Works Department operates and maintains the City's water distribution system. In Fitchburg, water is pumped from the ground and stored. This system allows for a sufficient amount of water to be available for daily use for residents as well as for emergencies.

The preliminary water distribution system analysis is based on the Fitchburg Utility District No. 1, Water System Capacity Analysis dated April 2005, input from City staff and general water distribution system planning practices. Since only preliminary land uses have been determined, actual flow rates and sizes of required infrastructure were not evaluated for the system analysis.

The water distribution system is divided into three separate areas or pressure zones. The Northeast Neighborhood area is located within the northeast pressure zone of the City.

Currently, the northeast pressure zone is a sub-zone to the east zone because of the absence of a dedicated pressure zone water supply and storage facilities. The City of Fitchburg is in the process of designing and building a new water supply well, No. 11, which will be located near the intersection of Lacy Road and Jones Farm Drive. The new well can supply water to the northeast pressure zone and the Northeast Neighborhood; however, it is primarily intended to provide additional water supply to the east pressure zone.

The development of the Northeast Neighborhood can be served by an additional water supply well proposed to serve the Nine Springs Neighborhood. A potential location for the proposed water supply well is near the intersection of West Clayton Road and Herman Road. The cost of the new well would be included in the City's capital improvements budget whereas infrastructure costs would be borne by ratepayers. The water distribution piping between the well and future development within the Northeast Neighborhood Plan area would be paid for by the developers, as would any water supply piping for new development. At this time, it has been determined that a well will not be placed in this neighborhood and, consequently, no well is indicated on the land use plan map.

A new water storage tower will be required within the northeast pressure zone along with the new well. It will provide the emergency water supply and fire flow storage requirements for the zone and will also provide additional system reliability. An area for the water storage tower, on the drumlin between US Highway 14 and CTH MM, is shown on the future land use map. The cost of the new tower will also be paid by the ratepayers in the City's capital improvements budget.

In addition to the water storage tower and supply well, water transmission mains will be needed to move water from Well #11 and the east pressure zone to the Northeast Neighborhood Plan area. Water distribution infrastructure through or within undevelopable lands, such as the US Highway 14 crossing, shall be recorded as special assessments against the benefited properties and collected from the developers or customers upon attachment to the system in accordance with the City's ordinance.

Sanitary Sewer System

The Madison Metropolitan Sewerage District (MMSD) services a portion of the City of Fitchburg within the Central Urban Service Area. If future development occurs in the Northeast Neighborhood, all sanitary sewerage flow would be collected and then treated by MMSD at the Nine Springs Valley Wastewater Treatment Plant. Therefore, new gravity sanitary sewer collection mains and trunk sewers must coincide with any future development to convey the waste from the Northeast Neighborhood into the existing MMSD interceptor collection system.

The preliminary system analysis was based on system and capacity information provided by MMSD regarding the interceptors and topographic information provided by City Staff. Other criteria considered for the sanitary sewer system analysis included construction methods, depth of sewer main versus adding additional serviceable lands, and the wetland/environmental

buffers. The areas depicted as non-serviceable areas are primarily because of elevation or wetland/environmental buffer areas.

Public School System

Three separate school districts serve the City of Fitchburg. The Northeast Neighborhood is part of the Madison School District and Oregon School District. The Madison School District serves the western portion of the Northeast Neighborhood that lies north of East Clayton Road. Most of this land is under Dane County ownership, will likely remain undeveloped, and will not put additional strain on the Madison School District.

The remainder of the Northeast Neighborhood is served by the Oregon School District. Future development in the Northeast Neighborhood would add students to the Oregon School District, but would not cause extensive strain on the District due to capacity issues. It is the desire of the Oregon School District to keep the Northeast Neighborhood in their District and there is no identified need for a school site at this time.

Electric System

Much of the northern portion of the City of Fitchburg receives its power from the Madison Gas and Electric Company. Future development within the Northeast Neighborhood will not present a challenge or a problem for providing power from the Madison Gas and Electric Company.

American Transmission Company (ATC) is currently in the process of studying all information to provide a route to transmit power between the Village of Rockdale and the western portion of the Town of Middleton. The City of Fitchburg lies between the two municipalities and will likely be affected by the new transmission lines project. At this point in their process, ATC is studying several alternative routes that could provide this transmission route. However, the routes that remain in the studies will not affect the Northeast Neighborhood.

CHAPTER 5: LAND USE

The Northeast Neighborhood is approximately 868 acres in size. The boundaries of the neighborhood are:

- West: US Highway 14
- East: Larsen Road
- North: Nine Springs Creek
- South: Lacy Road between US Highway 14 and CTH MM; 300 feet south of Goodland Park Road between CTH MM and Larsen Road

The neighborhood currently consists of farmland, residential uses, waterways, wetlands, steep wooded lands, and street right-of-ways.

As identified during the FUDA process, and then demonstrated during the opportunities and issues chapter of this plan, the Northeast Neighborhood as a whole has a high degree of potential from nearly every angle, and few restrictive limitations. Nonetheless, over the course of the planning process it has become clear that a number of factors merit special consideration and sensitivity with regard to the planning of future land uses within the Northeast Neighborhood if it is selected to enter the City of Fitchburg's urban service area. The future land use plan detailed in this document was prepared with careful consideration of those factors, as well as the City's relevant goals and policies. See future land use map.

The Northeast Neighborhood depicted in the future land use plan is comprised of a number of distinct but interconnected components that, together, create a cohesive whole. To create interest, walkable destinations vary from the wooded hills of the north-central part of the neighborhood, to the town center at the central roundabout, to parks both large and small throughout the neighborhood. Each of the neighborhood's known natural resources are identified for preservation. The neighborhood's "vital statistics" will be detailed in this chapter, but first an outline of some key considerations and notes on the plan:

- The neighborhood is designed to respect the City's policies with regard to residential development at urban densities, while working toward achievement of the City's goal of a 50/50 owner/renter occupancy balance. Within the neighborhood locations are identified for the broadest possible variety of residential densities and housing types, ranging from mixed-use and high-density multi-family through low-density single-family. The concentrations of density assist in achieving the City's density goal, while the two lower-density residential quadrants work toward achieving a higher level of owner-occupancy than would otherwise be likely, enabling the Northeast Neighborhood to make a positive contribution to achieving the City's owner-occupancy goals.
- Consistent with good planning principles, density and intensity of proposed land use within the neighborhood declines from west to east. In the language of the transect, the T5 (transit-oriented mid-rise) identified for the Nine Springs Green-Tech Village neighborhood to the west, transitions to a T4 intensity within the Northeast Neighborhood from US Highway 14 to include areas bordering CTH MM. The intensity then declines to a T-4 for the central portions of the neighborhood before dropping to the T1 (rural and natural preserve) at the northern, southern and eastern perimeter of the neighborhood. To describe this same pattern in more common terminology, with the exception of medium-density residential uses bordering the main street, and abutting the largest expanse of parkland, the intensity of uses and proposed residential densities

follows a gradient from west to east. The principle locus of residential density is in the vicinity of the “neighborhood crossroads” at CTH MM and the main street. In the westernmost part of the neighborhood, business and institutional uses are dominant, as would be expected in an area with direct access to a major highway. At the other end of the spectrum, landscaped parkland is planned for the entire Larsen Road frontage out of respect for the need to allow for infiltration and filtration of all surface runoff as well as buffering of the developed Northeast Neighborhood from the less intensively developed and protected parts of the neighboring Towns. With consideration of the sensitivity of the Nine Springs E-way and Swan Creek, preservation of wetlands and a 300 foot buffer area is intended for the northernmost and southernmost perimeter of the neighborhood.

- East of CTH MM those living and working in every part of the neighborhood have ready access to public parkland, never being more than two blocks away. A public park in the southwestern part of the neighborhood will be available to residents of the multi-family development west of CTH MM, whereas those in the mixed-use area adjacent to the drumlin will be served by the private open space it affords.
- An interconnected open grid system of streets and alleys is planned within the Northeast Neighborhood to allow for a variety of logical routes within and through the neighborhood. This promotes capillary flow of vehicular traffic and provides multiple options for pedestrians and cyclists. While aiding in convenience and speed of emergency access, this also encourages walking within the neighborhood by providing a variety of choices for those wishing to walk from one place to another.
- To support pedestrian accessibility, sidewalks on both sides of all streets throughout the neighborhood are supplemented by a multi-use trail system. In addition to the – primarily recreational – multi-use trail, commuter cycling is to be supported by a dedicated trail parallel to US Highway 14 within the eastern right-of-way (not graphically depicted), and by use of the multi-use trail which parallels Larsen Road through the park on the east side of the neighborhood (indicated in green dashes), as well as the realigned Capital City Trail as a cross-route through the northern part of the neighborhood (indicated in blue dashes).
- Joining the developed portions of the neighborhood with the known street grid, public street and private access points along major thoroughfares (CTH MM and the connector street to the future interchange) are located and spaced with consideration for safety and sightlines. Asterisks suggest the best location for private access points on certain non-residential properties.
- With respect for the wishes of current Northeast Neighborhood residents, residential properties east of CTH MM are indicated on the plan as “existing residential” and are abutted only by low- to medium-density residential or future park uses.
- In consideration of the steep slopes found in the north-central part of the neighborhood, the steep and wooded hillsides are shown as low-density cluster residential land use. Prior to consideration of any development proposal for this area, a complete tree survey must be conducted and updated contours be provided to determine the location of any sites that may be candidates for development and areas that should be preserved. Due to the topography, the onus is on anyone proposing development to demonstrate that streets could be constructed meeting City standards with regard to grade without wholesale destruction of the woodland environment. Certain portions of this area are known to have very steep slopes and are depicted as “private open space” on the land use plan, and it is expected that building pads (if any) would not be located in those areas. Any building pads must be carefully situated to preserve specimen trees and the character of

the woodland environment. No development is recommended if it is determined that this area consists of environmental corridor, which consists of wetlands, waterways, steep sloped land, and particular areas with a dense tree canopy of specimen trees.

- It is intended that all wetlands in the planning area be preserved, untouched aside from enhancement due to prior degradation, when appropriate. Wetland buffer widths are suggested and graphically depicted.
- It is proposed that no development take place in proximity to the E-Way or north of East Clayton Road, unless the road is realigned to the south, in which case the area identified for office, limited retail and service use would be south of the current East Clayton, but north of the realigned road.
- It is proposed that the drumlin between US Highway 14 and CTH MM and the bordering wetland to its north be preserved as private open space with the exception of any grading necessary to create a north-south road through that portion of the neighborhood to provide for internal connectivity of business operations and a secondary means of access for emergency vehicles.
- Consistent with City policy, development is not proposed for areas that cannot be served by gravity flow sewer, with the exception of one location where the City may allow for a private grinder station for a single institutional use. In the southwest part of the neighborhood, outside the wetland and wetland buffer, an area is identified for a single-institutional user, a type of development that may be acceptable to the City. This location would have particularly good highway access, being served by a nearly-direct route to US Highway 14, and may be highly desirable to a large user of a type the City may desire. This location has potential both for economic development and for educational use.

The following section of the plan outlines each of the land uses shown on the proposed future land use map. Future land uses for the Northeast Neighborhood include residential, parks and open space, business/commercial, and governmental/public land uses.

Residential

The residential land uses identified in the Northeast Neighborhood plan include the following:

- Existing residential land uses are located adjacent to transportation corridors such as Goodland Park Road, East Clayton Road, and CTH MM. These existing residential uses comprise approximately 81.2 acres of land. The lands use plan does not propose to alter the existing residential uses east of CTH MM. West of CTH MM there are two existing residences where the land use designation has been modified. The high-density residential area incorporates one existing house, and private or publicly owned open space is shown for the other existing house (located near the drumlin, south of a proposed non-residential access road).
- Conservation subdivision is the proposed land use for the wooded area with steep slopes in the northern part of the neighborhood, south of existing homes on East Clayton Road. By clustering the homes on smaller parcels, larger areas of natural open space will be preserved. It is recommended that the location of building be determined after completion of a tree survey so impact on the highest quality woodlands can be minimized. There are approximately 67.8 acres of land identified as cluster residential

subdivision, with several areas identified as privately owned open space where the slopes are most severe. An assumption is being made that of the acreage identified as cluster residential subdivision, only 30 percent of the land is actually buildable as a consequence of the steep slopes and environmentally valuable mature trees. Future cluster subdivisions are to be developed with densities not exceeding three to five units per acre. For development within these parameters, consistent with this assumption regarding the amount of buildable land, a range of 61 to 102 dwelling units is possible for this area.

- Approximately 46.4 acres of the Northeast Neighborhood have been identified as low density residential. The low-density residential is to include single-family homes developed at a density similar to the cluster residential subdivisions at between three and five dwelling units per acre. Developed at this density, between 139 and 232 homes could result. The low-density residential areas are centrally located within the neighborhood. One single-family area is located north of the main street and south of the wooded and hilly land; the other single-family area comprises the south-central portion of the neighborhood. Low-density residential uses are also strategically located adjacent to existing residential uses to help mitigate conflict between new development and old and to help preserve the value of existing homes.
- Medium-density residential land uses line the main street through the neighborhood, taking their vehicular access from a parallel alleyway to the rear. Medium-density residential is also designated for a pod in the north-central part of the neighborhood buffering the single-family neighborhood from high-density residential and mixed-use. Medium-density residential is the designated land use in two other locations, one in the northwestern part of the neighborhood on a hillside sloping up from a realigned East Clayton Road, and the other on the periphery of the main parkland in the central and southeastern part of the neighborhood. The medium-density category allows single-family attached or duplex developments at a density of between five and nine dwelling units per acre. Between 155 and 278 residential units would be possible under this land use plan.
- There are two separate locations where high-density residential land uses have been planned, both adjacent to CTH MM. One pod of high-density residential is situated adjacent to the neighborhood center mixed-use area. This seven-acre area east of CTH MM is to be developed at a density of between ten and 17 units per acre for approximately 70 to 119 residential units. The high-density residential area west of CTH MM will take its access from an internal street providing a nearly direct route for its residents to and from US Highway 14. This high-density residential area is approximately 15.3 acres and is slightly more dense at 16 to 21 units per acre. This density will permit between 245 and 321 residential units.
- A potential center of the Northeast Neighborhood is the mixed-use area east of CTH MM that is envisioned as having retail or service uses on the first floor of multi-story buildings with residential uses located above. Commercial and residential mixed uses are also designated in the area west of CTH MM north of the street extending from the interchange and ultimately the Nine Springs Green-Tech Neighborhood. In Fitchburg, developments of this type are typically in the range of eight to 20 dwelling units per

acre. With roughly 19 acres of land designated as mixed use, between 152 and 380 dwelling units are possible.

TABLE 10: Residential Land Uses

Category	Acres	DU/Acre	Total DU's
Existing Residential	81.2		
Cluster Residential Subdivision*	67.8	3.0 - 5.0	61 - 102
Low Density Residential	46.4	3.0 - 5.0	139 - 232
Medium Density Residential	30.9	5.0 - 9.0	155 - 278
High Density Residential	7.0	10.0 - 17.0	70 - 119
High Density Residential (west of CTH MM)	15.3	16.0 - 21.0	245 - 321
Mixed-use (neighborhood commercial)	19.0	8.0 20.0	152 - 380
Total (excluding existing Residential)	186.4		822 - 1,432

*Estimate no more than 30% of wooded or environmentally sensitive land area to be developed or lotted.

Future residential development proposed for the Northeast Neighborhood includes a wide range of housing types. Because of the many housing types offered through this Northeast Neighborhood Plan, a broad variety of future residents could be expected. A range of between 822 and 1,432 future dwelling units are possible with the land use designations in the neighborhood, for an overall residential density of between 4.4 and 7.7 dwelling units per acre.

Business/Commercial

Lands have been designated for a variety of business or commercial land uses in the Northeast Neighborhood. There are areas for smaller retail and service industries as well as area for an employment hub including larger businesses, offices, or light industrial uses. The business/commercial uses include the following:

- Approximately 19 acres are identified as mixed-use. As previously discussed, the mixed-use area typically includes smaller retail and service type businesses on the first floor of a multiple floor building with residential units above. The mixed-use on the east side of CTH MM would be the focal point of this neighborhood. It is a commercial area with adjacent greenspace and a surrounding residential density that would be able to support the businesses. Two points of access have been identified on the plan map to indicate that an internal street would be necessary but the precise location depends on how the mixed-use area is designed.

The mixed-use area west of CTH MM may be the focal point of the western portion of this neighborhood. Residential density with retail and services uses may create an atmosphere full of energy and movement that visitors and residents would enjoy.

- The entrance to the Northeast Neighborhood along CTH MM is a small area of office, limited retail, and services. These land uses account for approximately 6.7 acres of the neighborhood. A portion of the office, limited retail, and services area lies atop the current East Clayton Road. If East Clayton Road is re-routed to either of the alternative routes, the office, limited retail, and services area will create an entrance to the neighborhood.
- Roughly 7.8 acres of strictly retail and service business uses is located immediately south of the planned interchange on US Highway 14. This retail and service portion of the neighborhood is immediately adjacent to dense multi-family residential and a large single commercial or institutional use.
- A large area west of CTH MM has been identified as an employment hub. Approximately 47.2 acres of land encompasses the employment hub, which is intended to be developed as a mixture of professional offices, specialized manufacturing, or other non-nuisance light industrial uses. Currently much of that area is in the process of being filled and compacted in a transition from its prior use as a borrow-pit to its future use as developable acreage.
- A 23-acre single commercial or institutional use has been identified on the land use plan map. This area cannot be serviced by gravity flow sewers and lift stations are not allowed in the City. It is anticipated that the City will, however, allow a single use to be developed and constructed in such a way that a single grinder pump would be utilized to service the area.

BUSINESS/COMMERCIAL LAND USES

Type	Size
Mixed-use (neighborhood commercial)	19.0 acres
Office, Limited Retail and Services	6.7 acres
Retail/Services	7.8 acres
Employment Hub	47.2 acres
Single Institutional Use	23.0 acres
Total	103.7 acres

Parks and Open Spaces

Parks and open spaces provide immeasurable benefits to future residents and the environment that should accompany all future development. There are several types of parks and open spaces that may differ on what the land is used for, or simply the ownership of the land. The different types of parks, and open spaces include the following:

- Agriculture/Open Space Preservation is designated for approximately 29.3 acres of land adjacent to the Nine Springs E-way wetland buffer. As we have found out through the public informational meetings, this land has been farmed for generations and agricultural use is anticipated to continue indefinitely at this location.

- There are approximately 36 acres of land that are indicated for preservation as either private or publicly owned open space. This private open space category includes the extremely steep slopes, the landscape buffers located immediately west of CTH MM and adjacent to existing residential uses, and the drumlin near the future interchange. This land will likely be privately owned and maintained by the owners of the individual parcels.
- The Dane County Parkland/Nine Springs E-Way area references a parcel of land north of East Clayton Road that is owned by Dane County. Future development on this parcel of land is highly unlikely. Therefore, this land remains as open space.
- Park and open space must be dedicated to the City in conjunction with any new residential development. The City of Fitchburg Zoning Ordinance (Land Division Ordinance) requires that 2,900 square feet of open space per dwelling unit be dedicated for this purpose. On the future land use plan approximately 91.6 acres of land is denoted as park and open space to be owned and maintained by the City. Because wetlands, wetland buffers, or storm water management facilities do not qualify as usable parkland, this plan map actually illustrates 76.4 acres of usable public parkland. Based on the potential future residential densities, between 54.7 and 95.3 acres would be required for the amount of residential development depicted in this future land use plan. Therefore, if the neighborhood is developed at the higher end of the density range, the developer would be required to dedicate more parkland than illustrated on the Land Use Map, or pay a fee in lieu of dedication). However, if the neighborhood is developed at the lower end of the density range, the parkland dedication would be reduced proportionately, so the neighborhood would have less parkland than shown unless the City chose to purchase additional land.
- There are approximately 107.7 acres of wetlands within the Northeast Neighborhood with an additional 69.6 acres of buffers surrounding the wetlands. The wetland buffers have been identified in the storm water study indicating that there are three levels of wetland buffers that should be utilized.
 - A 300-foot wetland buffer has been included for the wetlands associated with the Nine Springs E-Way and Swan Creek. These are significant environmental features therefore they require additional buffer area to preserve and protect those two waterways.
 - A 100-foot wetland buffer has been applied to the wetland south of East Clayton Road and the wetland immediately north of Goodland Park Road. The wetland south of East Clayton Road is undisturbed, but is not directly connected to a waterway. The wetland north of Goodland Park Road is also not connected to a waterway, but it holds significant amounts of water and has wetland flora.
 - A 75-foot wetland has been applied to the disturbed wetlands that do not grow plant life known to wetlands. These wetlands are mostly located in farm fields that are planted and cultivated yearly.

- Roughly 7.2 acres in the southwestern part of the neighborhood have been identified for community gardens. This acreage would be divided into small individual garden plots that would be available to local residents or others through a permit process.

PARKS AND OPEN SPACES

Type	Size
Agriculture/Open Space Preservation	29.3acres
Open Space: Private and Publicly owned	36.0acres
Dane County Parkland/Nine Springs E-Way	12.5acres
Park/Open Space	91.6acres
Storm Water Detention Areas	15.7acres
Wetland Buffer	69.6acres
Wetlands	107.7acres
Community Gardens	7.2acres
Potential Acquisition for open space	4.7acres
Total	374.3acres open space

Governmental/Public Land Uses

Governmental and public land uses typically include land owned by the municipality and facilities that provide services for residents such as police/fire stations, city hall, wells, etc. It is not anticipated that there will be a need for significant amounts of land in the Northeast Neighborhood for municipal uses to serve the anticipated population. Consequently, there are only two governmental land uses in the neighborhood, and both utilize only small amounts of land.

The first is a City-owned parcel at the northeast corner of CTH MM and Goodland Park Road. There are no plans for utilization of that land at this time. The second governmental land use is a site on the drumlin that is identified for the location of a water tower. This water tower is necessary to provide constant water and water pressure to the Nine Springs Neighborhood and the Northeast Neighborhood.

GOVERNMENTAL/PUBLIC LAND USES

Goodland Park Road Institutional	1.0acres
Water Tower Site	0.7acres

Transportation

Future travel to, from, and through the neighborhood is dependent on the transportation network provided. There are many facets to the transportation network that require evaluation in order to

plan for efficient travel for the future residents and visitors. The transportation network for the Northeast Neighborhood involves both vehicular and non-vehicular transportation. Vehicular transportation involves a network of streets whereas the non-vehicular transportation includes both streets and trails.

The goal for the transportation network is to provide a safe, convenient, and efficient transportation system compatible with desired patterns of area-wide development. The objectives created for the transportation network ensured the City that the goal would be met with future development. The objectives include:

- Limit access from new development to Larsen Road to ensure neighboring properties are not adversely affected with an increase in traffic.
- Promote a multi-modal transportation network, including the Capital City Bike Trail, the potential expansion of the Madison Metro Transit System, the potential creation of a light rail immediately west of the Northeast Neighborhood, and multi-use trails throughout for non-vehicular traffic.
- Promote a user-friendly road network throughout the Northeast Neighborhood stemming from the planned E. Cheryl / Lacy Road / US Highway 14 interchange that will ease future traffic congestion on CTH MM.
- Promote dense development that will be able to sustain the need for public transportation.

The street network ultimately begins with the future interchange on US Highway 14. The intersection has been planned by the City and WisDOT to alleviate the traffic congestion at the current McCoy Road interchange. The interchange connects the Nine Springs Green-Tech Neighborhood with the Northeast Neighborhood. A road extending from the interchange past CTH MM is the main road into the Northeast Neighborhood. The residential land uses on either side of the main street will utilize alleys thus eliminating the need to have driveways on the main street.

Generally, east of CTH MM the road network is a curved grid from southwest to northeast extending from the main street. This interconnected street grid allows residents and visitors to easily and safely travel throughout the neighborhood. The network of streets has been designed in a way that there is no short-cut through the neighborhood. If someone wished to travel from CTH MM to Larsen Road through the Northeast Neighborhood, they must either travel through a meandering road or make at least one turn and travel on two separate streets.

Only one new intersection has been created with Larsen Road with this plan. The Nora Lane and Meadowview Road intersections with Larsen Road have been modified to make them complete four-way intersections. This will allow residents from the Town of Dunn to access not only the retail opportunities in the Northeast Neighborhood, but also the interchange with US Highway 14. In the southern part of the neighborhood a new intersection has been identified with Larsen Road. This intersection is necessary to allow future residents a secondary emergency access.

The City has standards that state that the maximum slope for a new street cannot exceed eight percent. The northern portion of the neighborhood is endowed with extremely steep topography.

The road that is depicted on the future land use map between CTH MM and the new extension of Meadowview Road requires additional study when proposed. This is an area of steep slopes that may affect the location of the road.

East Clayton Road divides the developed area of the neighborhood from the land being preserved for environmental concerns. Under current conditions, there is not enough offset of streets where East Clayton Road intersects CTH MM; this contributes to hazardous conditions for both cyclists and motorists. Therefore, two alternative alignments are illustrated for East Clayton Road. The first alternative is to shift East Clayton Road north to create a complete intersection with McCoy Road. If constructed, the new roadway will likely traverse the edge of the wetlands; to minimize this encroachment, it is suggested that the Capital City Bike Trail be relocated to the south side of East Clayton Road in this vicinity. The second alternative is to relocate East Clayton Road south to create additional separation between intersections. The southern alternative will not encroach the wetland area and will allow the Capital City Bike Trail to remain on the north side of East Clayton Road. Existing topography may create challenges for this alternative. Overall, either of the two alternative routes would be expected to significantly increase the safety of the intersections.

Roundabouts have been incorporated into the transportation network. Only two roundabouts have been identified, however there are opportunities for additional roundabouts throughout the neighborhood. From west to east along the main street through the neighborhood, the first roundabout identifies the center of the neighborhood where residential uses meet public park and open space and retail uses in the mixed-use area.

The non-vehicular transportation network begins with the Capital City Bike Trail that traverses the northern portion of the neighborhood from west to east. The trails throughout the neighborhood have been evaluated as being used for both recreation and transportation. The trails are generally positioned as north-south trails to effectively serve as transportation routes. There are four separate trail connections to the Capital City Bike Trail. Multiple trail routes through the neighborhood will ensure that all residents have easy access to them.

CHAPTER 6: IMPLEMENTATION

The implementation of this plan involves a sequence of specific actions that must be completed to be able to fully utilize the information within this land use plan. These actions have been divided into three categories based on the timing in which they should occur.

The first category includes actions that must be completed immediately for the plan to become effective. The second category reflects ongoing efforts that the City must undertake to guarantee the Plan's success. The third category identifies areas that should be monitored and acted on if there are any changes.

Category 1

- The City must adopt the Northeast Neighborhood Plan with consideration given to the Storm Water Study to ensure that future development is proposed in accordance with the this Plan.
- In order for future development to be approved, it must meet the intent and the standards set forth in the Zoning Ordinance. Therefore, zoning districts must coincide with the Plan for future development to occur. The following zoning districts apply to the Plan. If a combination of uses is developed as a single development, the City may proceed with a Planned Development District including the entire tract of land to be developed.

<u>Planned Land Use</u>	<u>Zoning District</u>
Agriculture/Open Space Preservation	A-X
Cluster Residential Subdivision	PDD-GIP
Low Density Residential	R-L
Medium Density Residential	R-M
High Density Residential	R-H
Mixed-Use: Neighborhood Commercial/Residential	PDD-GIP
Retail/Services	B-H
Office, Limited Retail and Services	B-P
Employment Hub	B-P, I-S
Single Commercial/Institutional Use	PDD-GIP, A-X
Potential Acquisition for Open Space	P-R
Community Gardens	P-R
Open Space: Private or Publicly Owned	P-R
Park, Open Space	P-R

- The entire Northeast Neighborhood is now in the Madison Metropolitan Sewerage District, but not in the urban service area. Upon adoption of this Plan, the City must apply for an adjustment to the urban service area with the Capital Area Regional Planning Commission (CARPC) the agency responsible for reviewing such requests and developing a recommendation before forwarding them to the Wisconsin Department of Natural Resources (WDNR) for consideration. Approval from WDNR is required to

expand the urban service area before sanitary sewer can serve future development in the Northeast Neighborhood.

- Upon adoption of this Land Use Plan for the Northeast Neighborhood, the City must create a phasing plan that relates to the sanitary sewer and water services as well as the completion of the USH 14 interchange. This phasing plan will likely be required by the CARPC for an adjustment to the sewer service area especially since the sanitary sewer and water will not be extended from the same direction. Sanitary sewer will be extended from the northeast and water from the west. The USH 14 interchange is another major factor that will impact the phasing plan because of the relationship between the interchange and land uses identified for its immediate vicinity, and due to concerns about traffic congestion related to new development.
- A marketing campaign initiated by the City should begin with the adoption of this Plan. By promoting the area to potential business owners willing to locate their business in the neighborhood and visitors, the Northeast Neighborhood could spark economic development interest that may spread into the Nine Springs Green-Tech Neighborhood.
- Fitchburg is in the process of creating a Smart Growth Plan as required by State Statutes 66.1001. This Northeast Neighborhood Plan must be incorporated into the City's Smart Growth Plan to ensure its effectiveness.
- Consider an amendment to the official map that defines and illustrates the desired location for both road and utility easements in order to ensure that these locations are protected. The detailed route of the sanitary sewer and water must be thoroughly planned to be certain that the best route is utilized.

Category 2

- With development proposals, the parcels must be rezoned in such a way that the integrity of this plan is preserved. By effectively guiding future developments by rezoning the properties to correlate with the plan, the City has the authority to control the outcome of the development.
- The City must enforce development standards throughout the entire Planning Area that would make the City a desirable and safe place to live, work, and play. The City has the authority through the land division ordinance to require utilization of deed restrictions – one of the tools used to enforce development standards.
- As future development occurs in the Northeast Neighborhood, the City has the responsibility to provide sound reviews that demonstrate the importance of open space for the future residents of Fitchburg as provided in the City Ordinance. The open spaces including passive and active recreation should be within a reasonable distance to all residential developments.
- Although the City is immediately adjacent to the City of Madison, residents have expressed a clear message that they desire to remain in the Oregon School District. Fitchburg must assist current and future residents to remain in the Oregon School District.

- An effort has been made by the City to provide a multi-use trail system to accommodate both the recreational users and transportation users. Additional interconnecting multi-use trails that become integrated into the extensive network that currently exists will continue to provide the recreational and transportation opportunities. Multi-use trails that connect subdivisions, schools, and recreational areas would be safer due to pedestrian traffic using the trails rather than the roads.
- An overall transportation study is currently being undertaken by the Madison Area Transportation Board, the designated Metropolitan Planning Organization for the Madison urban area. The City will utilize this study's findings while reviewing future development proposals in the Northeast Neighborhood,. This will ensure that the adjacent neighborhoods remain attractive locations to live with regard to transportation impacts.
- Highway access is an important issue regarding safety of both motorists as well as pedestrians. When future development occurs, the City must analyze all highway access related to site distances, speed, and traffic volume in order to determine if there would be a more safe and efficient location.
- The protection and preservation of the environmental corridors and isolated natural resource areas must remain important for the City and surrounding areas to continue to gain from the environmental benefits. The City must protect and enhance the vast array of natural resources present in the neighborhood, control the stormwater, and ensure that there are proper open spaces for future residents.
- The planned interchange on US Highway 14 into the neighborhood will likely provide an efficient transportation route that residents and visitors will be able to utilize. The City should continue pursuing this interchange to make the area more desirable for those who work or wish to relocate their business in the Northeast and Nine Springs Green-Tech Neighborhoods.

Category 3

- Public transportation is a viable means of traveling throughout the area if a station or depot is within walking distance of those who wish to use a bus. After future development creates the demand for public transportation, the City must coordinate with Madison Metro to expand the public transportation routes to include the Northeast Neighborhood. A route through the future Nine Springs Green-Tech Neighborhood to City Hall and route into the downtown of the City of Madison may likely be the most desired routes.
- There is an abandoned railway corridor within a mile of the Northeast Neighborhood that has been considered for a rail-type of public transportation. As this would be a multi-jurisdictional effort for a rail system of this magnitude, if the system moves forward, the City should remain an active participant in its planning to ensure that proper stops are planned for that will enhance the economic development of the Northeast and Nine Springs Green-Tech Neighborhoods.

This plan is to be used as a guide for future development. The ultimate success of this plan will result from both policy decisions and development reviews in the future. The main policy decision is when, if ever, the City expands the urban service area to include the Northeast Neighborhood. Development reviews includes the day-to-day planning operations that will guide the final appearance of the neighborhood. Overall, this plan is an evolving document that can be modified in the future to adjust to changing conditions throughout the City and region. In addition to other aspects of the plan, it can be expected that this implementation section will be subject to alteration or addition as the urban service adjustment request is drafted and that request proceeds through the approval process.

APPENDIX A

Citizen comments received at the first public informational meeting. The meeting was held on February 23, 2006.

This appendix includes all written comments received at the first public informational meeting. The comments were written on post-it notes and placed on boards across the room.

Transportation Factors

- Yes to public transit
1. The East US Highway 14 Interchange will be constructed.
 - It is needed to service the not yet built area of T. Wa?, Green Tech V., and high density housing
 - It is not needed
 - With the proposal of this neighborhood, this is needed, very congested already
 - What is the point of putting more traffic on MM? It's already congested. (someone else wrote: It allows traffic to get off of MM and onto 14.)
 - An interchange at Lacy and Hwy 14 is definitely needed to redirect traffic off of Cty Trunk MM and Fish Hatchery Road
 2. The McCoy Road interchange will be reconfigured.
 - How?
 - Would a bike/ped. bridge be constructed by DOT or Fitchburg?
 - This is one of the most dangerous interchanges in Dane – let's fix it
 - Needs to be but consider the bike trail
 - I do not agree with eliminating the McCoy Rd ingress and egress this will make it very inconvenient if not impossible for people in the north portion of the neighborhood to come and go – a bad idea!
 - McCoy Road is not a beneficial major road – the impact on the wetland needs to be minimized
 3. Connections to the Capital City Bike Trail are important.
 - Yes
 - Yes!
 - Let it be! Leave it alone and they will not come – the profit seekers only
 4. There is a need for multi-modal transportation including public transit, train, bicycle, walking.
 - It seems to me that Fitchburg is behind the curve now in this area. What will an island neighborhood get for a plan in MT.
 - Neighborhoods should be dense enough to support transit
 - That assumes high population density! Keep those in the City where high density exist
 - Keep it country! The animals can walk there now
 - Open rail for freight. Then open rail Oregon to Brooklyn for freight and redesignate Oregon to Madison for commuter.
 - Yes, need public transportation soon
 5. Rail corridor should be used for public transportation.

- The existing areas (Madison, etc) have already said no to the cost of commuter rail and the cost of track upgrades. So it appears that this won't be an option. It should be considered, but without a link to the City of Madison it won't happen.
 - Develop a rail corridor and you invite high density development
 - No, rail corridor isn't economically feasible. Would the city pay the tab – higher taxes
 - The rail line is not retired
 - Who says it will be used? We'll have bumper to bumper on Larsen & MM instead!
6. Neighborhoods should be pedestrian friendly.
- Pedestrian friendly – higher taxes than already? More upkeep, etc. No!
 - The existing rural roads are pedestrian friendly to me – but going thru suburbs wouldn't be!
 - There should be interesting walkable destinations (neighborhood retail, parks, public spaces, workplaces, homes) in every pedestrian shed
 - Same – but where would they go to in this area?
7. Traffic access to Larsen Road should be limited.
- Neighbors should use small blocks and dense road connections on MM and through neighborhoods.
 - Yes! Road will not support any more traffic.
 - Please stay off Larsen Road – it is currently a "scenic overlay" road along with Meadowview Road
 - Absolutely – keep traffic off Larsen – for farm machinery, bikers etc.
 - Absolutely! No traffic access at all – I second that!
 - No access to Larsen Road
 - Yes
 - Definitely
 - If traffic to Larsen Road is shut off it will isolate Meadowview from going to Madison. (Fitchburg just repaved Larsen and E. Clayton in past 2 yrs)
 - That's irrelevant. Even 1 access will become an exit to Larsen if MM gets picked.
 - Designate Larsen a "rustic road"? Larsen road should have full connectivity but traffic calming and appropriate cross section to keep speeds down.
 - Yes, I agree. East Clayton Road cannot service as a collector road due to width and topo.
 - No access on Larsen
8. There is a need for a park and ride.
- Yes
 - No
 - Not really! What is the expectation for utilization
 - No park and ride – who needs surface parking! Serve both this neighborhood and more southerly ones with transit. Serve Oregon and McFarland with commuter express bus.

External Factors

- Is the Town of Dunn an EXTERNAL FACTOR? Should it be?
1. Residential densities and style will be comparable to other more recently developed portions of the City.
 - By recently I think you mean Hatchery Hill and Civic Center. Good! Harlan Hills – too sprawly
 - 1) Why did Fitchburg become a city if they wanted to act like Madison with all this expansion? 2) Development should be contiguous. Wait until you fill one spot before disrupting open lands. Our economy could slow, inflation all sorts of events could affect building and were stuck with all the disruption. 3) We'll never get these precious open spaces back.... Caution. 4) The developers are investing a mint in this... but the citizens will be left with the cost and disruption of open space.
 - Where/how do you address sewerage? It's across the Hwy 14 from Fitchburg. Sounds expensive.
 - Area not likely to support residential or commercial development or commercial development at a density consistent with other areas without impacting the environment.
 - Why do we need more density and sprawl? What's the point?
 - Why be limited by this areas past patterns?
 - "Comparable to more recently developed areas", which areas? We should not be promoting such high densities and small lots
 - Low density, natural materials (no vinyl), not another Swan Creek, nicer homes, respect environment wildlife traffic patterns
 - We don't need more sprawl. It is so depressing to drive thru Fitchburg today to see the unending vistas of ticky tacky boxes.
 - I agree – sprawl is not a good use of land.
 2. The Urban Service Area will be expanded for future development.
 - Madison Metro service? Park & Ride? Soon please!
 - 1) Wait until you fill in areas closer to current development. 2) stop growing – it's only for developer's pockets
 - Infill first – leave room for working farms and small CSA.
 - Why? We need to preserve farmland for local food security.
 - Would you expand the area for food production? Or do you just buy your food at the grocery store?
 - What's wrong with not having "development"?
 3. Only gravity-type sewer systems are permitted by the City.
 - Will sewer be attached to San. District 4, or attached directly to metro interceptor?
 - How can you develop in a floodplain?
 - Will the sewer system be installed to handle future development south of this proposed development?
 4. Residential development will not by itself, create a need for a school site.
 - Of course, any further residential development will requires a need for more school sites. OSD is already crowded and MMSD already needs to build an elementary school to house the Swan Creek residents (that Oregon schools couldn't handle).
 - Then what would?

- Do you expect this to be a neighborhood of illiterate, ignorant people?
 - But we'll need school expansion in some surrounding area – so we'll still incur the expense.
 - Are all of these families homeschooling?
 - Nonsense
 - How could it not? Retirement community?
 - How? With continued classroom crowding in Oregon. How can it support more homes? Where will there kids go?
 - If residential development doesn't create a need for more schools what does?
 - No school requirements would indicate highly commercial development minimal residential density – is this a neighborhood then?
5. There will be a need for well and water tower sites.
- We need to have a detailed assessment of the aquifer before this decision is made.
 - How will a large draw on water table effect current wells in area?
 - Where will the power come from? MGE, substations? Power generation? Wind towers?
 - Will municipal water well suck all water from Meadowview? How much will it lower water table?
6. Neighborhood parks are needed for future residents and will be provided in accordance with the Parks and Open Space Plan.
- Parks are important but farmland is also – leave it as farmland.
 - Parks do not replace natural space.
 - Fitchburg parks need to be connected by bike paths and trails to each other and surrounded by open space and vegetation.
 - I am disappointed with manicured parks – they are not really "parks" to me.
 - Don't fill it in the first place. It's already open. We'll need our local farmland for food growth as gas prices increase and it becomes more expensive to ship. Fitchburg – leave us something.
7. Market demand exists for development in this area.
- I'm sure there is a market demand for development in the Northeast Neighborhood, but that doesn't mean it is economically feasible for the city or its residents!
 - Who's to profit? Isn't fertile land important?
 - By whom – a few developers?!
 - Where is our plan to preserve our agriculture and will we develop gardens and produce farms?
 - Realtors say so, do the residents?
 - If you give in to market demand for housing, when they all need food, it will be to late to meet that demand!
 - Are you going to eminent domain us?
 - Is market demands the only consideration? What about ecological demands the plants and animals we enjoy they coexist with us!
 - Of course it does and demand far exceeds what is currently being planned.
 - Housing costs will only increase if development is not allowed.
 - As Dane County's population increases, so does demand to develop open space. This doesn't, however, always mean it's the right thing to do.

- Who is expected to travel into this area to shop? Commuters? Not enough residential density planned to have self supporting neighborhood.
 - Demand exists but does not have to be fulfilled, especially at the cost of losing buffer land between wetlands and working farms.
8. Business development east of US Highway 14 will be different in character from Green Tech.
- Still don't understand where the demand for services in the Northeast Neighborhood is coming from!
 - What does this mean?
 - What business is planned east of Hwy 14?
 - This of course implies we should simply expect business to develop!
 - Where?
 - Being removed from other goods and services. This neighborhood will create more "auto trip" traffic as opposed to less.
9. Development will be more intense west of CTH MM.
- Reduce speed limit on Hwy MM? This road will become increasingly dangerous with more access points.
 - Speed limit on NE neighborhood roads should be reduced regardless of the number of access points to developments. This should occur immediately.
 - What type of business/zoning? East of MM, west of MM
 - Not necessarily – why assume development should be a reproduction of past mistakes?

APPENDIX B

Citizen comments received at, and subsequent to, the second public informational meeting. The meeting was held on May 31, 2006.

This appendix includes all written comments received at, and subsequent to, the second public informational meeting. Five forms were completed and returned. Return rates may have been diminished due to an error in the return address, although those wishing to comment also had the option of returning forms to City Hall. The comments are quoted verbatim below with summary comments added.

Storm Water System:

1. You will pollute Swan Creek
2. I second Cal DeWitt's comments regarding the sensitivity of the downstream aquatic systems to manipulations of groundwater (infiltration changes, pumping) and redirection of runoff. Likewise, retention ponds are no longer seen as anything but a crude expedient.
3. Any increased water flow into Meadowview will be a disaster for current residents. There exists a drainage ditch that runs from Meadowview, bisect Nora Land and runs into the wetlands that you did not even capture on your analysis. Did you plan for neighbors? Your plan will flood this neighborhood.
4. The addition of impervious surfaces, including roads, will increase pollution and damage sensitive wetlands and hydrology in this area. Private wells may be impacted. Changing water flow patterns will also negatively impact existing wetlands and streams.
5. Administrative rules require that applicants demonstrate that a sewered development will not cause water quality problems. When will this demonstration be available? Retain existing hydrologic patterns with a wetland restoration in area currently designated for storm water detention. The overflow could and should drain to the east. Rain gardens and minimization of impervious surfaces should be pursued.

Summary: The respondents are concerned with polluting the surface water and wetlands. The responses also show contradicting ideas for the storm water flow. People do not want the water to flood their basements, but they also want the water to ensure the wetlands remain.

Parks and Open Space System:

1. You are destroying open space/prime agricultural land to create a park. It makes no sense.
2. I didn't hear much (anything) that indicated that the open space would be guided in a significant way. What would be best from an ecological point of view –e.g. the need for clean runoff.
3. The entire area is currently in agriculture and should remain so. The existing low area on Larsen Road (seasonal wetland) should be maintained as a wetland with native vegetation.
4. The restored wetland could be a wonderful water feature based park with a walking trail around it.

Summary: There is concern that there is no adopted Park and Open Space Plan in Fitchburg. Residents opposed to any development would prefer the land remain agricultural.

Transportation System:

1. You will create a gridlock situation. Cost to transport students will be costly.
2. What does your study show for increased traffic to the east and south? Affecting traffic to Goodland Park and Lake Farm Park? How are you improving this flow?
3. School buses need to be paid by developer or new residents.
4. Development should be kept to a minimum so major road construction is unnecessary. Additional roads and traffic are a major safety concern in this currently rural area.
5. Road locations feeding the new HWY 14 interchange are a concern.

Summary: Responses seem to indicate that there is a strong belief that any changes in the road pattern with future development will bring about massive congestion in the neighboring Town.

Water and Sewer Systems:

1. Water levels will be affected. Existing residents will pay unnecessarily for the benefit of developers.
2. In Meadowview, our basement floods up from the sewer into our basement. Do you plan increased burden plan for our neighborhood?
3. Before wells are constructed, detailed studies of hydrology and potential impacts must be done. The cost of construction of a sewerage system would outweigh the benefits of this development.
4. The well should be located next to the elevated tank to decrease construction, below ground utility and energy costs. There should be a hydrolic/hydrogeologic assessment to establish available yield and related drawdowns recharge areas, discharge areas, wellhead protection areas, and impact to surrounding wetlands and waterways.

Summary: Responses indicate a concern regarding water levels and pollution for existing private wells.

General Comments:

1. It is imperative that there be a formed record (transcript) of this and future meetings to create a record of public concerns about this potential development.
2. Nothing said convinces me that this will not be a land use disaster.
3. Please leave open space along your borders. Good fences make good neighbors.
4. This area is not appropriate for large scale, high-density development for long term economic as well as environmental reasons. The first question should be, "Is development needed in this area, will it improve the quality of life in Fitchburg and surrounding communities?" I believe the answer is no.
5. As this area is a transition to low-density rural areas, the densities should be 1 to 2 residences per acre rather than 8. Also, references to developing policies are of little use. There either is a policy or there should be case specific conditions unique for this area. Pending policies provide no assurances.

Observations:

1. Four of the five returned comment sheets were received from Town of Dunn residents.

APPENDIX C

**Citizen comments received at, and subsequent to, the third public informational meeting.
The meeting was held on September 27, 2006.**

This appendix summarizes written comments received at, and subsequent to, the third public informational meeting. Sixteen comment forms were returned. Repeated and/or generally vague comments have not been included. The positive/negative (pro/against) counts do not match the number of comment forms because either the comments were absent, too vague, or did not address these issues.

Planned Land Uses

Pro Development - 5

Against Development - 6

Other comments/concerns:

- Aquifer recharging
- Very diverse
- 9 springs hill development is inappropriate
- Multi-family located near existing homes
- Use land for gardens and greenspace

Transportation

Positive - 5

Negative - 5

Other comments/concerns:

- There will be more use of paths than users are normally used to.
- Added traffic to CTH MM and through Lake Farm Park
- E. Clayton Road rerouting through E-Way – unacceptable
- All traffic is being routed to Goodland Park Road
- Trail does not consider topography
- Shows no roads servicing anything but residential areas
- US Highway 14 changes – positive
- Separate bike/walking trails to avoid conflicts
- Train line on existing tracks
- The bike path located between US 14 and Hwy MM should be moved to be located along MM.
- Pedestrian access corridors within the neighborhood should be shown.
- Road layout should be east-west and north-south, not circular and curves, which are confusing to many.

Parks and Open Space

Positive - 6

Negative - 6

Other comments/concerns:

- Need more parks
- Sustainable landscape design preferred

- Unevenly distributed open space
- Buffer by Larsen Road - positive

Drainage

Positive - 3

Negative - 2

Other comments/concerns:

- Drainage will eventually end up polluting Lake Waubesa
- Basin on E. Clayton Road needs reexamining
- Keeps water internal
- Design should reflect current drainage patterns
- Will it create more ponding like in Sun Prairie
- Will destroy area lakes and wetlands

Other comments

- Depletion of underground water
- Wildlife
- Why develop when 800 homes are empty in Fitchburg
 - Added note: 2000 Census shows both 292 (3.4%) or 342 (4%) unoccupied
- No development – save land for agriculture
- Fire and police protection
- Develop somewhere else
- Extensively well planned development
- LEEDS standards for sustainable development
- Local power generation – wind power on top of hill?
- Cluster south of Goodland Park Road will obstruct views - “somewhat of a concern”

APPENDIX D

This appendix includes Notes on Meadowview drainage issues prepared by Clerk Rosalind Gausman to show the history of the subdivision and drainage problems, dated March 2006.

The plat was approved in 1954 before land use planning. The plat includes a low wet area through the middle of the subdivision which is at an elevation insufficient to properly drain the area. Under today's standards, this plat never would have been approved in this location.

Several homes in the area have problems of water in their basements and have installed sump pumps that run constantly.

Septic systems failed due to the elevation to ground water and the area was added to the Madison Sewer District in 1973.

In 1988 the town acquired easements in the lowest area between Meadowview Road and Nora Lane and constructed a drainage ditch to help alleviate the problem of standing water and lack of drainage. That ditch provided some relief for normal rain events, but it was not effective for heavy rains or rainfalls lasting long periods. Also at that time the ditch along the south side of Meadowview Road was deepened.

In 2000 twenty-three properties in Meadowview experienced flooding, and six of them reported property damage due to the flooding. Pictures of the flooded area were included in the June 12, 2000 letter to Fitchburg. The town's engineer, Town & Country Engineering Inc. evaluated the conditions and made recommendations to the town in letter dated June 5, 2000 (attached).

In May of 2001 the town engineer recommended (letter attached) a study of the area be done to assess the hydrologic conditions which resulted in the flooding and investigate alternative approaches to alleviate the severity and or frequency of the flooding. We contracted with Earth Tech to do the study and assessment. Their report is attached.

The town engineer recommended we clean out and straighten an existing ditch from Nora Lane to the drainage ditch on county owned property. The US Army Corps of Engineers and the Wisconsin DNR reviewed the proposed solution and issued the necessary permits. Both agencies are very familiar with the history of flooding in this area.

In 2002 the town purchased additional easements between Nora Lane and the drainage ditch on the county property to the south east of Meadowview.

In the winter of 2003-04 the town reconstructed and cleaned out a drainage ditch to the south to help speed up the exit of water in a rain event. This improved drainage ditch to the south will help speed up the surface water exit from the area but it will not prevent the flooding during heavy or prolonged rainfalls.

APPENDIX E

This appendix includes the three newsletters that were mailed to property owners in the Northeast Neighborhood and its immediate proximity.

Fitchburg

City of Fitchburg

January 2006

Northeast Neighborhood Plan

City of Fitchburg Commences Planning Process

The City of Fitchburg has commenced a process to prepare a neighborhood plan for the Northeast Neighborhood, as part of the on-going efforts of the City to maintain up-to-date policies to guide land use decisions. This is also in keeping with the 1984 and 1995 Land Use Plans, which identified the Northeast Neighborhood as a possible area of future urban service area expansion and potential development. A series of four Public Information Meetings will be scheduled to gain your input and the input of all groups and organizations with an interest in the neighborhood. All are

encouraged to become active participants in the process.

The timeline of the plan anticipates the final plan document will be forwarded to the City Council for consideration in fall of 2006, after a public hearing to be held by the City Plan Commission. To assist with the research, mapping, site analysis, public involvement and plan preparation, the City has engaged the services of Ruekert/Mielke, Inc., a full service municipal consulting firm based in Waukesha, Wisconsin. Ruekert/Mielke representatives will be the main point of contact

throughout the process and will conduct all public meetings.

The neighborhood is generally bounded by Nine Springs Creek on the north, Larsen Road on the east, Goodland Park and Lacy Roads to the south and Highway 14 on the west. Please note that the neighborhood boundary extends slightly beyond the stated south roads. Please see the map of the Northeast Neighborhood.

Although the neighborhood has a defined area, factors that will be considered during plan preparation will not be limited to the

neighborhood. Considerations will include the input of property owners, neighboring municipal governments, public and private utilities, schools, and the State of Wisconsin and Dane County pertaining to the coordination of the neighborhood plan with Capital Springs State Recreational area.

The City and Ruekert/Mielke encourages you to read the information in this newsletter. Plan updates will be posted on the City website at www.city.fitchburg.wi.us.



**FIRST PUBLIC
INFORMATIONAL MEETING**
THURSDAY, FEBRUARY 23, 2006
7:00 P.M. AT CITY HALL.
Details on Page 2.

*The plan will determine
which, if any, areas are
suitable for urban
development.*

Purpose of the Northeast Neighborhood Plan

The City of Fitchburg adopted the Future Urban Development Area (FUDA) study as Appendix H to the General Land Use Plan (1995) of the City in June 2004. The FUDA study created the framework to further study large neighborhoods prior to the completion of the required State of Wisconsin Comprehensive Growth Plan (often called the Smart Growth Law). Completion of the new City Comprehensive Growth Plan is anticipated in 2007.

The Northeast Neighborhood Plan will reflect the goal of the FUDA study to provide reasonable and cost effective areas for urban development. Four FUDA study policies further define this planning process. They are:

1. To reference the FUDA map during the evaluation of proposed Urban Service Area (USA) expansions.
2. To create a sense of place through the development of a neighborhood plan, prior to USA expansion, to address issues of land use, urban services, open space, transportation, and the urban form.
3. To protect farmland by directing urban growth to areas that are cost effective to develop and away from areas with productive farmland.

4. To protect and preserve open space and natural areas by determining the open space land use designation of the neighborhood plans, to include providing connections with open spaces in adjacent neighborhoods to create greenways, before the USA expansion.

Important factors such as the availability of public and private utilities, soil capacity, natural site features, existing and neighboring land uses and transportation routes, improvements and linkages will be used to determine which areas within the neighborhood are suitable for urban expansion, or not suitable for expansion. Ruekert/Mielke has identified four significant factors that will be studied in great detail during the initial stage of the planning process. Those factors are: 1) protecting the natural resources of waterways, wetlands, woodlands and steep topography; 2) integration of the neighborhood with surrounding land uses, both existing and planned; 3) analyzing existing and planned traffic patterns; and 4) incorporating the future interchange with Highway 14.

These and many other factors will be researched and analyzed. Findings of the research will be presented in maps and charts at the Public Informational Meetings.

Plan Process Organization

The City, together with Ruekert/Mielke, has prepared specific steps to guide preparation of the neighborhood plan, with the steps following the general outline of the State's requirement for a Comprehensive Growth Plan.

With the first step, called Initial Plan Preparation, the consultant will gather all data and information regarding the neighborhood. The current City General Land Use Plan and the work to date in preparing the new city-wide comprehensive plan will provide a base of information for this plan. Base maps, natural resource maps, and other maps of special interest will be prepared. Initial contacts with other municipal governments and agencies will occur.

During the second step, the first of four Public Information Meetings will allow the public to react to the consultant-prepared draft of Opportunities and Issues Identification. Included in the identification of opportunities and issues, each key development factor or constraint can be listed for each major property in the neighborhood.

The third step, Systems Analysis, involves a detailed review of all internal and external systems having an impact upon land development within the neighborhood. Those impacts to be studied include local, state and federal policies and regulations regarding natural resource protection standards, an analysis of the capacity of the existing public utility systems for public water and sanitary sewer, and school capacity. Many other impacts will be considered.

**Follow plan progress at
www.city.fitchburg.wi.us or by attending
the Public Informational Meetings.**

With the base of information complete, a draft of Goals and Policies for the Neighborhood Plan will be presented at the second Public Informational Meeting.

The Goals and Policies will lead to the fourth step, preparation of the Land Use Plan. This is the step that typically gains the most public interest as the neighborhood plan begins to take shape. The Public Informational Meeting of this step will encourage debate as a draft plan map is presented to spark discussion.

With everyone's input regarding the land use plan for the neighborhood, the fifth step involves preparing Implementation Recommendations, with a detailed list of actions to be taken to set the plan in motion. The last of the four Public Informational Meetings will include a review of the recommended implementation recommendations, along with fitting all the steps together into a full plan document. Each step in the process provides the building blocks toward the full plan document.

There will still be an opportunity for input following the last of the Public Informational Meetings. A sixth and final step of the process involves final consideration of the plan by the City Plan Commission and Common Council. The Plan Commission will hold a final public hearing.

The process provides many opportunities for input. The City encourages interested individuals and groups to become -- and stay -- involved.



Comments and input are welcomed at anytime.

They can be forwarded to:

**Bruce Kaniewski, AICP, (262) 542-5733
bkaniewski@ruekert-mielke.com**



CITY OF FITCHBURG ***Northeast Neighborhood Plan***

NOTICE OF 2ND PUBLIC INFORMATIONAL MEETING

All are welcome to attend the 2nd Public Informational Meeting regarding the Northeast Neighborhood Plan for the City of Fitchburg.

When: Wednesday, May 31, 2006
Where: Fitchburg City Hall, 5520 Lacy Road
Time: 7:00 P.M.

The purpose of the meeting will be to review and discuss the draft Goals and Policies for the plan. There will also be a presentation of the Systems Analysis, being a review of the internal and external systems having an impact upon the neighborhood.

Draft documents to be reviewed and discussed at the meeting will be available for viewing at www.city.fitchburg.wi.us, after Thursday, May 18, 2006.

Comments and input are welcomed at anytime. They can be forwarded to Bruce Kaniewski, AICP. Mr. Kaniewski can be reached at (262) 542-5733, or bkkaniewski@ruekert-mielke.com.

Thank You!



Fitchburg

City of Fitchburg

September 2006

Northeast Neighborhood Plan

Why the Northeast Neighborhood?

On June 22, 2004, the City of Fitchburg adopted Appendix H of the 1995 General Land Use Plan, known as the Future Urban Development Areas (FUDA) Study. During the preparation of the FUDA Study, four neighborhoods were identified as areas with the greatest potential for future urban development.

The potential for urban development is based on areas that are homogenous neighborhoods within the City, accessible to urban services, and located adjacent to established developed areas. These neighborhoods included the

Northeast, Stoner Prairie, McGaw Park, and the Fitchburg/Oregon Business Park Neighborhood.

The City has determined that by potentially allowing development in these four neighborhoods, the anticipated growth of the City will be contained in areas near existing development. The remainder of the City, which is rural agricultural land will be able to remain productive cropland.

At the request of a landowner in accordance with the FUDA plan, the City contracted with

**THIRD PUBLIC
INFORMATIONAL MEETING**
WEDNESDAY, SEPTEMBER 27, 2006
4:00 P.M. TO 6:30 P.M.
AT CITY HALL.
Details on Page 2.

Ruekert/Mielke to determine the viability of future urban development in the Northeast Neighborhood.

The Northeast Neighborhood is generally bounded by Nine Springs Creek on the north, Larsen road on the east, Goodland

Park and Lacy Roads to the south, and Highway 14 on the west. Please note that the neighborhood boundary extends approximately 300 feet south of Goodland Park Road. Please refer to the map of the Northeast Neighborhood.

The City and Ruekert/Mielke encourages you to read the information in this newsletter and remain involved in the planning process of the Northeast Neighborhood. Plan updates will be posted on the City website at www.city.fitchburg.wi.us.



The plan will determine which, if any, areas are suitable for urban development.

Past Northeast Neighborhood Plan Process

There are several steps that are being followed to devise a neighborhood plan for the Northeast Neighborhood. These steps are in accordance with the State's requirement for a Comprehensive Growth Plan.

The first step in the process was to research the information in the General Land Use Plan and the data available in the completed chapters of the Comprehensive Plan. This information provided a base to formulate an Opportunities and Issues Chapter to the Northeast Neighborhood Plan.

The second step involved the first Public Informational Meeting. In February 2006, the first Public Informational Meeting was held. This meeting was conducted in a way that attendees were able to react to a prepared list of assumptions based on the factors that will contribute to evaluating whether or not future development is feasible. The assumptions presented related to environmental, transportation, and external factors.

Many residents from both the City of Fitchburg and the Town of Dunn attended this meeting and expressed their comments and concerns in a public participation process.

A Goals and Objectives chapter was prepared based on the General Land Use Plan, draft Comprehensive Plan, and comments raised through the first Public Informational Meeting. The goals and objectives will ensure that all land use decisions are consistent with the general direction of the City, but specific to the Northeast Neighborhood. The third step involved a systems analysis for the Northeast

Neighborhood. Systems analysis included studying all internal and external systems having an impact upon the neighborhood. These systems included applicable policies for storm water management, parks and open space, transportation including local and county roadways and public transportation, public utilities including water and sanitary sewer, school systems, electric and gas infrastructures, and natural resources.

A second Public Informational Meeting occurred on May 31, 2006 at the City Hall to discuss the systems analysis. This meeting was designed to have presentations given on a variety of topics with a question and answer period immediately following the individual presentation. The topics for the presentations included storm water management, parks and open space, multi-modal transportation, and public utilities including water and sanitary sewer.

This meeting was well attended by residents from both Fitchburg and the Town of Dunn. Questions were answered immediately after the presentation. Additional comments or questions were to be written onto a preaddressed comment form and put in the mail for consideration.

The next step in the planning process is the preparation of a Land Use Plan for the Northeast Neighborhood. This leads to the Third Public Informational Meeting.

Follow plan progress at www.city.fitchburg.wi.us or by attending the Public Informational Meetings.

Third Public Informational Meeting

The Third Public Informational Meeting is scheduled for Wednesday, September 27, 2006 from 4:00 P.M. to 6:30 P.M. at the Fitchburg City Hall. At this meeting, a map illustrating draft land uses will be presented with a written narrative describing the land uses. Consideration has been given to past comments and concerns including the provision of significant open space and wetland protection measures.

The format of the third Public Informational Meeting will be a bit different from the first two. The third Public Informational Meeting will be conducted in an open house format where planners from Ruekert/Mielke will be available for one-on-one discussion of the draft land use map, and participants will be asked to note their comments on the available comment forms.

The draft land use map that is presented at the meeting will be available to view at the City website (www.city.fitchburg.wi.us) a few days after the meeting. Comments on the draft land use plan will be accepted until

Tuesday, October 10, 2006. Everyone is encouraged to remain involved and attend this Open House to discuss the draft land uses and land use map.

Future Planning Process

With everyone's input regarding the land use plan for the neighborhood, the fifth step involves analyzing the comments received from the public participation process, and preparing Implementation Recommendations, with a detailed list of actions to be taken to set the plan in motion. The last of the four Public Informational Meetings will include a review of the recommended implementation recommendations, along with fitting all the steps together into a full plan document. Each step in the process provides the building blocks toward the full plan document.

There will still be an opportunity for input following the last of the Public Informational Meetings. A sixth and final step of the process involves final consideration of the plan by the City Plan Commission and Common Council. The Plan Commission will hold a final public hearing.



Comments and input are welcomed at anytime.
They can be forwarded to:
Bruce Kaniewski, AICP, (262) 542-5733
bkaniewski@ruekert-mielke.com



City of Fitchburg

June 2007

Fitchburg

Northeast Neighborhood Plan

The Fourth Public Informational Meeting for the Northeast Neighborhood Plan is scheduled for Thursday, July 12th, 2007 from 6:00 P.M. to 8:00 P.M.

Please note: this meeting will be held at the Fitchburg Community Center **not** in the City Hall Council Chambers. The Community Center is located at 5510 Lacy Road and the meeting will be held in the Fitchburg Room.

At this meeting, brief presentations will be given regarding the content of the neighborhood plan to-date, including the implementation recommendations, and the completed conceptual storm water management plan.

During the open house portion of the evening, the city's consultants from Ruekert/Mielke will be available to address questions and concerns one-on-one and written comments will be accepted. (There will not be a formal question and answer session) Comments will be forwarded to staff for consideration in the plan revision process.

FOURTH PUBLIC INFORMATIONAL MEETING

THURSDAY, JULY 12, 2007

6:00 P.M. TO 8:00 P.M.

AT FITCHBURG COMMUNITY
CENTER (Fitchburg Room),
5510 Lacy Road, Fitchburg.

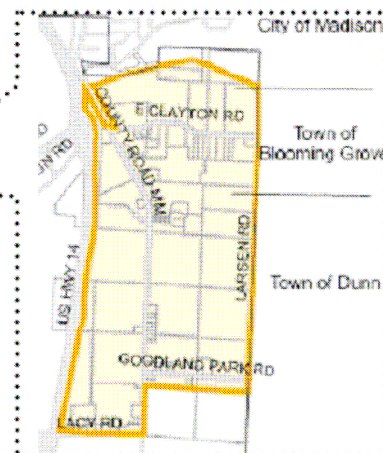
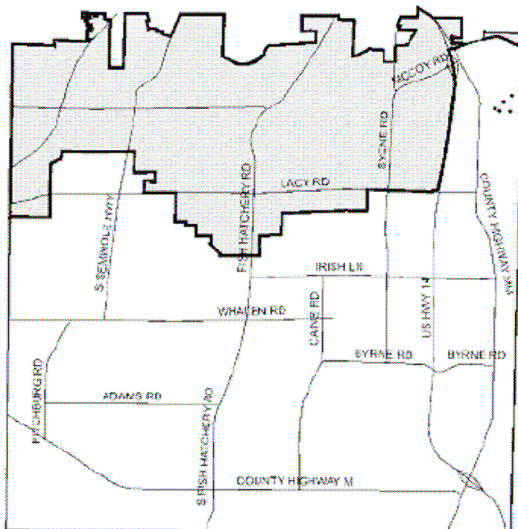
PLEASE NOTE CHANGE OF VENUE

The format of the fourth Public Informational Meeting will be as follows:

- 6:00 Open House begins
- 6:30 Storm Water Management Plan presentation
- 6:45 Land Use Plan presentation
- 7:00 – 8:00 Open House continues

DRAFT PLAN MATERIALS WILL BE
AVAILABLE ON THE CITY'S WEBSITE
JULY 3, 2007
WWW.CITY.FITCHBURG.WI.US

FITCHBURG URBAN SERVICE AREA



Comments and input are welcomed at anytime.
They can be forwarded to:
Bruce Kaniewski, AICP, (262) 542-5733
bkaniewski@ruekert-mielke.com